



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

Volume 6

Proposed Ribble Crossing

Chapter 4: EIA Methodology

June 2021



Water for the North West



Haweswater Aqueduct Resilience Programme - Proposed Marl Hill Section

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4. EIA Methodology

4.1 Introduction

- 1) The general technical approaches and methodologies to the EIA of the Proposed Ribble Crossing were broadly the same as those described in Volume 2 – refer to Volume 2 Section 4.1 for further information.

4.2 Pre-EIA Stages

4.2.1 EIA Screening

- 2) In the case of the Proposed Ribble Crossing, United Utilities acknowledged that the Proposed Ribble Crossing is an integral part of a wider EIA Application. For this reason, EIA Screening with Ribble Valley Borough Council was not considered, the Ribble Crossing proposals forming part of the wider Proposed Marl Hill Section EIA process.

4.2.2 EIA Scoping

- 3) A Scoping Addendum was submitted to Lancaster City Council and Ribble Valley Borough Council in February 2021 which, among other items, introduced the Proposed Ribble Crossing. This Addendum was required as a result of design changes, refinements and the need for alternative methodologies which arose since the first Scoping Opinions were published. The Addendum outlined where changes had arisen in relation to the October 2019 Scoping Report, while also confirming where approaches, methodologies and anticipated outcomes remained the same. Updated Scoping Opinions were published by the two local planning authorities in early 2021.

4.3 Consultation and Engagement

- 4) A Statement of Community Involvement (SoCI) has been prepared in support of the Proposed Marl Hill Section. The SoCI includes details of consultation with both members of the public and community representatives in respect of the Proposed Ribble Crossing. Details of pre-application consultation with statutory consultees in relation to the Proposed Ribble Crossing are provided in Volume 4: Appendix 4.1.
- 5) As a result of public consultation undertaken by United Utilities during the latter half of 2020, a number of concerns were raised by members of the public regarding the potential impact of construction traffic on the local road network. The option presented as part of the public consultation was to route vehicles less than 3.5 m high from the A59 through Clitheroe and Waddington with vehicles greater than 3.5 m, including abnormal loads, being routed through Chatburn, Grindleton, West Bradford and the north of Waddington. Subject to the necessary highway modifications proposed in Volume 5 of the ES, the existing road network could be safely used to access the proposed compound.
- 6) Through subsequent consultation with local parish councils and other consultees, including Ribble Valley Borough Council and Lancashire County Council, United Utilities decided to explore the feasibility of a building a temporary route over the River Ribble, with associated connections to and from the public highway to the north and south. The outline feasibility study examined technical and environmental considerations, and the views of landowners, tenants and key stakeholders were also taken into account. Stakeholders consulted during the feasibility study included, but were not limited to:
 - Ribble Valley Borough Council
 - Lancashire County Council (including officers in Highways, Ecology, Landscape and Public Rights of Way)
 - The Forest of Bowland Joint Advisory Committee
 - The Environment Agency
 - Waddington Parish Council
 - West Bradford Parish Council

- Grindleton Parish Council
- Chatburn Parish Council
- Ribble Rivers Trust.

7) The feasibility study and consultation exercise concluded that a dedicated, temporary construction haul route over the River Ribble, originating off West Bradford Road near Ribblesdale Cement Works and connecting into West Bradford Road between Waddington and West Bradford C of E Primary School, could be taken forward as a construction traffic route option.

4.4 Scope of the EIA for the Proposed Ribble Crossing

8) Refer to Volume 2 Section 4.4 of the Proposed Marl Hill Section Environmental Statement.

4.5 Assessment Methods

9) Refer to Volume 2 Section 4.5 of the Proposed Marl Hill Section Environmental Statement.

4.6 Data Limitations and Technical Assumptions

10) Refer to Volume 2 Section 4.5 of the Proposed Marl Hill Section Environmental Statement for general narrative on data limitations and technical assumptions which have necessarily governed the EIA process for the Proposed Marl Hill Section.

11) In relation to data limitations and technical assumptions underpinning the Proposed Marl Hill Section, these are covered in the individual technical chapters of Volume 5. However, it is worth noting that within the short timescale over which Volume 5 has been prepared, and the time of year, it has not been possible to fully address all the technical requirements of the EIA. For example:

- Ecology: surveys have been undertaken during the course of the winter months, which is a sub-optimal period for such surveys. Some types of ecology survey, for example for certain protected species, cannot be delivered over the winter months. These data shortfalls are acknowledged and will be redressed through supplemental technical reports to be submitted to the Local Planning Authority (LPA) in due course
- Flood Risk Assessment: through scoping consultations with the Environment Agency, it has been agreed that a detailed flood risk assessment of the Proposed Ribble Crossing should be undertaken for the River Ribble and two tributaries which discharge from the north into the river. A site specific flood risk assessment is included at Appendix 8.1. The site specific flood risk assessment will be supplemented by detailed hydraulic modelling, which will be submitted to the LPA in due course
- Landscape and Visual Impact Assessment - photomontage viewpoint locations were surveyed and photographed during the winter months. As for Ecology, seasonal constraints are imposed on the landscape and visual impact assessment. Summer landscape photography will be undertaken in due course and will feed into the development of summer photomontages for the Proposed Ribble Crossing.

12) Further details of these and any other technical limitations encountered during the EIA process are provided in the individual technical chapters of this report.