

RIBBLE VALLEY BOROUGH COUNCIL

Development Department

Council Offices, Church Walk, Clitheroe, Lancashire, BB7 2RA

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Town and Country Planning Act 1990

LOCAL AUTHORITY PLANNING OBSERVATIONS

APPLICATION NO: 3/2024/0893
DECISION DATE: 06 December 2024
DATE RECEIVED: 04 November 2024

APPLICANT:

Mr James Cullen
United Utilities Water Ltd
Lingley Mere Business Park
Lingley Green Avenue
Great Sankey
Warrington
WA5 3LP

AGENT:

DEVELOPMENT PROPOSED: EIA scoping request for a proposed alternative temporary park and ride and heavy goods vehicle (HGV) marshalling area.

AT: land off Pimlico Link Road

Further to your application requesting the Council's scoping opinion on the EIA Scoping Report prepared by Jacobs dated October 31 2024 for the Alternative Temporary Park and Ride and Heavy Goods Vehicle Marshalling Area (hereafter referred to as the Proposed Project to be consistent with the reference in the Scoping Report), the Council has consulted the following Statutory Consultees as identified in the EIA Regulations 2017 (as amended) and other relevant interested parties for input on the proposed scope:-

- Natural England
- Environment Agency
- Lancashire County Council (LCC) Archaeology
- LCC Public Right of Way Team
- LCC Highways
- LCC Lead Local Flood Authority
- LCC Minerals and Waste Team
- Ribble Valley BC Countryside Team
- Ribble Valley BC Environmental Health

Copies of the full consultation responses received are attached with this opinion. The issues or concerns raised should be considered in the planning application submission, including any related technical reports, and where appropriate, the Environmental Statement (ES).

Council's Scoping Opinion

The Council considers the EIA Scoping Report prepared by Jacobs dated October 31, 2024 to be a comprehensive document which is consistent with the requirements of the regulations and guidance. The scope of the Environmental Statement should be as set out in the Scoping Report taking account of the consultation responses for matters scoped in and the following observations.

With respect to section 2.4 and reasonable alternatives, it is noted that some of the alternatives are discounted for reasons of scale and it is therefore considered that the ES should sufficiently detail why separating the park and ride from the HGV marshalling area would not be feasible, to justify discounting them.

With respect to section 4.7 and cumulative effects it is agreed that the assessment should also consider the likely significant effects of the Proposed Project in conjunction with the wider HARP programme of works. The Council would also encourage a discussion of the list of other committed developments, if applicable, prior to the ES being finalised.

With respect to section 5.7, design and mitigation measures for the visual impact of the Proposed Project including fencing, lighting, stockpiling of soil, vegetation clearance and tree protection measures should be considered, including opportunities for landscape implementation in the initial stages of the Proposed Project.

With respect to section 11.5 and potential impacts, the hours should reflect the Construction Traffic Management Plan submitted and approved for the wider HARP programme of works.

It is agreed that the ES should focus on the topics identified as having a potentially significant impact falling within landscape and arboriculture; water environment; ecology; cultural heritage; soils, geology and land use; traffic and movement; and noise and vibration; with air quality being considered as being insignificant for the purposes of the assessment.

Nicola Hopkins

NICOLA HOPKINS
DIRECTOR OF ECONOMIC DEVELOPMENT AND PLANNING