



**Haweswater Aqueduct Resilience Programme - Proposed Marl Hill
Section**

Volume 6

Proposed Ribble Crossing

Chapter 13: Public Access and Recreation

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Haweswater Aqueduct Resilience Programme - Proposed Marl Hill Section

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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 Ribble Crossing on public access and recreation.
- 2) Public access and recreation in the context of this assessment relates to members of the public visiting places of interest, gaining access to publicly-accessible land, or using public right of way (PRoW) by means of walking, cycling, horse riding or mobility devices and mobility aids. Access in the context of the movement of people, goods and services by motorised means, for example, private cars, public transport and commercial vehicles, is addressed in Chapter 16. The assessment therefore considers the potential effects to access and amenity resources such as PRoWs and open areas during the construction and operation phases.
- 3) Section 13.2 of this report describes the scoping and consultations undertaken in support of the assessment. For details of the legislation and planning policies relevant to this topic area the reader is referred to Volume 2: Section 13.3. The assessment area, methodology and evaluation criteria used in this appraisal are explained in Section 13.4, while baseline conditions and an assessment of likely significant effects are considered, respectively, in Section 13.5 and 13.6. The design of the Proposed Ribble Crossing has included embedded mitigation measures to avoid or reduce impacts on features of interest and this, together with additional essential mitigation measures, are set out in Section 13.7
- 4) The assessment area for recreational facilities is based on a 1 km buffer around the Proposed Ribble Crossing. The assessment areas for the PRoWs are up to 100 m, long distance footpaths are up to 500 m and National Cycle Networks (NCNs) are 5 km from the Proposed Ribble Crossing.

13.2 Scoping and consultations

13.2.1 Scoping

- 5) A Scoping Report Addendum which introduced the Proposed Ribble Crossing was submitted to Ribble Valley Borough Council in February 2021. Scoping Report responses were provided by the local authority and are outlined in Volume 4: Appendix 4.1.

13.2.2 Consultation

- 6) 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 Volume 4: Appendix 4.1 and in the Statement of Community Involvement (SoCI) submitted in support of the planning application.
- 7) A consultation event was held with representatives from various non-motorised user groups on 25 February 2021. Representatives from Clitheroe Ramblers and Lancashire County Council were present where proposed PRoW closures and diversions were discussed.
- 8) A teleconference was held with a PRoW officer from Lancashire County Council on 3 March 2021 identifying proposed temporary PRoW closures and diversions necessary to enable construction of the Proposed Ribble Crossing.
- 9) A teleconference was held with Sustrans on 11 March 2021 to identify any NCN routes which would be impacted by the Proposed Ribble Crossing.

13.3 Key Legislation and Guidance

- 10) Refer to Volume 2 Section 13.3 of the Proposed Marl Hill Section.

13.4 Assessment Methodology and Criteria

13.4.1 Assessment Methodology

11) Refer to Volume 2 Section 13.4.1 of the Proposed Marl Hill Section.

13.4.2 Public Access

12) Refer to Volume 2 Section 13.4.2 of the Proposed Marl Hill Section.

13.4.3 Recreation

13) Refer to Volume 2 Section 13.4.3 of the Proposed Marl Hill Section.

13.4.4 Assessment Criteria

14) Refer to Volume 2 Section 13.4.4 of the Proposed Marl Hill Section.

13.4.5 Embedded Mitigation and Good Practice

15) 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.

16) 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

17) Chapter 3: Design Evolution and Development Description explains the evolution of the design with input from the EIA team, including mitigation workshops and the use of GIS based constraints data. In the context of the Proposed Ribble Crossing, steps were taken during design development to locate construction compounds in a way that minimised effects on PRowWs.

18) Access would be maintained to the Ribble Way and PRow FP 3-44-FP 23 during the operation and commissioning phases as a result of the design process allowing for clear span with freeboard above flood levels.

Good Practice Measures

19) Good practice measures are contained in Volume 4 Appendix 3.2: Construction Code of Practice (CCoP), these include:

- Temporary PRow closures and diversions would be consented in accordance with Lancashire County Council Rights of Way Guidance¹
- PRowWs 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.

20) The Construction Traffic Management Plan (CTMP) (RVBC-MH-APP-007-02) identifies strategies the contractor would take to manage traffic movements, including pedestrians, cyclists and horse riders on the existing roads and PRowWs adjoining the roads.

¹ <https://www.lancashire.gov.uk/roads-parking-and-travel/public-rights-of-way/> [Accessed: May 2021]

13.4.6 Assumptions and Limitations

- 21) The AddressBase database 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 may not represent the latest information as some facilities may have changed their names, other facilities may have closed, or new facilities may have opened.
- 22) Due to COVID-19 restrictions and their impact on outdoor access, no surveys were undertaken to identify PRow usage.
- 23) Due to restrictions in response to the COVID-19 pandemic, a number of online resources have removed details of 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 have been identified.

13.5 Baseline Conditions

- 24) This section details the Public Access and Recreation baseline for the assessment areas and identifies receptors where there is potential for significant effects to arise.
- 25) Baseline data, to support the public access and recreation assessment, was gathered from the following sources:
 - Lancashire County Council Definitive Map² (online)
 - Lancashire County Council electronic PRow map
 - AddressBase Software
 - Web-based data sources
 - Site visits (10 February 2021 and 20 February 2021)
 - Consultation with appropriate statutory bodies, key stakeholders and other organisations (see Section 13.2).
- 26) Figure 13.1 displays all the PRowS, long distance footpaths and NCN routes identified within the vicinity of the Proposed Ribble Crossing and recreational facilities and tourist accommodation within 1 km of the Proposed Ribble Crossing.
- 27) Appendix 13.1: Public Access and Recreation Baseline provides an overview of public access and recreation assets. Table 1 (in Appendix 13.1) provides details of the PRowS including number, description, photograph (where available), sensitivity and reason for assigned sensitivity usage.
- 28) There are many PRowS which are intersected by the construction traffic routes to and from the Proposed Ribble Crossing. 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.
- 29) NCN 90 is a 130 mile (290 km) loop which takes in the Forest of Bowland Area of Outstanding Natural Beauty (AONB), Arnsdale and Silverdale AONB, the Ribble Valley and Blackpool Pleasure Beach.³ NCN 90 passes through the centre of Wray following the B6480 Hornby Road before following Main Street, to the junction with Long Lane, turning right at Fairheath Road. At Fairheath 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.
- 30) NCN 91 (Lancashire cycle way, Southern Loop) is located approximately 2.5 km south of the Proposed Ribble Crossing. The route would not, however, be affected by the Proposed Ribble Crossing or construction traffic routes and has therefore not been assessed further in this chapter.

² Lancashire County Council definitive map <http://mario.lancashire.gov.uk/agsmario/> [Accessed: March 2021]

³ <https://www.openroadopenskies.co.uk/self-guided-cycling-holidays/route-90-north-lancashire-loop> [Accessed: March 2021]

- 31) There is one long distance footpath which passes through the Proposed Ribble Crossing assessment area, the Ribble Way. The Ribble Way follows the River Ribble from its mouth at Preston to its source near to the Pennine Way National Trail on Gayle Moor.⁴ The route passes Preston, Ribchester, Clitheroe with views of Pendle Hill, Settle and Horton-in-Ribblesdale to finish below the three peaks of Ingelborough, Wherside and Pen-y-Ghent.
- 32) The Ribble Valley Sculpture Trail is located approximately 0.25 km from the Proposed Ribble Crossing. The sculpture trail was launched in 1993 and includes over 20 permanent works of art. The trail passes through Brungerley Park and Cross Hill Quarry, a local nature reserve managed by the Lancashire Wildlife Trust.⁵
- 33) The Proposed Ribble Crossing borders the Forest of Bowland AONB, designated in 1964 primarily due to the following characteristics:
 - The grandeur and isolation of the upland core
 - The steep escarpments of the moorland hills
 - The undulation lowlands
 - The serenity and tranquillity of the area
 - The distinctive pattern of settlements
 - The wildlife of the area
 - The landscape's historic and cultural associations.⁶
- 34) Effects of the Proposed Ribble Crossing on the Forest of Bowland AONB are discussed in Chapter 6: Landscape and Arboriculture.
- 35) There are no areas of open access land located within the Proposed Ribble Crossing assessment area.
- 36) The Proposed Ribble Crossing would not affect National Trust land or National Trails.
- 37) The Proposed Ribble Crossing is located within 1 km of the following assets:
 - Waddington Arms – Pub located in Waddington offering tourism accommodation
 - Higher Buck - Pub located in Waddington offering tourism accommodation
 - Lower Buck - Pub located in Waddington offering tourism accommodation
 - Holiday accommodation on Regent Street, Waddington
 - Waddington Village Club – Private members' club, which offers a function room for private events, crown green bowling and snooker/pool tables.
- 38) The above receptors are assessed within Chapter 14: Communities and Health.
- 39) Waddow Hall is located approximately 1 km south west of the Proposed Ribble Crossing. Waddow Hall is a 17th Century manor house which provides camping facilities, full board and self-catering accommodation for groups including uniformed organisations, church groups, schools and youth clubs⁷. The Proposed Ribble Crossing would not impact on the recreational status of this business and therefore is not assessed further in this chapter.
- 40) There are two recreational cycle routes located within 5 km of the Proposed Ribble Crossing – the Ribble Valley Villages and Clitheroe to Downham cycle routes.
- 41) The Ribble Valley Villages⁸ 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

⁴ https://ldwa.org.uk/ldp/members/show_path.php?path_name=Ribble+Way [Accessed: March 2021]

⁵ https://www.ribblevalley.gov.uk/info/200304/parks_and_open_spaces/995/ribble_valley_sculpture_trail [Accessed: March 2021]

⁶ <https://www.forestofbowland.com/files/images/FOB%20ManPlan0719bLoRes.pdf> [Accessed: March 2021]

⁷ <https://www.visitlancashire.com/places-to-stay/waddow-hall-p51640> [Accessed: March 2021]

⁸ <https://www.visitlancashire.com/dbimsgs/Ribble-Valley-Cycle-Map.pdf>

car park. The route takes in a number of places of interest including Downham, Ribchester Roman Museum and Stonyhurst College.

- 42) 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.

13.5.1 Information Sources

- 43) 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) web site - 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. National Cycle Networks 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)
All Trails 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/ (Accessed: March 2021)
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

- 44) The following section describes the effects of the Proposed Ribble Crossing on Public Access and Recreation during the enabling works, construction and operational phases.
- 45) For the purposed of this assessment the phases have been split into the following sections:
- Enabling Works: Includes site clearance, earthworks and levels
 - Construction: Construction of the bridge and haulage route
 - Operation: Haulage route in use for vehicles serving the Bonstone and Braddup Compounds
 - Decommissioning: Removal of infrastructure including bridge, reinstatement to pre enabling works condition.

- 46) PRowS have been identified on Figure 13.1 and effects that continue through enabling works, construction, operation and decommissioning are detailed in Section 13.6.1.

13.6.1 Enabling Works Phase

- 47) Footpath 3-43-FP 22 would be impacted by the alignment of the Proposed Ribble Crossing. At this location there would be a crossing point where the PRow crosses the alignment. Signage would be in place along the Proposed Ribble Crossing to advise of pedestrians crossing.
- 48) Footpath 3-43-FP 21 would require a crossing point where the alignment of the Proposed Ribble Crossing intersects the PRow. At this location, the crossing point would coincide with the location of the proposed farmers crossings described in Chapter 3: Design Evolution and Development Description. Signage would be in place along the Proposed Ribble Crossing to advise construction vehicles of pedestrians crossing.
- 49) Footpath 3-1-FP 2 would require a diversion during the enabling works phase and construction phase. At this location, the PRow would be diverted around the compound for a period of approximately six months whilst the compound is established and the bridge constructed. This diversion would bring PRow users out further along West Bradford Road where there are pavements for safe crossing on either side of the road.
- 50) For Footpath 3-44-FP 23 there are two proposals for the diversion. For an approximate six-week period during construction, the PRow would be diverted around the edge of the construction compound, an additional crossing point would be added where the diversion would intersect a temporary access track.
- 51) NCN 90 would be affected where the Proposed Ribble Crossing joins onto Waddington Road/West Bradford Road for approximately 650 m. There are no proposed diversions for this, however, increased signage would be in place along the route to advise users of construction traffic. Safety measures for construction vehicles coming into contact with cyclists is covered in the CTMP (RVBC-MH-APP-007-02).
- 52) The Ribble Way would be impacted by the construction compound on the south side of the River Ribble. This PRow would follow the diversion proposed for Footpath 3-1-FP 2.
- 53) The Ribble Valley Sculpture Trail would not be directly impacted by the Proposed Ribble Crossing, however, users of this trail would experience noise and visual disturbance.
- 54) There are two recreational cycle routes which would be impacted by the proposed Ribble Crossing where it joins onto Waddington Road/West Bradford Road, these are the Ribble Valley Village and Clitheroe to Downham cycle routes. There are no proposed diversions for these routes, however, signage would be put in place along West Bradford Road/Waddington Road to advise users of construction traffic. Safety measures for construction vehicles coming into contact with cyclists is covered in the CTMP (RVBC-MH-APP-007-02).
- 55) The summary of enabling works effects on public access and recreational facilities and activities are shown in Table 13.6 below. The following sections describe the types of effects that the Proposed Ribble Crossing would have on the receptors. The receptors have been grouped by type of effect.
- 56) The summary of enabling works effects are shown in Table 13.6 below.

Table 13.6: Summary of Enabling and Construction Works Effects

Environmental / Community Asset	Value / Sensitivity	Effect	Duration	Magnitude	Significance of Effect (Pre-Mitigation)
3-43-FP 22	Low	This PRoW would be impacted by the alignment of the Proposed Ribble Crossing.	Medium Term Temporary	Medium	Slight/Moderate
3-43-FP 21	Low	This PRoW would be impacted by the alignment of the Proposed Ribble Crossing.	Medium Term Temporary	Medium	Slight/Moderate
3-1-FP 2	Low	This PRoW would be impacted by the construction compound on the south side of the River Ribble.	Medium Term Temporary	Low	Negligible/Slight
3-44-FP 23	Low	This PRoW would be impacted by the construction compound on the north side of the River Ribble as well as the temporary access track into the compound.	Medium Term Temporary	Low	Negligible/Slight
NCN 90	High	This NCN would experience disruption from vehicles exiting and entering the Proposed Ribble Crossing.	Medium Term Temporary	Low	Slight/Moderate
Long distance footpath - The Ribble Way	Medium	This PRoW would be impacted by the construction compound on	Medium Term Temporary	Low	Slight

Environmental / Community Asset	Value / Sensitivity	Effect	Duration	Magnitude	Significance of Effect (Pre-Mitigation)
		the south side of the River Ribble.			
Ribble Valley Sculpture Trail	Low	This would experience noise and visual disturbance as a result of the Proposed Ribble Crossing.	Medium Term Temporary	Very Low/Negligible	Negligible
Ribble Valley Villages cycle route	Medium	This recreational route would be impacted by construction traffic from the Proposed Ribble Crossing.	Medium Term Temporary	Low	Slight
Clitheroe to Downham cycle route	Medium	This recreational route would be impacted by construction traffic from the Proposed Ribble Crossing.	Medium Term Temporary	Low	Slight

13.6.3 Construction Phase

- 57) During the construction phase, PRow 3-1-FP 2 and the Ribble Way, would return to its original alignment prior to commencement of enabling works. The PRowS would follow the existing alignment, with sufficient clearance underneath the Proposed Ribble Crossing to allow pedestrians through. During this time users of the PRowS would experience noise and visual intrusion.
- 58) PRow 3-44 FP 23 would return to its original alignment during the operational phase of the Proposed Ribble Crossing. The PRow would cross the Proposed Ribble Crossing at a designated crossing point at a safe distance.
- 59) The summary of construction effects are shown in Table 13.7 below.

Table 13.7: Summary of Construction Phase Effects

Environmental / Community Asset	Value / Sensitivity	Effect	Nature of Effect	Magnitude	Significance of Effect (Pre-Mitigation)
3-1-FP 2	Low	This PRow would experience noise and visual disturbance.	Medium Term Temporary	Low	Negligible/Slight
3-44-FP 23	Low	Users of this PRow would require a crossing point across the alignment of the Proposed Ribble Crossing and experience noise and visual disturbance.	Medium Term Temporary	Low	Negligible/Slight
Long distance footpath – The Ribble Way	Medium	This PRow would experience noise and visual disturbance.	Medium Term Temporary	Low	Slight

13.6.4 Operational Phase

- 60) No additional operational phase effects beyond those already described for the enabling works and construction phase identified, and therefore consistent with the effects identified in Section 13.6.1 and Section 13.6.2.

13.6.5 Decommissioning Phase

- 61) It is not anticipated that any additional decommissioning phase effects would occur beyond those already described in the enabling and construction phase effects identified in Section 13.6.1 and Section 13.6.2. All affected PRoW will be returned back to their original condition and alignment within the Ribble Valley

13.7 Essential Mitigation and Residual Effects

- 62) Mitigation is most effective if considered as an integral part of the Proposed Ribble Crossing design in order to avoid, reduce or offset any adverse effects on the Public Access and Recreation or wider environment.
- 63) The main effects of the Proposed Ribble Crossing Section on public access and recreation would be during the enabling works, construction, operation and decommissioning phase. At this point there is a short-term disruption to PRoWs while the contractor establishes compounds and clears the site. However, there follows a period shortly after when essential mitigations measures have been implemented e.g. dedicated crossings over the construction easement.. The remain in place until decommissioning when everything returns back to its original arrangement. 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.
- 64) The Proposed Ribble Crossing could have visual impacts on users of PRoWs during construction and operation, this is further discussed in Chapter 6: Landscape and Arboriculture assessment.
- 65) 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 and Table 13.7.

13.8 Cumulative Effects

- 66) The following section provides an overview of the potential cumulative effects from different proposed developments and land allocations, in combination with the Proposed Ribble Crossing (i.e. inter-project cumulative assessment). Data on proposed third party developments and land allocations contained in 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 Ribble Crossing.
- 67) 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.
- 68) 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).
- 69) 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 give rise to likely significant

cumulative effects. No cumulative assessment was therefore undertaken for Public Access and Recreation in the context of the Ribble Crossing.

13.9 Conclusion

- 70) This chapter of the ES considered the potential Public Access and Recreation impacts associated enabling works, construction, operation and decommissioning phases along the route of the Proposed Ribble Crossing.
- 71) The Proposed Ribble Crossing would intersect a total of four PRowS which would be directly or indirectly affected during the wider construction period when the Proposed Ribble Crossing is being used as a temporary haulage route serving the proposed Bonstone and Braddup Compounds. Throughout the enabling, construction and commissioning phases four PRowS would be affected by either a temporary closure or diversion, these would then be reinstated once the works are complete.
- 72) There is one NCN which would be affected by the Proposed Ribble Crossing and two recreational cycle routes which would experience disruption from construction traffic along the route.
- 73) Throughout the various stages of the Proposed Ribble Crossing, from enabling works through to decommissioning, no likely significant effects are anticipated 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.
- 74) 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 guidelines and agreed with the relevant local authorities. In addition, access to recreational receptors would be maintained throughout the construction period.

13.10 Glossary and Key Terms

- 75) 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.