



HAWESWATER AQUEDUCT RESILIENCE PROGRAMME
PROPOSED BOWLAND SECTION
BOWLAND SSSI ASSESSMENT ADDENDUM
LCC_RVBC-BO-APP-009_01

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1.0 Introduction

- 1.1 This document provides an Addendum to the SSSI Assessment Document produced for the Marl Hill Section of the Haweswater Aqueduct Resilience Programme (HARP), located in north Lancashire within Ribble Valley Borough Council and Lancaster City Council. Since the original application was submitted there have been several updates to the original scheme. This document reviews these changes and determines whether these changes affect the assessment provided within the original SSSI Assessment Document submitted with the original application in June 2021 (LCC_RVBC-BO-APP-009).
- 1.2 This document should be read in conjunction with the original Bowland SSSI Assessment (LCC_RVBC-BO-APP-009).

Updates to Original Proposals

- 1.3 The proposed revisions and additions to the Proposed Bowland Section which update the June 2021 planning application are detailed in the Bowland Supplementary Environmental Information (SEI) Report (LCC_RVBC-BOSEI) and comprise the following:
- Amendments to the proposed off-site highways works serving the Lower Houses Compound, including changing the transport route from one-way to two-way vehicle flow, a number of additional passing places and the use of a vehicle marshalling area.
 - Revised alignment of the Hodder Crossing access track, north of the River Hodder and associated red line planning boundary.
 - Revision to the planning application boundary north of Newton-in-Bowland Compound, widening the below-ground tunnel construction easement.
 - Confirmation of the construction traffic access proposals in the Clitheroe area and nearby villages. The June 2021 Environmental Statement (Volume 4 Appendix 3.1) referred to two transport route options to serve the Newton-in-Bowland Compound. It was confirmed in the Environmental Statement (ES) that one of the two options would be selected prior to determination of the planning application for the Proposed Bowland Section. It is now possible to confirm that Route Option 2 (referred to in the June 2021 ES as the Ribble Crossing) has been adopted, albeit with a need to use local roads for a short period of approximately nine months to enable construction of the temporary crossing.
 - Removal of seven locations (TR4 RW1 to TR4 RW7 inclusive) where off-site highways works were originally proposed in the June 2021 submission (refer to Volume 5 LCC_RVBC_BO_V5P1-002 Highways Works series of drawings). This alteration is due to there only being a very infrequent

requirement for HGVs to travel through Chatburn, Grindleton and West Bradford.

- Confirmation that a bridge crossing will be used at the Newton-in-Bowland Compound to take the access road over sensitive habitats within the Gamble Hole Farm Pastures BHS.

1.4 Illustrations of the updated planning application boundaries are provided in the Bowland SEI (LCC_RVBC-BO_SEI).

Assessment of Changes

1.5 The alteration the proposed off-site highways works serving the Lower Houses Compound, comprise eight additional road widening areas (TR3 RW31 to TR3 RW38) and Spen Brow Holding Area (formed of two passing places). The additional road widenings are located along the construction access route, Eskew Lane to Spen Brow (between TR3 RW08 in the north and TR3 RW11 in the south). These works will result in some additional land take; however, these consist of very small additional areas located along the existing highway. These additional areas will not impact any qualifying habitats or species associated with any SSSI sites. The change from one-way to two-way flow on the access track will also have no impact on any SSSI and does not influence the conclusions of the SSSI assessment.

1.6 North of the River Hodder the planning application boundary associated with the haul road servicing the Newton-in-Bowland Compound has been extended to the south at one location to facilitate realignment of the haul road route, which now avoids some wetland habitats. The slight revision will not result in any additional direct or indirect impacts on any SSSI habitats or species.

1.7 The redline planning boundary has been widened to enable greater construction flexibility below-ground, in response to potential development at the surface north of the Newton-in-Bowland Compound. The tunnel bore diameter remains unchanged and no above ground works are proposed at this location. This alteration will therefore have no impact on habitats or species associated with SSSI sites assessed within the SSSI Assessment.

1.8 Construction access proposal Route Option 2, referred to as the Ribble Crossing, was included within the assessment of impacts on SSSIs within the original SSSI Assessment. The confirmation that Route Option 2 (Ribble Crossing) is the selected construction access proposal therefore does not alter the original SSSI Assessment, as the potential impacts arising from this option have already been assessed.

1.9 The confirmation that the access road will bridge over sensitive habitats at Gamble Hole Farm Pastures BHS will result in a reduction of impacts on sensitive habitats but will not affect any habitats or species associated with SSSI sites. This will therefore not affect the assessments made in the SSSI Assessment.

1.10 It can therefore be confirmed that the changes listed above will not affect the assessments made within the SSSI Assessment and the original document and its conclusions therefore still remain valid.



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