



**Haweswater Aqueduct Resilience Programme - Proposed Bowland
Section**

Volume 6

Proposed Ribble Crossing

Chapter 1: Introduction

June 2021



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1. Introduction

1.1 Preamble

- 1) This report comprises Volume 6 of the Environmental Statement for the Proposed Bowland Section. Volume 6 addresses the Proposed Ribble Crossing and is a supplemental report to Volume 2 of the Environmental Statement.
- 2) Volume 6 has been produced as a separate deliverable because the Proposed Ribble Crossing emerged as a construction traffic route option at a late stage in the design process, after much of the work on Volume 2 had already been completed. Although it is a free-standing report it should nevertheless be read in conjunction with Volume 2 to understand the context of the Proposed Ribble Crossing against the broader Proposed Marl Hill and Proposed Bowland Sections, and the overall Programme of Works.
- 3) Throughout this report the reader is referred to Volume 2 in cases where existing content in the Environmental Statement remains applicable to Volume 5, in the interests of avoiding duplication of material. The structure of Volume 6 follows that of Volume 2 to enable easy cross-referencing.

1.2 The Proposed Ribble Crossing

- 4) The Proposed Ribble Crossing has been developed as the second of two options that would enable the movement of construction vehicles from the A59, northwards through the Clitheroe area and on to the two construction compounds (Bonstone and Braddup Compounds) serving the Proposed Marl Hill Section, and also the Newton-in-Bowland Compound associated with the Proposed Bowland Section. The first option, comprising two complementary routes through Clitheroe and the surrounding villages, is described and assessed in Volume 2 of the Environmental Statement.
- 5) The need for the Proposed Ribble Crossing and the consideration of alternatives is explained in more detail in Volume 6 Chapter 3: Design Evolution and Development Description.

1.3 Planning Approach

- 6) Through agreement with Ribble Valley Borough Council, it is intended that only one of the two construction traffic access options will be taken forward in the event that planning consent for the Proposed Bowland Section is granted. It is anticipated that controls to ensure the adoption of just one option rather than both would be secured through an appropriate planning condition.