Haweswater Aqueduct Resilience Programme

Environmental Statement

Volume 2

Chapter 13: Public Access and Recreation

June 2021

Haweswater Aqueduct Resilience Programme

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13. Public Access and Recreation

13.1 Introduction

1) This chapter presents an assessment of the likely significant effects of the Proposed Marl Hill Section on public access and recreational facilities.

2) Public access is considered as any route or area of land that allows members of the public to access the outdoors via walking, cycling or horse riding. The public access assessment considers the potential effects of the Proposed Marl Hill Section on access and amenity to Public Rights of Way (PRoWs) and open areas during construction and operation.

3) The assessment of recreational facilities considers potential effects of the Proposed Marl Hill Section on access to recreational facilities, activities and events during construction and operation.

4) This chapter begins by reviewing the legislation and planning policies relevant to Public Access and Recreation. The assessment area and methodology for the assessment are then outlined. The nature, value and sensitivity of the existing baseline environment are then identified before an assessment is made of the potential effects on Public Access and Recreation for the Proposed Marl Hill Section. The design includes embedded mitigation measures, which have been taken into account in the assessment. Additional essential mitigation measures to avoid, reduce or offset potential impacts are ser out in Section 13.7.

5) The assessment area for recreational facilities is based on a 1 km buffer around the Bonstone Compound and Braddup Compound. The assessment area for the PRoWs is up to 100 m, for long-distance footpaths up to 500 m and for National Cycle Networks (NCNs) up to 5 km from the construction compound areas.

6) This chapter is supported by the following technical appendices and figures:

- Appendix 13.1: Public Access and Recreation Baseline
- Figure 13.1: Public Access and Recreation Baseline.

13.2 Scoping and Consultations

13.2.1 Scoping

7) A Public Access and Recreation chapter was included within the EIA Scoping Report which was submitted to the relevant planning authority, Ribble Valley Borough Council, for comment in October 2019 with a follow-up Scoping Addendum in February 2021. Scoping Report responses were provided by the local authority and these have been reviewed and the October 2019 Scoping Report responses incorporated into the assessment. Scoping comments and responses are outlined in Appendix 4.1

8) Lancashire County Council also broadly agreed with the proposed methodology and requested to see an assessment of any proposals that may impact existing PRoWs, and associated measures to mitigate impacts. Lancashire County Council Highways and Transport requested as part of their Scoping Opinion that a high-level Non-Motorised User[1] assessment be carried out along the traffic routes to include attraction information, PRoWs / long-distance routes, equestrian routes and data from Strava.

13.2.2 Consultation

9) During the course of this assessment, consultation has taken place with relevant statutory and non-statutory consultees, stakeholders and third parties, through both correspondence and face-to-face meetings. This has been summarised in Appendix 4.1, and key consultations of relevance to the assessment are summarised in the following paragraphs.

[1] Non-Motorised Users, NMUs, is a term used to describe people who access footpaths, rights of way, recreational facilities and similar assets without the use of motorised vehicles.

10) A teleconference was held with a PRoW officer from Lancashire County Council on 19 June 2020 identifying proposed temporary PRoW closures and diversions anticipated to be necessary to enable the construction of the Proposed Marl Hill Section.

11) A consultation event was held for the Proposed Marl Hill Section on 26 August 2020 and 25 February 2021. Representatives from various non-motorised user groups were invited to attend. Representatives from Lancaster Ramblers and Clitheroe Ramblers were present where proposed PRoW closures and diversions were discussed.

12) A teleconference was held with Sustrans on 11 March 2021 to identify any NCN routes which would be impacted by the Proposed Marl Hill Section or by associated construction traffic routes.

13.3 Key Legislation and Guidance

13) Table 13.1 introduces relevant Public Access and Recreation legislation and guidance.

Table 13.1: Public Access and Recreation Key Legislation and Guidance

Applicable Legislation	Description
The Institute for Environmental Management and Assessment (IEMA) Guidelines for Environmental Impact Assessment (2017)	Provides overarching guidance on the assessment of public access and recreation.
Design Manual for Roads and Bridges (DMRB) General Principles and Scheme Governance: General information. GG 142 Walking, cycling and horse-riding assessment and review (formerly HD 42/17) Revision 0 Nov 2019	This document sets out the walking, cycling and horse-riding assessment and review process for highway (road infrastructure) schemes. Whilst this is developed for motorways and all-purpose trunk road projects, the principles and methods can be adopted on other types of developments.
Countryside Rights of Way Act 2000	The Countryside and Rights of Way Act 2000 (CROW Act) normally gives the public right of access to land mapped as 'open country' (mountain, moor, heath and down) or registered common land. These areas are known as 'open access land'. People can normally access open access land on foot to '*walk, sightsee, bird-watch, climb and run*'.

14) National and local planning policies are covered in Chapter 5: Planning Policy and Context.

13.4 Assessment Methodology and Assessment Criteria

13.4.1 Assessment Methodology

15) Reference has been made to national and local policy documents, relevant British Standards, national guidance and other relevant information in determining the assessment methodology and criteria to be used.

16) The assessment of effects on public access has taken account of:

- Changes in accessibility to PRoWs and open access land
- Changes in the amenity (pleasantness) experienced by walkers, cyclists and equestrians.

17) DMRB defines amenity as the '*relative pleasantness of a journey. It is therefore concerned with changes in the degree and duration of people's exposure to traffic – fear/safety, noise, dirt and air quality … primarily any visual intrusion associated with the scheme and its structures*'[2]

[2] DMRB, Volume 11 Section 3 Part 8 (Pedestrians, Cyclists, Equestrians and Community Effects), Chapter 4 Changes in Amenity (Paragraph 4.1).

18) The assessment of change to amenity experienced by PRoW users is associated with noise, dust and visual aspects. The change to amenity of PRoW users as a result of visual aspects is considered in Chapter 6: Landscape and Arboriculture.

19) The assessment of effects on recreation takes into account changes in the accessibility of recreational facilities, informal recreational activities and recreational events that are within the vicinity of the Proposed Marl Hill Section.

20) The assessment of effects on recreational facilities and activities focuses on public access and activities. Commercial effects on recreational facilities are considered separately in Chapter 14: Communities and Health.

21) The methodology was agreed with relevant stakeholders as outlined above in Section 13.2.2.

13.4.2 Public Access

22) The public access assessment considered potential effects within a local, regional and national assessment area:

- **Local** – PRoWs and open access land that would be directly affected by the Proposed Marl Hill Section (e.g. where a compound or construction access track would cross a PRoW) and potential indirect effects on PRoWs within 100 m of the working area
- **Regional** – the assessment area extends across Lancashire, and acknowledges that, for certain PRoWs, a wider catchment area exists
- **National** – the assessment area includes nationally significant routes, e.g. the NCN which is crossed by the Proposed Marl Hill Section.

23) A description of the public access receptors is provided in Appendix 13.1.

13.4.3 Recreation

24) The recreation assessment considers the following receptors that are within 1 km of the Proposed Marl Hill Section:

- **Formal recreation** – designated facilities for recreational activities (e.g. sports playing fields and leisure centres)
- **Informal recreation** – outdoor activities that are undertaken in various locations (e.g. horse riding, angling, sailing, kayaking, boat trips, wildlife watching)
- **Events** – recreational events undertaken on a regular basis.

25) A list of the recreation facilities is provided in Appendix 13.1.

13.4.4 Assessment Criteria

26) The significance of effect has been determined from the combination of the sensitivity of receptors and the magnitude of potential change. Sensitivity and magnitude criteria are set out in Table 13.2 and Table 13.3 respectively. Section 13.4.5 then sets out how these values are used to determine significance of effect.

27) Sensitivity is determined by, among other things, its level of designation or protection, its susceptibility to or ability to accommodate change, the timescale of the change and professional judgement. The sensitivity categories as set out in Table 13.2 have been informed by consultation described in Section 13.2.

Table13.2: Public Access and Recreation Sensitivity Criteria

Sensitivity	Criteria
High (National)	Public Access: Feature / receptor possesses key characteristics which contribute significantly to the distinctiveness and character of the site. Feature / receptor possesses very significant social / community value and is extremely rare, and therefore is considered to have national importance (e.g. footpath of national significance). This can include PRoWs identified by public and statutory consultees and groups as having a very significant social / community value, which would normally be considered as being local in importance.
	Recreation: Receptor that possess very significant social / community value and is rare. It would be extremely difficult to access another facility that offers the same activity in the region.
Medium (Regional)	Public Access: Feature / receptor possesses key characteristics which contribute significantly to the distinctiveness and character of the site. Feature / receptor possesses significant social / community value and is rare, and therefore is considered to have regional importance (e.g. footpath of regional significance). This can include a PRoW identified by public and statutory consultees and groups as having a significant social / community value, which would normally be considered as being local in importance.
	Recreation: Receptor has a significant social / community value and is fairly rare. It would be difficult to access another facility that offers the same activity in the region.
Low (Local)	Public Access: Feature / receptor only possesses characteristics which are locally significant (e.g. local PRoW network). This includes open access areas which are considered similar to a local PRoW network. Feature / receptor not designated or only designated at a local level, and therefore is considered to have local importance.
	Recreation: Receptor possesses moderate social / community value and is relatively common. It would be fairly easy to access another facility that offers the same activity in the region. There are numerous caravan and camping sites within the assessment area; therefore, these have been assigned a low sensitivity.
Very Low / Negligible	Public Access: Feature / receptor characteristics do not make a significant contribution to the character or distinctiveness of the site and surroundings at a local scale.
	Recreation: Receptor possesses low social / community value and is common. It would be easy to access another facility that offers the same activity in the region.

28) The criteria used to help determine the magnitude of Public Access and Recreation effects are shown in Table 13.3.

Table 13.3: Magnitude of Public Access and Recreation Effects

Magnitude	Criteria
High	Significant, permanent loss or obstruction / irreversible changes to key characteristics, features or the function of amenity and recreation assets. For example, loss of PRoW or recreation asset.
Medium	Obstruction or change of key characteristics, features or the function of amenity and recreation asset in the medium term. For example, loss of part of recreation asset, change in entrance / access to recreation asset (including for the use of construction access tracks), and permanent diversion of PRoW >1 km in length. Duration of the closure and diversion extends through the enabling, construction and commissioning phases.
Low	Noticeable but not significant obstruction or change (temporary / potentially reversible), over part of the asset, to key characteristics, features or the function of amenity and recreation assets in the short term. For example, temporary closure of PRoW and / or temporary diversion of PRoW, temporary diversion of entrance / access to recreation asset, and permanent diversion to PRoW <1 km. Closure and diversion is only in place during enabling works.
Very Low / Negligible	Barely noticeable obstruction or changes over a small area, to key characteristics, features or the function of amenity and recreation assets, which are infrequent or temporary. For example, a slight diversion within the compound.

13.4.5 Assessment of Significance

29) Professional judgement informed the identification of effects and evaluation of significance of potential effects. Table 13.2 and 13.3 illustrated how the sensitivity and magnitude categories are used to determine significance. For the purposes of this Environmental Statement, moderate or above effects are considered significant in the context of the EIA Regulations. Table 13.4 provides an illustration of how the significance of effects can be assessed taking into account both the magnitude of effect and a sensitivity to that change.

Table 13.4: Significance of Effects

		Magnitude			
		Very Low/ Negligible	**Low**	**Medium**	**High**
Sensitivity	**Very Low / Negligible**	Negligible	Negligible	Negligible / Slight	Slight
	Low	Negligible	Negligible / Slight	Slight / Moderate	Moderate
	Medium	Negligible / Slight	Slight	Moderate	Moderate / Major
	High	Slight	Slight / Moderate	Moderate / Major	Major

30) The duration of the effects on PRoW and recreational facilities have been assigned within the assessment of likely significant effects and split into the following categories:

- **Short term** – impacts on PRoW or recreational facilities occur during the enabling works only
- **Medium term** – the duration of impacts extend through enabling, construction and commissioning phases

- **Long term** – permanent change to access to PRoW or recreational facility.

13.4.6 Embedded Mitigation and Good Practice

31) Embedded mitigation is inherent to the design, and good practice measures are the standard industry methods and approaches used to manage commonly occurring environmental effects. The assessments presented in Section 13.6 of this chapter are made taking into account embedded mitigation and the implementation of good practice measures.

32) The need for any additional topic-specific essential mitigation identified as a result of the assessment in Section 13.6 (generally for effects likely to be significant in the context of EIA Regulations) is then set out separately in Section 13.7.

Embedded Mitigation

33) Chapter 3: Design Evolution and Development Description explains the evolution of the design with input from the environmental team, including mitigation workshops and the use of GIS-based constraints data. Embedded mitigation of particular relevance to Public Access and Recreation is set out below:

- Where possible, compounds have been located to minimise impacts to PRoWs.

Good Practice Measures

34) The following good practice measures have been taken into account in the assessment of the potential effects for this chapter. Temporary closures and diversions would be consented to in accordance with Lancashire County Council Rights of Way guidance and would comply with the following assumptions:

- PRoWs would be kept open or temporarily closed and diverted wherever practicable during enabling works, construction and commissioning phases. Where closures and diversions are required, they would be for the shortest duration practicable for the works required
- Signage would be in place in advance of temporary PRoW diversions outlining the diversion route to be followed
- Reinstatement would be carried out to at least the original PRoW condition.

35) The Construction Traffic Management Plan (CTMP) identifies strategies the contractor would take to manage traffic movements, including pedestrians, cyclists and horse riders on the existing roads and PRoWs adjoining the roads.

36) Further good practice mitigation measures are identified within Appendix 3.2: Construction Code of Practice with reference to the noise and vibration strategy and air quality management strategy in order to reduce effects on amenity.

13.4.7 Assumptions and Limitations

37) AddressBase software was used to identify caravan sites, campsites, equestrian centres, village halls, libraries, historic ruins, sporting / activity centres, playgrounds, bingo halls, memorials / market crosses, public parks, woodland areas and public open spaces. There is the potential that AddressBase software may not represent the latest information as facilities may have changed their names, facilities may have closed or new facilities may have opened.

38) There were no surveys to identify PRoW usage carried out on the Proposed Marl Hill Section in line with the agreed scoping methodology. Liaison with key stakeholders such as the local authorities' PRoW officers and local interest groups provided local knowledge to support the assessment.

39) Due to restrictions in response to the COVID-19 pandemic, a number of online resources have removed current and upcoming events from their sites. Although historic events have been identified, there is the potential that some recurring or rescheduled events may not be identified.

40) A number of organisations were approached for feedback on the Public Access and Recreation assessment. Where these organisations were unable to attend stakeholder meetings, some have provided other general information to incorporate in the assessment.

13.5 Baseline Conditions

41) This section details the Public Access and Recreation baseline for the assessment area and identifies receptors where there is potential for significant effects to arise. The Proposed Marl Hill Section is located within the administrative areas of Lancashire County Council and Ribble Valley Borough Council. It is approximately 4 km north of Clitheroe and extends from approximately 1.3 km south of Newton-in-Bowland to 1.3 km north of Waddington.

42) The Proposed Marl Hill Section is located within the Forest of Bowland Area of Outstanding Natural Beauty (AONB) the Hodder Valley and Ribble Valley. Various walking routes have been identified within the assessment area with a number of bridleways suitable for horse riding and equestrian facilities.

43) Baseline data, to support the public access and recreation assessment, was gathered from the following sources:

- Lancashire County Council Definitive Map[3] (online)
- Lancashire County Council electronic PRoW map
- AddressBase Software
- Desk-based research using web-based data sources
- Site visits (17-18 February 2020 and 17-18 July 2020)
- Consultation with appropriate statutory bodies, key stakeholders and other organisations (see Section 13.2).

44) Figure 13.1 displays all the PRoWs, long-distance footpaths and NCNs identified within the vicinity of the Proposed Marl Hill Section and the recreational facilities within 1 km of the Proposed Marl Hill Section.

45) Appendix 13.1: Public Access and Recreation Baseline provides an overview of the baseline conditions of Public Access and links for the recreational facilities. Table 1 (in Appendix 3.1) provides details of the PRoWs including number, description, photograph (where available), sensitivity and reason for assigned sensitivity usage.

46) There are a number of PRoWs which are intersected by the construction traffic routes to the Proposed Marl Hill Section. Whilst it is acknowledged that users may encounter additional traffic when crossing these routes, it is not anticipated that there would be any restrictions or limitations on the use of these PRoWs. Therefore, PRoWs along the construction traffic routes have not been assessed further in this chapter.

47) NCN 90 is a 130 mile (290 km) loop which takes in the Forest of Bowland AONB, Arnside and Silverdale AONB, the Ribble Valley and Blackpool Pleasure Beach.[4] NCN 90 follows the same route as NCN 69 from Hornby to Fairheath Road. At Fairtheath Road the route follows Spen Brow, passing through Slaidburn, Bolton by Bowland and Grindleton, carrying along Grindleton Road / West Bradford Road passing through the centre of Waddington to join Belle Vue Lane.

48) There are a number of long-distance footpaths identified on Figure 13.1 outside of the 500 m buffer; however, these are unaffected by the Proposed Marl Hill Section. There is one long-distance footpath within 500 m of the construction compounds for the Proposed Marl Hill Section, which is the Clitheroe 60K.

[3] Lancashire County Council definitive map http://mario.lancashire.gov.uk/agsmario/ [Online] [Accessed: December 2020].
[4] https://www.openroadopenskies.co.uk/self-guided-cycling-holidays/route-90-north-lancashire-loop [Online] [Accessed: April 2021]

49) The Clitheroe 60K:[5] this 37 mile (60 km) route starts from the Ribble Valley, taking in Longridge Fell, the Hodder Valley, Newton, skirting Grindleton Fell to Sawley and Downham, finally traversing Pendle Hill. This route links with the Pendle Way and Ribble Way.

50) There are six recreational facilities located within 1 km of the Proposed Marl Hill Section; these are:

- Stonefold holiday cottage:[6] a 16th-century farmhouse and barns which has been renovated into a self-catering holiday cottage sleeping up to five people
- The Out Barn:[7] a wedding venue with a maximum capacity of 250 people, located off Cross Lane
- Cross Lane Caravan and Camping Park:[8] situated on the southern fringe of the Forest of Bowland. The site is located at Gannies Farm in Waddington and facilitates five hardstanding caravan pitches, five electrical hook-ups, caravan storage for 12 caravans and numerous tent pitches
- Sunnybrook Cottage, Clitheroe: a one bedroom holiday home, located 2.2 miles from Clitheroe Castle in an area where fishing can be enjoyed, and golfing and cycling are nearby
- Ribble Valley Country Cottages:[9] nestled within the Ribble Valley and Bowland Hills, offering accommodation for up to eight people in The Granary and up to six people in Fellside Cottage
- Peter Barn Country House:[10] a converted tithe barn on the outskirts of Waddington.

51) The Ribble Way Section 3: Clitheroe to Gisburn trail[11] is a 19.3 km point to point trail near Clitheroe primarily used for hiking and walking.

52) There are two recreational cycle routes which intersect the construction traffic routes for the Proposed Marl Hill Section; these are the Ribble Valley Villages and Clitheroe to Downham cycle routes.

53) The Ribble Valley Villages[12] cycle route is a 29 mile (47 km) route which takes in both contrasting sides of the Ribble Valley. The route follows minor roads and B roads, starting and finishing at Waddington car park. The route takes in a number of places of interest including Downham, Ribchester Roman Museum and Stonyhurst College.

54) The Clitheroe to Downham cycle route is a 13 mile (21 km) route commencing from Clitheroe Rail Station. The route takes in the villages of Worston, Downham, West Bradford and Waddington before returning to Clitheroe via the Edisford Bridge.

55) The Tour of Lancashire cycle event[13] is a 162 km route starting from Preston College. The event consists of a short, medium and long route.

- The short route is a 67.7 km route which passes through the rolling Lancashire countryside towards Clitheroe through Sabden, Whalley and back to Preston
- The medium route is a 112.3 km route which starts at Preston College, skirting the edge of the Forest of Bowland passing through Inglewhite, Calder Vale and Okenclough, returning through the Trough of Bowland, Clitheroe, Sabden, Whalley and back to Preston.
- The long route starts from Preston College, skirts the edge of the Forest of Bowland, passing through Inglewhite, Calder Vale and Okenclough. The route returns through the Forest of Bowland, Slaidburn, Dunsop Bridge, Clitheroe, Sabden, Whalley and back to Preston.

[5] https://ldwa.org.uk/ldp/members/show_path.php?path_name=Clitheroe+60K [Online] [Accessed: March 2021].
[6] http://www.stonefoldholidaycottage.co.uk/ [Online] [Accessed: March 2021].
[7] https://www.cloughbottom.co.uk/weddings [Online] [Accessed: December 2020].
[8] https://crosslanecaravans.co.uk/ [Online] [Accessed: December 2020].
[9] https://ribblevalleycountrycottages.co.uk/ [Online] [Accessed: March 2021].
[10] http://www.clickbedandbreakfast.co.uk/bed-and-breakfast5371.asp [Online] [Accessed: March 2021].
[11] https://www.alltrails.com/explore/trail/england/lancashire/ribble-way-section-3-cllitheroe-to-gisburn [Online] [Accessed: March 2021].
[12] https://www.visitlancashire.com/dbimgs/Ribble-Valley-Cycle-Map.pdf [Online] [Accessed: March 2021].
[13] https://velo29events.com/sportives/tour-of-lancashire-sportive/tour-of-lancashire-long/ [Online] [Accessed: March 2021].

56) The Pendle Witch trail[14] is a 45 mile (72 km) self-guided car, minibus or bike trail. The route starts from the Pendle Heritage Centre in Barrowford passing through Chatburn, Clitheroe, Waddington and Newton before heading towards Dunsop Bridge and Lancaster via the Trough of Bowland.

57) There are a number of angling associations within the Ribble Valley area, whilst it is acknowledged that there may be impacts on amenity, it is not proposed to restrict angling activities. United Utilities will continue engagement with angling associations to minimise potential disruption.

13.5.1 Information Sources

58) The assessment was undertaken with reference to the sources detailed in Table 13.5.

Table 13.5: Key Information Sources

Data Source	Reference
Maps & Related Information Online (MARIO) – Lancashire County Council's interactive mapping website.	http://mario.lancashire.gov.uk/agsmario/ (Accessed March 2021)
Multi-Agency Geographic Information for the Countryside (MAGIC) website. This data source provided information showing sensitive national designations that fall within the Proposed Marl Hill Section.	https://magic.defra.gov.uk/MagicMap.aspx (Accessed March 2021)
Sustrans and the Ordnance Survey website. Both sites teamed together to identify walking and cycling routes. NCNs are also identified.	https://www.sustrans.org.uk/ [Accessed: March 2021] https://osmaps.ordnancesurvey.co.uk/ncn (Accessed March 2021)
The Long Distance Walkers Association (LDWA). The LDWA have collated the details of every known long-distance path in the UK. This page provides information on how to access the long-distance paths.	https://ldwa.org.uk/ldp/members/search_by_path.php (Accessed March 2021)
AllTrails is a fitness and travel application allowing users access to a database of trail maps, used in outdoor recreational activities such as hiking, mountain biking, climbing and snow sports.	https://www.alltrails.com/
Ordnance Survey's AddressBase data. Provided point data for addresses and provides a breakdown of categories of addresses.	Ordnance Survey's AddressBase
Available information via internet searches.	Websites and google searches including local authority websites, Strava, local events and club sites.

13.6 Assessment of Likely Significant Effects

59) The following section describes the effects of the Proposed Marl Hill Section on Public Access and Recreation during the enabling works, construction, commissioning and operational phases. An assessment of potential effects on public access and recreational facilities is provided below.

60) Effects that continue through enabling works, construction and commissioning are detailed in Section 13.6.1.

[14] https://www.visitlancashire.com/things-to-do/pendle-witch-trail-lancaster-to-pendle-p51630 [Online] [Accessed: March 2021].

13.6.1 Enabling Works, Construction and Commissioning Phase Effects

61) The summary of enabling works, construction and commissioning phase effects on public access and recreational facilities and activities are shown in Table 13.6. The following sections describe the types of effects that the Proposed Marl Hill Section would have on the receptors. The receptors have been grouped by type of effect.

62) The affected PRoWs are shown on Figure 13.1. The Environmental Masterplan comprises a series of drawings illustrating the locations where both generic and site-specific mitigation measures are proposed. Proposed temporary closures and diversions are presented on Figure 20.1: Environmental Masterplan.

Public Rights of Way – Bonstone Compound

63) At the Bonstone Compound there are three PRoWs which are intersected by the proposed access into the compound; these are: 3-29-FP 42, 3-29-FP 43 and 3-29-FP 44. However, it is not anticipated that any temporary closures or diversions would be required for footpath 3-29-FP 44. Users of this PRoW may experience increased construction traffic movements where the PRoW joins onto the B6478 Slaidburn Road.

64) Footpath 3-29-FP 42 would be impacted by the access into the Bonstone Compound. At this location it is proposed that fencing would be used to separate PRoW users from the access track to minimise disruption to the PRoW.

65) Footpath 3-29-FP 43 would be impacted by the access track into the Bonstone Compound. At this location the footpath would be diverted and require the use of a controlled crossing point where the footpath meets the access track before joining a fenced-off pedestrian walkway to separate PRoW users from construction traffic.

Public Rights of Way – Braddup Compound

66) Footpath 3-43-FP 8 would be impacted by the access track into the Braddup Compound. At this location it is not proposed to divert the PRoW; instead it is proposed to use a crossing point along the access track, e.g. the use of access gates.

67) Bridleway 3-5-BW 1 would be impacted by the access track into the Braddup Compound. Here it is proposed that the bridleway would not be diverted and instead the use of a crossing point, , would be implemented at this location along with signage posted at appropriate locations to make users aware of potential construction traffic movements.

National Cycle Network

68) NCN 90 would be affected by access to the Bonstone Compound and Braddup Compound where the construction traffic route passes along Grindleton Road / West Bradford Road, crossing Waddington to join Belle Vue Lane. There would be an increase in traffic movement to and from the Bonstone and Braddup compounds , with an expected increase of three to 10 additional vehicle movements and five to 15 additional vehicle movements per hour at the Bonstone and Braddup compounds respectively.

Long-Distance Footpaths

69) There are no long-distance footpaths which are impacted by the Proposed Marl Hill Section.

Recreational Activities

70) The three recreational facilities: The Out Barn, Cross Lane Camping and Caravan Park, and The Peter Barn Country House are all accessed off Cross Lane and would not be directly impacted by construction traffic. However, there would be an indirect impact due to the construction traffic route along Slaidburn Road to both the Braddup and Bonstone compounds.

71) There are a no recreational trails which interact the Proposed Marl Hill Section construction compounds. However, the Ribble Way Section 3: Clitheroe to Gisburn trail interacts with the construction traffic routes. It is not proposed that use of this trail would be affected by the Proposed Marl Hill Section.

72) The Ribble Valley Villages and Clitheroe to Downham cycle routes follow the alignment of the construction traffic route for the Proposed Marl Hill Section where the route passes through Chatburn, West Bradford and Waddington. Users along these routes would experience an increase in traffic along Ribble Lane, Grindleton Road / West Bradford Road.

Table 13.6: Summary of Enabling Works, Construction and Commissioning Phase Effects

Environmental / Community Asset	Value / Sensitivity	Effect	Duration	Magnitude	Significance of Effect)
Ribble Valley Borough Council					
Footpath 3-29-FP 42	Low	This footpath would be impacted by the construction access into the compound and would require fencing to separate PRoW users from construction traffic..	Medium term Temporary	Medium	Slight / Moderate
Footpath 3-29-FP 43	Low	This footpath would be impacted by the construction access into the compound and would require the implementation of a controlled crossing and fencing to separate PRoW users from construction traffic.	Medium term Temporary	Medium	Slight / Moderate
Footpath 3-29-FP 44	Low	This footpath would be impacted by increased construction traffic.	Medium term Temporary	Low	Slight
Footpath 3-43-FP 8	Low	This footpath would be impacted by the access track into the Braddup Compound and would require the implementation of a controlled crossing.	Medium term Temporary	Low	Slight

Environmental / Community Asset	Value / Sensitivity	Effect	Duration	Magnitude	Significance of Effect)
Bridleway 3-5-BW 1	Low	This bridleway would be impacted by the access track into the Braddup Compound and would require the implementation of a controlled crossing.	Medium term Temporary	Low	Slight
NCN 90	High	Popular NCN which may be impacted temporarily by the construction traffic route.	Medium term Temporary	Low	Slight / Moderate
Clitheroe to Downham cycle route	Medium	This recreational route would be impacted by increased traffic movements in the area.	Medium term Temporary	Low	Slight
Ribble Valley Villages cycle route	Medium	This recreational route would be impacted by increased traffic movements in the area.	Medium term Temporary	Low	Slight

13.6.3 Construction Phase

73) Construction phase effects would remain the same as effects identified during the enabling works phase in Section 13.6.1.

13.6.4 Commissioning Phase

74) Commissioning phase effects would remain the same as effects identified during the enabling works phase in Section 13.6.1.

13.6.5 Operational Phase

75) Potential temporary impacts during the operational phase for public access could arise from routine site walkovers and remedial works, which may be required during the lifetime of the pipeline. Additionally, in an emergency, such as a burst pipe, PRoWs and roads may need to be temporarily closed. This could affect access to these PRoWs and recreational facilities. The main operational effects of the Proposed Marl Hill Section on recreational facilities would be road closures (or lane closures) during an emergency, for which a diversion or traffic management would be required. Operational impacts would be very infrequent and for a short duration; therefore, not significant and not assessed further.

13.7 Mitigation and Residual Effects

76) Mitigation is most effective if considered as an integral part of the Proposed Marl Hill Section design in order to avoid, reduce or offset any adverse effects on the Public Access and Recreation or wider environment.

77) The main effects of the Proposed Marl Hill Section on Public Access and Recreation would be during the enabling works, construction and commissioning phase. A number of PRoWs would need to be temporarily closed for a very short period (a day or two) to enable new footpath facilities to be installed. Consultation with PRoW officers and local groups would be carried out so that all closures and diversions can be agreed, publicised and the disturbance minimised.

78) The Proposed Marl Hill Section could have visual impacts on users of PRoWs during construction and operation; this is further discussed in Chapter 6: Landscape and Arboriculture.

79) For all receptors, taking into account embedded mitigation and good practice contained in the CCoP, no further essential mitigation has been identified, and the residual effects remain as per Table 13.6.

13.8 Cumulative Effects

80) The following section provides an overview of the potential cumulative effects from different proposed developments and land allocations, in combination with the Proposed Marl Hill Section (i.e. inter-project cumulative assessment). Data on proposed third party developments and land allocations contained in the development plan documents were obtained from various sources, including local planning authority websites, online searches, and consultations with planning officers. Proposed development data were then reviewed with a view to identifying schemes or land allocations whose nature, scale and scope could potentially give rise to significant environmental effects when considered in combination with the likely effects arising from the Proposed Marl Hill Section.

81) Intra-project cumulative impacts. i.e. two or more types of impact acting in combination on a given environmental receptor, property or community resource, are considered in Chapter 14: Communities and Health.

82) The over-arching cumulative effects of the Proposed Programme of Works i.e. the five proposed replacement tunnel sections in combination, are considered in Volume 2 Chapter 19: Cumulative Effects. In addition, Volume 2 Chapter 19 examines the cumulative effects associated with the outcomes from Volume 2 (delivery and operation of the main construction compounds, tunnel and construction traffic routes), Volume 5 (proposed off-site highways works and satellite compounds), and Volume 6 (Proposed Ribble Crossing).

83) Based on professional judgement, it was concluded that there are no proposed third party developments or land allocations in local development plan documents which could potentially give rise to likely significant cumulative effects on PRoW and recreational facilities. No cumulative assessment was therefore undertaken for Public Access and Recreation in the context of the Proposed Marl Hill Section.

13.8.1 Highways Works

84) The potential for likely significant effects relating to public access and recreation for the Proposed Bowland Section off-site highways works is covered in Volume 5 of the ES. Likely significant effects are predicted on the users of public footpaths at several locations due to diversions. However, these effects would be for a short duration during the construction of the works.

13.8.2 Proposed Ribble Crossing

85) The potential for likely significant effects relating to public access and recreation for the Proposed Bowland Section off-site highways works is covered in Volume 6 of the ES. Likely significant effects are predicted on the users of public footpaths at several locations due to diversions. However, these effects would be for a short duration during the construction of the works.

13.9 Conclusion

86) This chapter of the Environmental Statement considered the potential Public Access and Recreation impacts associated with enabling works, construction and commissioning phases along the route of the Proposed Marl Hill Section.

87) The Proposed Marl Hill Section would intersect a total of five PRoWs which would be directly or indirectly affected during the construction period. Throughout the enabling, construction and commissioning phases three PRoWs would be affected by the use of controlled crossing points and two PRoWs would require fencing to separate PRoW users from construction traffic, these would then be reinstated to original alignments once the works are complete.

88) There are three cycle routes which would be affected by the construction traffic routes of the Proposed Marl Hill Section. These comprise of one NCN and two recreational routes within Ribble Valley Borough Council.

89) It is anticipated that due to the nature of the Proposed Marl Hill Section, there would be no significant operational impacts on public access and recreational facilities. Operational activities would generally be limited to site walkovers and remedial works, which may be required during the lifetime of the pipeline.

90) The residual impacts for public access and recreational facilities, recreational activities and events would be slight. All temporary PRoW closures would be in accordance with Lancashire County Council's Right of Way Guidance and agreed with the relevant local authorities. In addition, access to recreational receptors would be maintained throughout the construction period. United Utilities would maintain ongoing contact with the affected communities to mitigate any potential effects on future events or activities.

13.10 Glossary and Key Terms

91) Key phrases and terms used within this technical chapter related to Public Access and Recreation are defined within Appendix 1.2: Glossary and Key Terms.