

RECOMMENDATION FOR PLANNING AND DEVELOPMENT COMMITTEE

APPROVAL

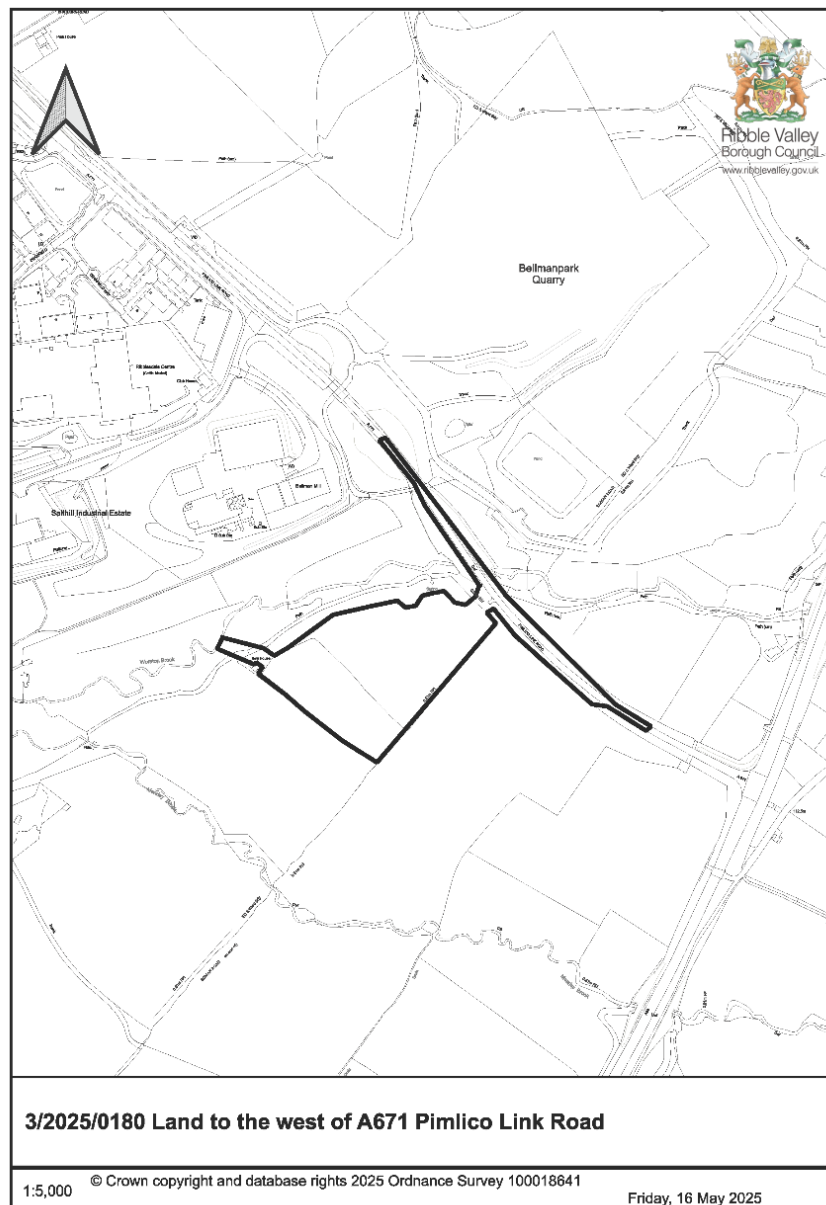
DATE: 24 JULY 2025
REF: LH

APPLICATION REF: 3/2025/0180

GRID REF: SD 376007 442427

DEVELOPMENT DESCRIPTION:

PROPOSED CREATION OF AN ALTERNATIVE TEMPORARY PARK AND RIDE AND HEAVY GOODS VEHICLE MARSHALLING AREA FACILITY ASSOCIATED WITH THE HAWESWATER AQUEDUCT RESILIENCE PROGRAMME (HARP) AT LAND TO THE WEST OF A671 PIMLICO LINK ROAD



CONSULTEE RESPONSES/ REPRESENTATIONS MADE:

TOWN / PARISH COUNCIL:

The following Town and Parish Councils were consulted on 19th March 2025:-

Clitheroe Town Council
Chatburn Parish Council
Worston Parish Council
Mearley Parish Council

No responses have been received.

LOCAL HIGHWAYS AUTHORITY (LCC HIGHWAYS):

Lancashire County Council acting as the Local Highway Authority (LHA) considers that the impacts of the proposals on the Local Highway Network are acceptable. However, this is subject to a number of matters being suitably secured and addressed by condition.

Moreover the LHA is satisfied that the location of the proposed alternative temporary P&R facility and HGV marshalling area is more suitable than the location of the currently consented area, based on the proximity to the A59 and distance from residential / built up areas. The alternative P&R facility and HGV marshalling area facility contributes to an overall mitigation strategy for the consented schemes which is to be implemented through the associated Construction Traffic Management Plan, to reduce the impact of the HARP Programme of Works on the highway network.

LCC ARCHAEOLOGY:

No objection subject to a condition to secure a programme of archaeological work.

LEAD LOCAL FLOOD AUTHORITY (LLFA):

No objection subject to drainage conditions being imposed.

ENVIRONMENT AGENCY:

No objection subject to a condition to protect the nearby watercourse.

UNITED UTILITIES (UU):

Standing advice provided about protection of UU assets, public sewers and drainage.

GREATER MANCHESTER ECOLOGY UNIT (GMEU):

No objection subject to conditions to secure landscape and ecology protection, mitigation and enhancement. Further detail requested about the provision of off-site biodiversity net gain (BNG).

NATURAL ENGLAND:

No response

ELECTRICITY NORTH WEST:

No response

LCC MINERALS AND WASTE TEAM:

No response

LCC PUBLIC RIGHTS OF WAY TEAM:

No response

RVBC ENVIRONMENTAL HEALTH

Hours for the operation should be restricted as per the consented schemes.

RVBC ENGINEERS (CONTAMINATION)

No response

NEIGHBOUR RESPONSES:

10 individuals including 2 local councillors have submitted representations, raising the following concerns:-

- Pimlico link road junction with the A59 is already dangerous and very busy with frequent tailbacks and a number of road accidents. Additional traffic will make it even more dangerous, as well as the road junction into Worston.
- Want to see speed calming measures in place on the A59 to slow down traffic as they approach the junction
- There should be a roundabout / a second lane / slip road or traffic lights at the Pimlico link road / A59 junction.
- Extra wagons will worsen the road surface
- Needs to be a wider slip road entering / leaving the proposed site to maintain traffic flow
- A footpath and cycle lane should be installed along Pimlico Link Road, including joining Pimlico Road to Chatburn Road, and the section of the A59 between Worston and the junction. This will improve safety for pedestrians and cyclists and allow site workers to access the site on foot. This is in line with the NPPF which requires that 'opportunities to promote walking, cycling and public transport use are identified and pursued'
- Concern about impact on public footpath and proposed temporary closure
- Concern about the extent of public consultation

In addition, 1 letter has been received sent in by 31 households reiterating the above highway safety concerns.

1. Introduction, Site Description and Surrounding Area

- 1.1 This application is being brought to Committee due to the number of objections received from different households exceeding ten. It is also a component of the consented Haweswater Aqueduct Resilience Programme (HARP), which has generated a significant level of public interest.
- 1.2 In 2021, United Utilities submitted two planning applications to the Council in connection with the proposed:
 - HARP Marl Hill section (planning application reference: 3/2021/0661)
 - HARP Bowland section (planning application reference: 3/2021/0660).

These two applications were approved on 19 January 2024.

- 1.3 HARP is a United Utilities (UU) Programme of Works to enhance the resilience of the existing Haweswater Aqueduct, an essential part of water supply network in the Northwest region. The HARP proposed tunnelling works consist of the replacement of an existing aqueduct using a Tunnel Boring Machine (TBM) below ground level with short open-cut surface trenching sections at each end making connections back to the existing aqueduct. The TBM will commence boring at the launch compound and be received at the reception compound. Tunnel arisings from the bore will be brought to the surface at the launch compound. Within Ribble Valley, the approved Bowland and Marl Hill sections consist of three compound areas (Newton-in-Bowland, Bonstone and Braddup).
- 1.4 Both applications included a temporary park and ride (P&R) and a HGV marshalling area facility located at the existing Ribblesdale Cement Works to the north-east of Clitheroe. This facility was to serve two purposes. The marshalling area would be for HGVs arriving via the A59 to park up and then be released in small convoys to the construction compounds at prescribed times of the day to manage the timing and flows of construction vehicles. The P&R would provide parking for staff to then travel by minibus to the compounds thus reducing the number of private vehicles using the local road network.
- 1.5 However, the Ribblesdale Cement Works site is no longer available for the entire duration of the HARP works, an alternative location for the proposed P&R and HGV marshalling area facility to serve the same function as the consented facility is required. This site has been selected by United Utilities as the preferred alternative.
- 1.6 The site is located and accessed off the western side of the A671 Pimlico Link Road approximately 1.75 km north-east of Clitheroe town centre. It sits within a predominantly rural setting, albeit with the Salthill Industrial area approximately 0.5km to the north. The site is currently agricultural pasture land and occupies an area of 3.78 ha.
- 1.7 An existing mature tree belt forms a corridor between the northern boundary of the site and Worston Brook (which is culverted under Pimlico Link Road). The remaining field boundaries generally consist of smaller trees and mostly patchy hawthorn hedgerows.
- 1.8 A public right of way (PRoW) (ref: FP0301008) runs outside (apart from across a proposed outfall pipe area) and parallel to the northern boundary of the application site. A further PRoW (ref: FP0348005) crosses Pimlico Link Road at the location of the proposed application site access.

2. Proposed Development for which consent is sought

- 2.1 This application seeks planning permission for an alternative location for the P&R facility and HGV marshalling area for the use of the HARP Programme of Works.

- 2.2 The proposed development consists of a number of elements as follows:-

Security office and vehicle barrier - A matt green prefabricated building - approx. dimensions: 3m long x 2.5 high x 2m wide, which would include office and W.C. A manually operated vehicle barrier.

Site Generator Kiosk - Approx. dimensions: 4.5m long x 2.5m high x 1.6m wide

Lighting Kiosk - A green glass-reinforced plastic (GRP) building - approx. dimensions: 1.5m wide x 2.5m high x 1m deep

Lighting Columns - The columns are to be placed at appropriate locations around the site, at the site access and along Pimlico Link Road. The columns would be 5m in height, sunk into a backfilled hole in the ground for stability and connected by wiring to the generator.

Directional lighting would be used to reduce glare.

Welfare Building - 2 no. single storey, matt green, prefabricated units would be installed and include a number of amenities e.g. kitchen, washing and changing facilities. Their dimensions would be approximately 10m long x 2.5 m high x 3m wide

Site fencing - 2.4m high green, Weldmesh fencing e.g. 'Paladin' type fencing, around the perimeter of the proposed site elements, and a length of environmental mitigation fencing, consisting of close wooden boarded fencing of 2.4m in height along the northern boundary (to provide environmental screening benefits).

Goalpost structure 'entrances' - located at various places in the weldmesh fencing to allow the safe passage of vehicles under Overhead Powerlines. The 'entrances' would be gated with weldmesh gates

HGV marshalling area - surfaced in hard bound material and arranged to allow HGVs to park and move forward in a convoy.

Vehicle parking area - Surfaced in hard bound material and providing approximately 240 no. parking spaces for workers

Surface water drainage and attenuation network - The site would include interception to retain the first 5-10mm of water. The drainage works would consist of gulleys/drains to collect surface water and direct this to a 'Site Drainage Attenuation Area' consisting of a silt interceptor, an oil interceptor chamber, attenuation pond(s) with a forebay and restricted discharge rates into a pipe (150mm in diameter) and then to a drainage outfall (with headwall) into Worston Brook. The Site Drainage Attenuation Area would be designed to hold up to 2,400m³ of water. The drainage outfall would require a short temporary closure and localised diversion of PRoW ref: FP0301008 for the duration of these outfall works (likely to be up to a week).

Stockpiles of topsoil and subsoil arising from the site soil strip - Soil stockpiles would be created as part of the site's enabling works. These stockpiles would be no more than 2m high and would be profiled in a way that reduces the risk of surface water run-off and with 1 in 2 slopes. The volume of topsoil would be approx. 360m³. The volume of subsoil would be approx. 840m³. The bunds would be covered with a 'geotextile product' impregnated with grass seeds and fertilizer to help avoid erosion.

Site access and highway works locally along Pimlico Link Road - Works are required to the existing field access and to vegetation along Pimlico Link Road to ensure safe access and egress from the site, including the provision for the necessary visibility splays. In addition, there would be changes to the road markings and temporary signage during the works. The site access and road works would also require the temporary diversion of the PRoW (ref: FP0348005) for the duration of the works; this route would be locally diverted at the point where it meets the highway at the front of the site across a designated crossing point with footway and DfT compliant tactile paving.

- 2.3 Construction of the proposed development is estimated to start in January 2026 and be completed in October 2026. The facility would then be operational for up to 7 years between the end of 2026 and 2033 i.e. the construction phase of the HARP works. The site would then be de-commissioned after the HARP works are complete which is estimated would take 12 months and would include reinstatement and landscaping back to the site's pre-construction condition.
- 2.4 As stated in section 1 of this report, this facility will serve two purposes. The marshalling area would for HGVs arriving via the A59 to park up and then be released in small convoys to the construction compounds. The P&R would provide parking for staff to then travel by minibus to the compounds. During the 7-year operational period there would be no change to the traffic routing or to the vehicle numbers on the local highway network compared to the approved schemes. The only change in highway terms is that HGV's and workers leaving the A59 onto Pimlico Link Road will have a shorter distance to travel before reaching the site, and therefore the section of Pimlico Link Road between the site and Ribblesdale Cement works (the currently

consented facility) would now feature HGVs in convoy and staff on minibuses, as opposed to uncontrolled vehicles along this section.

Environmental Statement

- 2.5 As the proposed development would form part of the HARP Programme of Works, and HARP is development subject to statutory Environmental Impact Assessment (EIA), this application is supported by an Environmental Statement to assess the likely significant environmental effects.
- 2.6 Prior to submitting the planning application United Utilities submitted an Environmental Statement scoping request in October 2024 to the local planning authority, with those topics identified as having a potentially significant impact being agreed. Having regard to all the environmental information that has been submitted, and after taking into account the views of the relevant expert consultees, it is considered that the EIA that has been undertaken is appropriately extensive with the submitted information identifying all of the potentially applicable environmental issues and the related necessary mitigations. Accordingly, it is considered that, subject to mechanisms being put in place in order to satisfactorily deliver all of the proposed related mitigations, these planning proposals can now be reasonably determined on their planning merits.

3. Relevant Planning History

3/2024/0893 - EIA scoping request for a proposed alternative temporary park and ride and heavy goods vehicle (HGV) marshalling area.

3/2021/0661 - Marl Hill Section. From land northwest of New Laithe Farm off the B6478 Slaidburn Road; and land north of Cross Lane, near Sandy Ford Brook, off the B6478 Slaidburn Road; with highway mitigation works at various locations from Pimlico Link Road, Clitheroe to Slaidburn Road, north of Waddington, via Chatburn Road, Ribble Lane and Grindleton Road; a haul route from land south of West Bradford Bridge to West Bradford Road, west of Healings Farm, West Bradford; a vehicle marshalling facility on land at the Ribblesdale Cement Works, West Bradford Road, Clitheroe and a park and ride facility at the existing Ribblesdale Cement Works car park west of West Bradford Road. Proposed works for and use of replacement section of aqueduct, including earthworks and ancillary infrastructure including: new valve house buildings within fenced compounds with permanent vehicular access provision. With the installation of tunnel shafts; open cut connection areas at either end of the replacement section within temporary construction compounds, to include site accesses, storage areas, plant and machinery, and drainage infrastructure. In addition, a temporary haul route with bridge over the River Ribble (as one of two options for vehicular access to the temporary construction compound); a series of local highway works together with a temporary satellite park and ride facility and a vehicle marshalling area – Approved.

3/2021/0660 - Bowland Section. From land near the convergence of the Hornby Road, the Roman Road and Shooters Clough to land west of Newton in Bowland; with highway works at various locations from Pimlico Link Road, Clitheroe to Hallgate Hill, Newton in Bowland via Chatburn Road, Ribble Lane, Grindleton Road and Slaidburn Road; a haul route from land south of West Bradford Bridge to West Bradford Road, west of Healings Farm, West Bradford; a vehicle marshalling facility on land at the Ribblesdale Cement Works, West Bradford Road, Clitheroe and a park and ride facility at the existing Ribblesdale Cement Works car park to the west of West Bradford Road. Proposed works for and use of replacement section of aqueduct, including earthworks and ancillary infrastructure including: a new valve house building within fenced compound with permanent vehicular access provision. With the installation of a tunnel portal and an open cut connection area within a temporary construction compound, to include site accesses, storage areas, plant and machinery, and drainage infrastructure and a temporary haul route with bridge over the River Hodder. In addition, a temporary haul route with bridge over the River Ribble (as one of two options for vehicular access to the temporary construction compound); a series of local highway works together with a temporary satellite park and ride facility and a vehicle marshalling area. Approved.

4. **Relevant Policies**

Ribble Valley Core Strategy

Key Statement DS1: Development Strategy
Key Statement DS2: Sustainable Development
Key Statement EN3: Sustainable Development and Climate Change
Key Statement EN4: Biodiversity and Geodiversity
Key Statement EN5: Heritage Assets
Key Statement DMI1: Planning Obligations
Key Statement DMI2: Transport Considerations

Key Statement DMG1: General Considerations
Key Statement DMG2: Strategic Considerations
Key Statement DMG3: Transport and Mobility
Key Statement DME1: Protecting Trees and Woodlands
Key Statement DME2: Landscape and Townscape Protection
Key Statement DME3: Site and Species Protection and Conservation
Key Statement DME4: Protecting Heritage Assets
Key Statement DME6: Water Management
Key Statement DMB5: Footpaths and Bridleways

National Planning Policy Framework (NPPF)
National Planning Policy Practice Guidance
Countryside and Rights of Way Act 2000
Planning (Listed Buildings and Conservation Areas) Act 1990

5. **Assessment of Proposed Development**

5.1 **Principle of Development:**

- 5.1.1 The proposed site lies outside of the National Landscape (formerly Area of Outstanding Natural Beauty), as such the major development test outlined in the NPPF at paragraph 190 which applied to the previous two HARP planning applications is not applicable here.
- 5.1.2 The site is located outside of a settlement boundary within the designated countryside. Policy DMG2 of the Ribble Valley Core Strategy (RVCS) allows for the provision of development outside the Borough's defined settlement areas subject to a number of exceptions. One such exception is if the development is essential to the local economy or social wellbeing of the area. The previous planning applications gave due consideration to the need for the HARP scheme to prevent a deterioration in water supply and/or water quality to thousands of properties in the region. As the proposed development is a critical component of the scheme then it is considered to satisfy the exemption criteria permitted by policy DMG2.

5.2 **Visual Amenity / Landscape Character**

5.2.1 Paragraph 135 (c) of the NPPF states:

'Planning policies and decisions should ensure that developments are sympathetic to local character and history, including the surrounding built environment and landscape setting'.

5.2.2 Paragraph 187 (b) of the NPPF states:

'Planning policies and decisions should contribute to and enhance the natural and local environment by recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic

and other benefits of the best and most versatile agricultural land, and of trees and woodland’.

5.2.3 With respect to development within the countryside, Policy DMG2 further states:

‘Within the open countryside development will be required to be in keeping with the character of the landscape and acknowledge the special qualities of the area by virtue of its size, design, use of material, landscaping and siting.’

5.2.4 Policy DMG1 of the RVCS sets out general Development Management considerations, with the policy having a number of inherent criterion that are relevant to the assessment of the proposal, which state:

In determining planning applications, all development must:

DESIGN

1. Be of a high standard of building design which considers the 8 building in context principles (from the CABI/English Heritage building in context toolkit).
2. Be sympathetic to existing and proposed land uses in terms of its size, intensity and nature as well as scale, massing, style, features and building materials.
3. Consider the density, layout and relationship between buildings, which is of major importance. particular emphasis will be placed on visual appearance and the relationship to surroundings, including impact on landscape character, as well as the effects of development on existing amenities.

AMENITY

1. Not adversely affect the amenities of the surrounding area.

5.2.5 Policy DMG2 of the RVCS states that within the open countryside development will be required to be in keeping with the character of the landscape and acknowledge the special qualities of the area by virtue of its size, design, use of materials, landscaping and siting.

5.2.6 The main effects on landscape and visual amenity that would arise are:

Construction Phase

- Loss of landscape features such as trees (the removal of one B category tree, two C category trees, three U category trees and the pruning and partial removal of four C category groups) to accommodate the site access and installation of the outfall at Worston Brook
- Soil stripping and stockpiling of materials
- Levelling and grading of the site to accommodate site features such as parking areas, drainage and soil storage
- Visual effects from moving plant and construction equipment
- Visual effects from task lighting
- Installation of welfare temporary site buildings, perimeter fencing, security office and lighting columns.

Operation Phase

- Change of use from agricultural land to large operating car park and HGV marshalling area, including extensive areas of hardstanding and roads
- Views of the proposed welfare temporary site buildings, and smaller infrastructure buildings
- Introduction of 2.4m high security fencing and 2.4m high solid plywood panel hoarding, signage and other operating infrastructure
- Introduction of 2 m high topsoil and subsoil bunds which would be covered with a ‘geotextile carpet’ impregnated with grass seeds and fertilizer to prevent the risk of soil erosion

- Visual effects from the pattern and colour of parked vehicles, and reflection from vehicle windows
- Visual effects from the bus, car and HGV traffic movement
- Lighting

Decommissioning Phase

- Formation of demolition site compound
- Demolition plant mobilisation and traffic movements
- Visual intrusion from task lighting
- The removal of the park and ride Portakabin buildings, security fencing and hardstanding, areas to internal roads and parking compounds
- Reinstatement of original field access, fencing and gates. Removal of hardstanding, reinstatement of road kerb edge, reinstatement of gravel access, boundary post and fence and field gate
- Removal of lighting and other car park infrastructure
- Removal of solid plywood panel hoarding along the site's northern boundary upon completion of the decommissioning activities
- Topsoiling and grass seeding of hardstanding areas; reinstatement of boundary trees at the field access and drainage outfall.

5.2.7 A landscape and visual impact assessment (LVIA) of the construction, operation and decommissioning of the proposed development has been undertaken. The assessment concludes that the proposed development would have direct and indirect effects on both visual amenity and local landscape character.

5.2.8 The LVIA identifies that there will be some significant adverse effects on visual amenity during the construction and decommissioning phases, when construction plant and machinery would be visible from the A671 Pimlico Link Road and nearby footpaths. The LVIA goes on to note that as these phases are expected to last no more 12 months each then this represents a short-term and reversible adverse effect. There are no residential properties or other visually sensitive properties nearby. For other key viewpoints / notable features considered in the wider area, such as Clitheroe Castle and Worston village (a conservation area), the LVIA concludes that there would be no likely significant visual effects due to the intervening distance, topography and vegetation.

5.2.9 During operation of the proposed development, over a period of seven years, no significant effects on visual amenity are anticipated at selected representative viewpoints due to the presence of intervening vegetation and/or topography, reinforced by the few locations the proposed changes would actually be visible on local footpaths.

5.2.10 The LVIA identifies that there will be some significant adverse effects on local landscape character during the construction and decommissioning phases due to the deployment of plant and machinery to undertake soil stripping and storage, the creation of a surface drainage attenuation area, installation of hardstanding for vehicle circulation and parking, and other elements of the proposed development.

5.2.11 The LVIA goes on to identify some mitigation measures that are proposed and would serve to reduce potential adverse effects including:

- New vegetation planting in the form of hedgerow reinforcement as advanced planting during the construction phase across the central area of the site
- Whilst required to serve an ecological mitigation role the screening would avoid views from the public right of way immediately to the north of the site into the proposed development.
- Limiting the height of the topsoil and subsoil bunds to 2m and seeding them with a grassland mix
- Lighting design to moderate lighting levels according to the level of site use

- The replacement of the 6no. felled trees at a ratio of approximately 3:1 during the decommissioning phase of the works
- Protection of trees in accordance with the recommendations of BS 5837:2012 Trees in Relation to Design, Demolition and Construction
- Welfare building to be matt green in colour and single storey.
- New native tree planting using species of local provenance to replace losses and integrate the site into the surrounding landscape.
- Seeding of agricultural land with an appropriate species-rich grassland mix to match existing to integrate the site with the surrounding landscape. Management to be undertaken to ensure successful establishment.

5.2.12 Lastly the LVIA considers that upon completion of the decommissioning activities, and reinstatement and establishment of the grass sward within the agricultural fields and replacement tree planting at the site access and restored drainage outfall, these visual receptors would experience no discernible change to views and a neutral effect when compared to current conditions.

5.2.13 The application submission plans indicate the location of the various development components, including car parking and HGV marshalling area in the central and northern parts of the site (this is also where the site lighting would primarily be), topsoil / subsoil bunds in the southern and western parts of the site and a drainage attenuation area towards the west of the site. Green weldmesh fencing would de-mark these areas and run along the southern and western boundary. A solid plywood screen hoarding would be installed along the northern boundary. Whilst the layout has been dictated by the practical requirements it does mean that the hardsurfacing and lighting would be largely towards the adjacent Salthill Industrial Estate with the softer landscape features towards the adjacent agricultural fields. The layout does therefore attempt to be sympathetic to the site surroundings.

5.2.14 The mitigation proposed is considered to be necessary to make the development acceptable and would need to be secured by condition. United Utilities have explained that the trees and hedges around the southern and western field edges fall outside of the application site, largely to ensure no damage to these trees and hedges occurs as a result of the development, and outside of their ownership. As such there is no hedgerow enhancement proposed along these boundaries which is reflected in the LVIA assessment. Whilst enhancement would secure additional mitigation this is not considered necessary to make the development acceptable given the current screening afforded by the existing trees and hedges, and the limited views afforded towards these boundaries.

5.2.15 To conclude, whilst there would be some significant adverse visual and landscape effects from the adjacent footpaths and from Pimlico Link Road, these impacts are localised, and the proposed layout and mitigation measures would help to reduce these effects, and importantly ensure that after the HARP scheme is completed the site will be returned to its current condition. As such the development is considered to satisfy policies DMG1 and DMG2 of the RVCS as well as the NPPF in particular paragraphs 135 and 187.

5.3 Highway Safety and Accessibility:

5.3.1 Paragraph 116 of the NPPF requires that development proposals ensure that:

“...Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.”

5.3.2 Policy DMI2: Transport Considerations of the RVCS states that developments must:

- 1. consider the potential traffic and car parking implications.*
- 2. Ensure safe access can be provided which is suitable to accommodate the scale and type of traffic likely to be generated.*
- 3. Consider the protection and enhancement of public rights of way and access*

- 5.3.3 Policy DMB5: Footpaths and Bridleways of the RVCS seeks to protect and enhance the footpath and bridleways network which is considered to be important given the character of the area and the contribution such networks can be made to leisure, health and tourism.
- 5.3.4 The application site is located the west off the A671 Pimlico Link Road circa 400m from the junction with the A59. This proposed alternative site is circa 1.8km closer to the A59 than the currently consented site at Ribblesdale cement works.
- 5.3.5 Access to and from the site is proposed via a new temporary priority-controlled junction off the A671 Pimlico Link Road (in the location of an existing farm access). The dimensions of the proposed access and visibility splays of 160m (based on the 85th percentile of observed speeds at the location) should be protected by a suitably worded planning condition.
- 5.3.6 PRoW FP0348005 crosses the A671 Pimlico Link Road in the vicinity of the proposed junction. A Non-Motorised User (NMU) survey was conducted at the PRoW on two separate days. 11 pedestrians were recorded using the PRoW crossing the A671 on the weekday and 10 pedestrians were recorded at the weekend. The PRoW is proposed to be temporarily closed and diverted and is proposed to be incorporated into the junction in the form of an uncontrolled pedestrian dropped crossing with tactile paving across the northern arm of the junction, to enable users to pass safely from one side of the road to the other (in line with the user desire line).
- 5.3.7 Greater awareness of the presence of the new access junction is to be promoted through the use of illuminated signage, which is shown on the Access Layout. The Access Layout also shows the locations of proposed temporary lighting columns at and around the proposed access.
- 5.3.8 A stage 1 Road Safety Audit (RSA) has been provided to LCC Highways. The proposed access layout is acceptable to LCC Highways, in principle, subject to detailed design including further safety audits (in line with process). It also includes proposals for gates at access and the detailed design must identify how vehicles will be accommodated to allow stacking if necessary and to ensure that large vehicles turning off the roads will have unobstructed access. This to be secured by condition. A condition is also necessary to ensure the site access is reinstated upon completion of the HARP Programme of Works.
- 5.3.9 For the consented applications, LCC Highways have previously highlighted the issue of lighting at the accesses of the compounds and haul road, with consideration for the duration of the HARP Programme of Works. It is expected that lighting at the junction will be provided to provide greater awareness to the presence of the junction to all highway users. Lighting of the junction, as a minimum, would be in place and in use while the junction is in operation. For the consented applications, the applicant proposed a condition for a detailed Lighting Management Plan (temporary), which is not unreasonable.
- 5.3.10 A Transport Statement has been provided which considers the highways impacts during the three phases of the proposed development (construction; operational; and decommissioning phases).
- 5.3.11 The construction phase would involve site clearance, including stripping and stockpiling topsoil and subsoil, and surfacing of the area using tarmac. The construction phase is

suggested to a 10-month programme. The assessment of this scenario focuses on the impacts related to the construction traffic generated during the development's construction phase.

- 5.3.12 As the consented facility was proposed on an existing site, the construction of the new proposed area increases the number of HGVs for the initial 10 months of the Programme of Works. An increase of 62 two-way HGV movements on the A59 and initial section of the A671 Pimlico Link Road up to the facility are anticipated (daily, 07:00 – 19:00 Monday – Friday, 09:00 – 13:00 Saturday), and the LHA is satisfied that this increase (small relative to existing HGV usage on those links) will not pose severe material impacts on the highway network.
- 5.3.13 The operational phase is defined as the operation of the proposed P&R / HGV marshalling area during the construction of the HARP schemes. Because the HARP schemes remain unchanged (since the planning applications), the volumes of vehicles accessing/egressing this proposed development in its operational phase would remain the same as for the consented P&R/HGV marshalling area.
- 5.3.14 The decommissioning phase would include removing the welfare buildings and hardstanding areas, reinstating the subsoil then the topsoil and removing any site fencing or other temporary works including access and lighting. The impacts of the decommissioning phase are expected to be similar to the construction phase of the proposed development, as above, to which LCC Highways are satisfied that this increase (small relative to existing HGV usage on those links) will not pose severe adverse material impacts on the highway network.
- 5.3.15 A 200m buffer around the construction traffic routes has been applied as an area of study for Accident Analysis. 2017 to 2023 Road Accident and Safety Data from the Department for Transport has been used to conduct accident analysis. LCC Highways has also reviewed the LCC mapping software for collisions in the area. Along the straight section of Pimlico Link Road, there are no patterns that would be exacerbated by this proposed development. As previously highlighted by LCC Highways in the review of the HARP applications, there is a cluster of accidents at the A671 / Pimlico Link Road / Chatburn Road roundabout (where a road widening is proposed as part of the HARP applications to be delivered prior to HGVs using that corridor). LCC Highways have also previously requested a road marking and signing review at the A59 / Pimlico Road junction together with the delivery of any necessary works identified. These works are still required to support HARP and the use of the Park and Ride facility.
- 5.3.16 An addendum to the Construction Traffic Management Plan (CTMP) for the consented schemes covers this application. Section 5 of the CTMP addendum clarifies that it should be read in conjunction with the original CTMP and section of the original CTMP remain applicable to the proposed development including Section 6 (management and control), Section 7 (monitoring, review and improvement) and Section 8 (enforcement). It is acknowledged that certain details of the CTMP can only be firmed up once the preferred contractor is appointed by the applicant, and the original CTMP will be further developed by the appointed contractor for submission to, and approval of, RVBC and LCC Highways prior to commencement of the works.
- 5.3.17 The A671 Pimlico Link Road is subject to a 40mph speed limit, and the results of the speed survey shows evidence that some vehicles do exceed the speed limit on this section of the carriageway. With this, the CTMP needs to include suitable levels of Traffic Management are in place during the construction and decommissioning of the proposed development to ensure vehicles speeds are suitable on Pimlico Link Road.
- 5.3.18 The CTMP makes reference to the supported restriction of HGV movements to avoid school drop off / pick up times, and the applicant seeks additional flexibility outside these hours. LCC Highways is happy to work with the applicant, their contractor and RVBC on this matter. In line with the above, LCC expect further development to both the Original

CTMP and this addendum to the CTMP. This is to be controlled through a suitably worded planning condition.

Roundabout

- 5.3.19 United Utilities address the matter of a roundabout in their Statement of Community Involvement document. As part of the Consented Schemes they have planning permission to use the A671 Pimlico Link Road / A59 junction for the vehicles required to construct HARP. There would be no change to these vehicle numbers during the operational phase of the development. The only change in vehicle numbers is the additional number of vehicles which are required for the construction and decommissioning phases which has been assessed as having a negligible impact on the highway network.
- 5.3.20 United Utilities go on to state that by moving the Consented Facility to the location of the Alternative Facility it means that generally private vehicles would go into the park and ride earlier and therefore would be getting onto shared minibuses earlier thus reducing the number of vehicles between the Alternative Facility and Consented Facility. In addition, the HGVs would be marshalled earlier and would be travelling in convoys between the Alternative Facility and Consented Facility rather than the original proposal under the consented schemes where HGVs would be travelling on their own at different times and would be uncontrolled through this stretch of road. Therefore, the Alternative Facility provides some benefits when compared to the Consented schemes.
- 5.3.21 They conclude on this matter that as there is no significant change to the volumes of vehicles using the A671 Pimlico Link Road / A59 junction from the Consented Schemes and the Alternative Facility, it is therefore not considered proportionate to warrant the need for a new roundabout at this junction.
- 5.3.22 LCC Highways have confirmed that a roundabout (or other improvements to the A59 / Pimlico Link Road junction save for road marking and signage scheme review as secured in the original permissions) is not deemed necessary to make the development acceptable.

Footpath Provision

- 5.3.23 LCC Highways is aware that some local requests have been made for the applicant to deliver a footpath along Pimlico Link Road to the A59. From a highway safety perspective, a footpath which continues to the A59 would not be supported by the local highway authority as there is no continuous footpath from and across the A59 (and also is not considered necessary to make this development acceptable). LCC Highways also advise that if the applicant wishes to deliver one it would need to satisfy a purpose and not just lead to the A59 which has no provision on it which then would be a safety highway concern.
- 5.3.24 United Utilities address the matter of a pedestrian link in their Statement of Community Involvement document. They state that by moving the Consented Facility to the location of the Alternative Facility, this means that during the operational phase generally private vehicles would go into the park and ride earlier and therefore would be getting onto shared minibuses earlier thus reducing the number of vehicles between the Alternative Facility and Consented Facility. In addition, the HGVs would be marshalled earlier and would be travelling in convoys between the Alternative Facility and Consented Facility rather than the original proposal under the consented schemes where HGVs would be travelling on their own at different times and would be uncontrolled through this stretch of road. Therefore, the Alternative Facility provides benefits to those walking along the A671 Pimlico Link Road when compared to the Consented Schemes.
- 5.3.25 United Utilities go on to state that in terms of traffic movements, there would be no change to the vehicle numbers during the operational phase of the Alternative Facility. The only

change in vehicle numbers is the additional number of vehicles which are required for the construction and decommissioning phases of the Alternative Facility, which has been assessed as having a negligible impact on the highway network and construction / decommissioning HGV traffic would only access the part of Pimlico Link Road between the A59 and the access to the Alternative Facility.

- 5.3.26 On this matter they conclude that as there is no significant change to the volumes of vehicles using the A671 Pimlico Link Road from the consented schemes and the Alternative Facility, it is therefore not considered proportionate to warrant the need for further footpath/cycleway improvements along the A671 Pimlico Link Road.

Note: the applicant will be cutting back the existing verge to improve visibility for all users. This provision from FP0348005 northbound can then be used by sustainable users.

Road Surface

- 5.3.27 In response to some third party concerns about the quality of the road surface, for Pimlico Link Road, United Utilities state that they are seeking to enter into a proactive extraordinary damage highways agreement with LCC Highways where a payment(s) would be made to LCC Highways to pay for the extraordinary damage caused by HARP.

Footpath Diversion / Temporary Closure

- 5.3.28 As highlighted above, PRow FP0348005 that is in the vicinity of the proposed access junction is proposed to be temporarily closed and diverted, and to be incorporated into the junction in the form of an uncontrolled pedestrian dropped crossing with tactile paving across the northern arm of the junction, to enable users to pass safely from one side of the road to the other. LCC Highways consider that this provision satisfies the consequences of this development.
- 5.3.29 The PRow FP0301008 that runs along the northern boundary of the site would be temporarily closed and locally diverted for approximately up to one week, to enable the construction of a small diameter discharge pipe. The pipe would be laid in a trench and would connect the Site Drainage Attenuation Area to the proposed Worston Brook outfall.

Conclusion

- 5.3.30 Having reviewed the information provided, LCC Highways consider that the impacts of the proposals on the Local Highway Network are acceptable. However, this is subject to a number of matters being suitably secured and addressed by condition.
- 5.3.31 LCC Highways are satisfied that the location of the proposed alternative temporary P&R facility and HGV marshalling area is more suitable than the location of the currently consented area, based on the proximity to the A59 and distance from residential / built up areas. The alternative P&R facility and HGV marshalling area Facility contributes to an overall mitigation strategy for the consented schemes which is to be implemented through the associated CTMP, to reduce the impact of the HARP Programme of Works on the highway network.
- 5.3.32 Save for two temporary closures, access would be maintained along all the public rights of way via a small diversion at all times during the three phases of the development.
- 5.3.33 Having regard to the impacts of the proposed development compared to the consented schemes there is no justification to require additional mitigation in the form of a roundabout (or similar junction improvements) at the Pimlico Link Road / A59 junction or to require a new pedestrian road along Pimlico Link Road. Any worker walking to the site from Chatburn Road would be able to use the existing footpath which runs to the Salthill

Industrial Estate. Furthermore the provision of a pedestrian route heading to the A59 would not be supported by the highways authority.

- 5.3.34 The development is considered to satisfy policies DM12, DMG1 and DMB5 of the RVCS together with Chapter 9 of the NPPF.

5.4 Impact upon Heritage:

- 5.4.1 A cultural heritage appraisal following has been undertaken to examine the potential effects of the proposed development on designated heritage assets such as Clitheroe Castle (a scheduled monument) and Worston village (a conservation area).
- 5.4.2 As such, in assessing the proposal, regard must be given to the statutory duties imposed on the authority in respect of the preservation and enhancement of such assets outlined Sections 16 and 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990. At a local level, Key Statement EN5 and Policy DME4 are primarily, but not solely, engaged for the purposes of assessing likely impacts upon designated heritage assets resultant from the proposed development.
- 5.4.3 Key Statement EN5 states that there will be a presumption in favour of the conservation and enhancement of the significance of heritage assets and their settings.
- 5.4.4 With Policy DME4 stating, in respect of development within conservation areas or those affecting the listed buildings or their setting, that development will be assessed on the following basis:

1: CONSERVATION AREAS

Proposals within, or affecting views into and out of, or affecting the setting of a conservation area will be required to conserve and where appropriate enhance its character and appearance and those elements which contribute towards its significance. This should include considerations as to whether it conserves and enhances the special architectural and historic character of the area as set out in the relevant conservation area appraisal. development which makes a positive contribution and conserves and enhances the character, appearance and significance of the area in terms of its location, scale, size, design and materials and existing buildings, structures, trees and open spaces will be supported.

In the conservation areas there will be a presumption in favour of the conservation and enhancement of elements that make a positive contribution to the character or appearance of the conservation area.

2: LISTED BUILDINGS AND OTHER BUILDINGS OF SIGNIFICANT HERITAGE INTEREST

Alterations or extensions to listed buildings or buildings of local heritage interest, or development proposals on sites within their setting which cause harm to the significance of the heritage asset will not be supported. Any proposals involving the demolition or loss of important historic fabric from listed buildings will be refused unless it can be demonstrated that exceptional circumstances exist.

- 5.4.5 The Environmental Statement (ES) identifies one non-designated heritage asset within the planning application boundary consisting of the line of a Roman Road. This Roman Road is identified in LCC Archaeology's response and they consider that a condition to allow for trial trenching and proper recording of any remains disturbed would be an appropriate response.
- 5.4.6 There are four Grade II Listed Buildings between 600m and 1km from the application site. There is also one Conservation Area, Worston, which is located to the north-east

and within 1km of the site. However these would not be affected due to the intervening distance and topography. Whilst there would be distant views of the site from Clitheroe Castle, a Grade 1 Listed Building and Schedule Monument, the development is considered to have a neutral impact on its setting as it would be seen against the adjacent Salthill Industrial Estate. The ES also identifies that a disused stone vernacular building, New House, lies approximately 5m from the site (to the west) which due to its age, architectural character and rural setting could be considered a non-designated heritage asset. The development would affect the setting of this historic building, however the harm has been assessed as slight adverse due to the short-term temporary impact.

- 5.4.7 Taking account of the above matters, it is considered that the proposed development satisfies Key Statement EN5 and Policy DME4 of the Ribble Valley Core Strategy, Sections 16 and 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 and Section 16 of the NPPF.

5.5 Impact upon Residential Amenity:

- 5.5.1 Policy DMG1 of the RVCS requires development to be sympathetic to existing and proposed land uses in terms of its size, intensity and nature as well as scale, massing, style, features and building materials, and to not adversely affect the amenities of the surrounding area. Paragraph 187 of the NPPF requires planning policies and decisions to: “enhance the local environment” and prevent new development contributing to noise pollution.
- 5.5.2 The application submission states that the site was purposely selected as it was away from residential properties, with the nearest occupied property being located approximately 380m to the west across agricultural fields. The next group of properties nearest to the site are to the north, off Chatburn Road, beyond the industrial estate. There are no properties to the east and south between the site and the A59. Given the intervening distances the site will not be readily visible from any nearby residential properties.
- 5.5.3 The working hours during the construction phase of the Alternative Facility are anticipated to be 07:00 to 19:00 Monday to Friday and 07:00 to 13:00 on Saturdays. There would be no working on Sundays or Bank Holidays. During both the construction, operation and decommissioning phases, commuter movements to and from the site (i.e. private vehicles travelling to, and parking at, the facility) would be 06:00 - 08:00 AM, and then 18:00 - 20:00 PM. There is no intention to undertake night working during construction. However, LCC Highways may request that certain construction and decommissioning activities linked to the access point are undertaken at night or weekends to avoid local traffic impacts. During the operational phase of the development, the HGV timings would be the same as for the consented schemes.
- 5.5.4 As set out in the Section 5.3 of this report, there will be no change in traffic levels or traffic routes compared to the approved schemes, therefore there would be no additional noise or vibration impacts on nearby properties during the operational phase of this development from vehicles using the local highway network. In addition there is a greater distance between this site to residential / built up areas compared to the previously approved P&R / HGV marshalling area site.
- 5.5.5 An assessment of the impact of noise emissions from vehicles on the local road network during the construction and decommissioning phases has been undertaken, however the Environmental Statement determines that the predicted noise levels from each of the three phases of development would result in negligible to minor adverse effects on the nearest noise-sensitive receptors.

- 5.5.6 The development is considered to satisfy Policy DMG1 of the Ribble Valley Core Strategy, and no unacceptable impacts on neighbouring residential amenity are identified.

5.6 Landscape and Ecology/BNG:

- 5.6.1 Biodiversity Net Gain (BNG) is mandatory under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021). Developers must deliver a BNG of 10%.

- 5.6.2 Chapter 15: Conserving and enhancing the natural environment, of the NPPF focuses on the need to enhance the natural and local environment which includes: “minimising impacts on and providing net gains for biodiversity...” (Paragraph 187). Paragraph 193 of the NPPF lists a number of principles that local planning authorities should apply when determining planning applications - including that:

“if significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused;”

- 5.6.3 RVCS Policy EN4: Biodiversity and Geodiversity, states that the Council will promote, wherever possible, to enhance biodiversity and negative impact on biodiversity through development should be avoided, unless the developer can provide appropriate mitigation, or at least compensated for. EN4 also states that the provision of net enhancement of biodiversity should be a principle of development.

- 5.6.4 RVCS Policy DME1: Protecting Trees and Woodlands, states that:

“the council will seek to ensure that woodland management safeguards the structural integrity and visual amenity value of woodland, enhances biodiversity and provides environmental health benefits for the residents of the borough”.

- 5.6.5 Greater Manchester Ecology Unit (GMEU), the Council's external advisors on BNG (and in some cases, such as this, wider biodiversity matters) have advised that the surveys undertaken to inform the application have been carried out by suitably qualified ecologists and to appropriate standards. The surveys are sufficiently up-to-date and no further surveys need to be undertaken before the application is decided.

- 5.6.6 The application site is in part adjacent to, or closer than 100m to, –

- The Salthill and Bellmanpark Quarries SSSI
- The Salthill Quarry Local Nature Reserve
- The Salthill Quarry Biological Heritage Site
- Bellman Park Quarry Biological Heritage Site

- 5.6.7 Although the proposals will not lead to any direct losses to the designated sites, GMEU advise that the following measures should be required to avoid harm to the special nature conservation interests of the above sites (to be secured by condition):-

- The robust close-board fencing proposed along the northern boundary of the application site and separating the application site from the sensitive designated sites should be required to be installed prior to the commencement of the main construction works,
- A Biodiversity Construction Environmental Method Statement (CEMP) should be required to be prepared giving full details of how any potential impacts arising from the construction of the facility through noise, visual disturbance, water pollution, air pollution, vibration, dust and artificial lighting are to be mitigated

- 5.6.8 The application site is dominated by grassland of rather limited ecological value. However, there are some locally important habitats on or close to the site including hedgerows, trees, watercourses and broadleaved woodland. Whilst the majority of these more notable habitats will be able to be retained during the course of the scheme, measures for avoiding harm to retained on-site habitats should be included in the Biodiversity CEMP described above, and a comprehensive Tree and Hedgerow Protection Scheme should also be required to be prepared and implemented by Condition.
- 5.6.9 GMEU advise that whilst the scheme is described as 'temporary', with habitats reinstated after the operation of the facility has ceased, 9-10 years cannot in their view be described as particularly temporary with regards to any species which may be displaced by the construction and operation of the facility. Therefore they advise that wherever possible new landscaping features (trees, shrubs and hedgerows) should be introduced onto or close to the site as soon as possible in the development process. An 'advance' landscaping plan should be required.
- 5.6.10 This is reinforced by the RVBC Countryside Officer, who notes that the hedgerow lines along the SW/SE boundaries are gappy so as part of any landscaping proposals they would expect to see an enhanced hedgerow scheme which they would like to see implemented at the earliest opportunity.
- 5.6.11 As previously identified in the visual amenity section of this report, United Utilities have explained that the trees and hedges around the southern and western field edges fall outside of the application site, largely to ensure no damage to these trees and hedges occurs as a result of the development and to limit the impact on the Roman Road. They are also outside of their ownership. As such there is no hedgerow enhancement proposed along these boundaries, instead they propose advanced hedgerow and tree planting to gap up an existing hedgerow which crosses the site (with these works to be carried out in the construction phase). The precise details of which can be secured by condition.
- 5.6.12 Six trees are proposed to be removed to facilitate the development. 1 tree is a sycamore (category B) required to facilitate the drainage outfall pipeline in the north-west corner of the site and the others are category C and U (lower value) trees either in the NW corner or at the site access. The overall treescape will be largely unaffected as such there is no objection to the removal of these trees.
- 5.6.13 It is important that appropriate tree protection measures are implemented in accordance with industry standard (BS5837 Trees in Relation to Design, Demolition and Development 2012) prior to and during the lifetime of the development, which can be secured by condition.
- 5.6.14 In addition, pruning and partial removal of four C category (lower value) group highway trees are proposed adjacent to Pimlico Link Road. The Countryside Officer has noted that the dense form of tree cover within the visibility splay will not be materially affected if selective pruning only is carried out, as proposed, and in line with industry standards (BS3998 for tree work).
- 5.6.15 GMEU advise that no vegetation or ground clearance works required to facilitate the development should commence during the optimum time of year for bird nesting (March to August inclusive) unless nesting birds have been shown to be absent by a suitably qualified person. All nesting birds their eggs and young are protected under the terms of the Wildlife and Countryside Act 1981 (as amended).
- 5.6.16 Bats will use the site for foraging and a number of trees have been identified as having some potential to support bat roosts. Bats and their resting places carry a high level of legal protection. While the loss of the foraging habitat is unlikely to have a significant impact on local bat populations given the extent of alternative bat habitat nearby, loss of

trees with bat roost potential should be avoided. If such trees do need to be removed to facilitate the scheme they must first be further inspected for the possible presence of bat roosts before commencing any tree works. This can be secured by condition.

- 5.6.17 GMEU advise that new bird nesting and bat roosting boxes should be installed on nearby retained trees to compensate for any tree losses. United Utilities have said they will endeavour to work with the landowner to achieve this.
- 5.6.18 Any lighting plans for the site should be sensitively designed so as to avoid direct lighting of sensitive habitats of use to bats (trees, woodlands, hedgerows and watercourses). A lighting design scheme is required to be submitted by condition.
- 5.6.19 Badgers have been shown to use the site, although the development will not directly affect any known Badger setts. However, badgers can be mobile in their habits and are specially protected under the terms of the Badger Protection Act 1992. GMEU advise (to be secured by condition) –
- That an updated survey for Badgers is undertaken prior to any work commencing on site, to ensure that new badger setts have not been created.
 - Precautions should be taken throughout works to ensure that Badgers are not harmed during the construction of the facility.
- 5.6.20 Deer and Foxes may use the site. Although these species are not protected, measures should be taken during any works to protect animal welfare. Such measures can be considered in the CEMP.
- 5.6.21 In order to satisfy the mandatory BNG requirement, at least a 10% gain needs to be delivered to compensate for the loss of habitat during the 9-year (approx.) development lifetime. Land ownership constraints mean that on-site BNG delivery is not possible and with no local habitat bank opportunities at the present time United Utilities have stated that a gain will be achieved by purchasing off-site biodiversity credits, with a site in the Ribble Valley (Moreton Park, Whalley) the preferred option subject to these being available to purchase in the timescales United Utilities are working to. In any case, the statutory Biodiversity Gain Condition will apply to any permission which may be granted to the scheme, to require a final Biodiversity Gain Plan to be provided which will need to include details of any off-site credit scheme.
- 5.6.22 Subject to the above the proposed development is considered to protect and enhance biodiversity and satisfy the requirements of local plan policies, the NPPF and legislative requirements.

5.7 Flood Risk/ Drainage and Water Quality

- 5.7.1 Chapter 14 of the NPPF: Meeting the challenge of climate change, flooding and coastal change, talks about the need for the planning system to take account of climate impact affecting a number of issues including the risk of flood risk and water scarcity. Paragraphs 170 to 182 of the NPPF set out the government's approach to managing the risk of flooding upon proposed development. Paragraph 187 of the NPPF required that planning decisions should enhance the natural and local environment by (amongst other things) preventing development creating unacceptable levels of water pollution
- 5.7.2 RVCS Policy DME6 – Water Management, requires developments to avoid flood risk and protect water quality, and include details for surface water drainage and means of disposal based on sustainable drainage principles, to help reduce the risk of surface water flooding and environmental impact.
- 5.7.3 The site is located within flood zone 1 (low risk of flooding) however a flood risk assessment has been prepared as the site area exceeds 1ha. This includes a drainage strategy which outlines that surface water would discharge at a controlled rate to the

adjacent Worston Brook, via a new temporary outfall pipeline in the north-west corner of the site. The Lead Local Flood Authority and United Utilities raise no concern on flood risk or drainage matters subject to the imposition of conditions to secure an appropriate drainage scheme during the construction and operational phases, appropriate management arrangements, and to ensure the approved scheme is implemented.

5.7.4 Given the proximity of the site to Worston Brook, which sits to the north at a lower level than the application site, risks posed by the development to Worston Brook in relation to water quality have been considered by the Environment Agency. The Environment Agency having considered the scheme raise no objection subject to a condition to secure the necessary mitigation.

5.7.5 Subject to the above the proposed development is considered to satisfy the requirements of the NPPF, NPPG and local plan policy in respect of flood risk and drainage.

6. Observations/Consideration of Matters Raised/Conclusion

6.1 In conclusion it is acknowledged that a P&R and HGV marshalling facility is a necessary component of the consented HARP works, that an alternative site for this facility is required, and that the proposed site represents a good option in terms of its close proximity to Pimlico Link Road and the A59. Traffic impacts on the local highway network were carefully considered in the approved applications with appropriate measures to mitigate the impacts secured by conditions and legal agreements. As there would be no change to the traffic levels or traffic routing as a result of this proposed alternative site being used during the operational phase of the development compared to the approved schemes, additional highway mitigation on the local road network save for that needed at the proposed site access, is not considered necessary to make the development acceptable. All other matters have been assessed as acceptable subject to conditions where appropriate.

7. UPDATE FOLLOWING 29TH MAY '25 PLANNING AND DEVELOPMENT COMMITTEE

7.1 On 29 May 2025 the application was deferred by Committee to enable further discussions regarding highway safety mitigation and also pedestrian and cycle improvements associated with the development. Further to this a meeting was arranged on 24th June with the applicant, Local Highways Authority, Committee Members and a representative from Clitheroe TC, Chatburn PC and Worston & Mearley Parish to discuss the highway safety mitigation and local aspirations for pedestrian and cycle improvements. At the meeting it was agreed that United Utilities would provide a response to a number of questions posed by the members and representatives. Table 1 below provides the responses to each of the questions.

Table 1 – Response to Planning and Development Committee questions

	Question	United Utilities Response
1.	The application says there are 8 HGV bays, 237 parking bays but there is no mention of the number of minibuses and where the minibuses will park. If you assume the car parking spaces are full and 10 minibuses could equate to c1420m of traffic but there is only c350m between the site and the A59. Need to understand the impact at peak time.	The car park was sized to accommodate 2 shifts of workers at the changeover period when all three compounds (Newton-in- Bowland, Bonstone and Braddup Compounds) are operational, thereby representing the peak workforce required during construction of HARP and the worst-case scenario. This reflects a total of c.250 workers (c.150 daytime workers/ c.100 night-time workers). A further worst-case was assumed whereby an average of c1.1 people are assumed to travel in each car. This therefore equates to c.137 cars during the day shift and c.91 cars during the night-shift, totalling c.228 cars. It was assumed that 12 minibuses would operate to/from the park and ride site. The additional parking spaces were intended for the minibuses to park on site during the shifts when they are not in use. The shift starts and finishes would be staggered to regulate traffic intensity during shift changeovers. During shift changeover the minibuses would be used on a staggered timetable to transport workers to and from the compounds over the 2 hour windows between 06:00 – 08:00 in the morning and 18:00 – 20:00 in the evening. The minibuses would not be turning right out of the park and ride they would only turn left to travel to/from the 3 compounds so would not add to existing queues at the A59 junction.
2.	When was the traffic modelling done and over what period?	The traffic surveys were conducted from 1 to 7 July 2024 and were used to establish the existing baseline traffic levels within the study area. The traffic survey data was then used to carry out the modelling. Automatic traffic counts (ATCs) were conducted on Pimlico Link Road over the full duration of the survey window. A junction turning count (JTC) was conducted at the A59/ Pimlico Link Road junction, including a queue survey on Tuesday 2nd July covering the AM and PM peaks (07:00 to 10:00 and 16:00 to 19:00 respectively). An excel spreadsheet-based tool, developed in 2021, was used to support the consented HARP scheme. The same tool has been used to inform the Alternative Facility planning application, maintaining the same traffic parameters. Minor adaptations to the traffic distribution contained in the excel tool were needed to redistribute the HARP traffic to the Alternative Facility on Pimlico Link Road, instead of north to the consented site at Ribblesdale Cement Works.

3.	What software was used for the traffic modelling?	As part of the consented schemes, it was agreed with LCC that an excel based spreadsheet tool would be produced to define daily and hourly changes in traffic volumes for the traffic and movement assessment. For consistency the same methodology was applied for the Alternative Facility. The traffic flow outputs from the spreadsheet tool were used to inform a junction capacity assessment undertaken at the new priority junction providing access to the Alternative Facility from the A671 Pimlico Link Road. The capacity of the junction was assessed using industry standard Junctions 9 software. The PICADY¹ module has been used to model priority-controlled junctions. A full explanation can be found within Appendix F1: Transport Statement.
4.	What peak hours have been used and how has this been derived?	The 1 to 7 July 2024 traffic survey results were reviewed and from that the existing peak hours present on the highway network were identified which were 08:00 to 09:00 and 17:00 to 18:00. The 2024 traffic surveys were also compared to those previously carried out in 2019 for the main HARP planning applications. The 2019 traffic surveys confirmed the same morning and evening peak hours occurred on the A671 Pimlico Link Road, illustrating that the peak hours remain consistent between the consented applications and the new application.
5.	What are the shift patterns?	The shift pattern is anticipated to be 2No. 12 hour shifts with staggered start and finish times between 06:00 – 08:00 in the morning and 18:00 – 20:00 in the evening.
6.	What are the numbers on each shift?	During the operational phase, a peak of c.250 personnel is anticipated (c.150 workers on the day shift and c.100 workers on the night shift). This peak figure represents when all three compounds are operational and therefore presents a worst-case situation of the number of workers arriving/ departing the Alternative Facility. These figures would vary over the operational phase of the Alternative Facility and this does not apply to the construction and decommissioning phases of the site itself

¹ Transport Research Laboratory (n.d.). PICADY – Priority Intersection Capacity and Delay. [online] Available at::: <https://trlsoftware.com/software/junctions-signal-design/junctions/picady/>

	Question	United Utilities Response
7.	What are the estimated number of people / vehicles arriving for the start of each shift?	At the peak of the operational phase the day shift would consist of approximately 150 personnel and the night shift would be approximately 100 personnel. These figures would vary over the operational phase and this does not apply to the construction and decommissioning phases of the Alternative Facility itself. In accordance with the traffic methodology agreed for the consented schemes, a ratio of c1.1 persons per car has been applied to determine the required parking provision. Using this occupancy rate during peak operation the number of vehicles arriving for the day shift would be c.137 cars and for the night shift would be c.91 cars. This number would be staggered over the period of 06:00 – 08:00 in the morning and 18:00 – 20:00 in the evening.
8.	Has any account been given to rat-running?	The transport work has not considered the effects of rat-running on links outside of the defined traffic study area for the Alternative Facility. The routing of HGVs to the Alternative Facility is based on the same approach agreed with LCC Highways for the consented schemes, in which HGVs would arrive/ depart the Alternative Facility via M6 Junction 31, along the A59 and Pimlico Link Road. The distribution of the workforce, during both construction and operational phases, has similarly followed the same approach to the consented schemes, using the same 2011 Census data distribution and road links contained in the Transport Assessment for the consented schemes. The 2024 traffic surveys confirmed that the peak traffic volumes on Pimlico Link Road occur between 0800 to 0900 on a weekday morning and 1700 to 1800 on a weekday evening. Based on the worker shift patterns, commuter movements would not occur beyond 08:00 and not occur prior to 18:00 in the evening. Therefore, the worker shifts would not coincide with the peak traffic hours identified on Pimlico Link Road. Furthermore, the queue survey conducted at the Pimlico Link Road/ A59 junction during the July 2024 surveys identified a maximum queue length of 65 metres measured prior to 08:00 (07:35 / 07:50). From 18:00 to 19:00, the maximum recorded queue length was 25 metres (18:05). It is therefore not anticipated that the Alternative Facility would have a material effect on queue lengths forming at the A59/ Pimlico Link Road junction and is therefore unlikely to contribute to the effects of rat-running by background traffic already travelling on either Pimlico Link Road or the A59. With regards to HGV movements associated with the Alternative Facility,

		in accordance with the Planning Condition 41 (Application Reference: 3/2021/0660 and Application Reference: 3/2021/0661), during the operational phase, no HGV movements would take place prior to 09:15 and would therefore not contribute to the peak queues recorded during the 08:00 to 09:00 hour. Some time-limited HGV movements are expected in the construction phase, although these are unlikely to be of a scale that would materially affect the performance of the Pimlico Link Road/ A59 junction. During the evening peak of 17:00 to 18:00, a small number of HGV movements would be generated on Pimlico Link Road, travelling in a southbound direction to the A59 junction. At peak activity, the construction phase would generate four HGV movements in a southbound direction, whilst during the operational phase five HGV movements would occur in the southbound direction. Over the course of the hour, these volumes of HGVs are unlikely to have a material effect on the performance of the junction and therefore, similarly, would be unlikely to lead to rat-running away from the corridor. Analysis of the queue surveys and timing of the HARP traffic is contained in Section 2.5 of the Transport Statement.
9.	How has the number of car parking spaces been designed? Are there more spaces than actually needed?	The number of parking bays has been calculated based on a 'worst-case' situation during the shift changeover period when day/ night shift workers arrive/ depart the Alternative Facility to start/ finish their shift. This period is also based on when all three compounds are in operation and therefore represents the peak workforce required during construction of HARP. There has also been an allowance made for a parking area for minibuses. Using the agreed car occupancy rate of c.1.1 and the peak personnel number of c.250, 228 spaces are required. The number provided allows for this plus an allowance for space where the minibuses would park when not in use.
10.	How has the internal layout and access been designed to deal with stacking?	The access barrier to site has been set back from the road to ensure there is space for multiple vehicles to pull off the main road before the security barrier. The security office would be manned to prevent stacking of traffic entering the site. At peak changeover time the barrier would be open with a security guard present to prevent build up of traffic onto the main road. The shift starts and finishes would also be staggered to regulate traffic intensity during shift changeovers.
11.	How would the barrier be operated?	It would be controlled by personnel within the security office. At peak changeover time the barrier would be open with a security guard present to ensure no build up of traffic onto the main road.

12.	Will there be wheelwash provision and/or sweepers?	There would be wheel washes during construction and decommissioning when loose soil could get onto the highway. A wheel wash was not considered necessary during operation as the area used by vehicles would be of a tarmac bound material.
13.	What are the minibus sizes?	At this stage it has been assumed using 9-seater minibuses measuring c.2.5m wide by c.5-6m in length.
14.	What have UU given back to the community elsewhere on other projects?	Other Projects West Cumbria Water Supplies Project which involved approximately a 100km pipeline through the Lake District National Park, Allerdale Borough Council and Copeland Borough Council (now Cumberland Council), new connection at Bridge End Water Treatment Works, new Water Treatment Works near Bridekirk, two new service reservoirs and pumping stations and decommissioning of existing infrastructure. As part of the planning process we had a unilateral undertaking pursuant to S106 with all three authorities which included the following:- • To set up a Steering Group with representatives from the 3 local planning authorities, Cumbria County Council, Environment Agency, Natural England and UU. • Ecology – establish a process to reach an agreement on a phased basis between UU, NE, EA, Cumbria CC and the 3 LPAs on the detailed designs and Method Statements to be developed for the scheme. UU to fund costs incurred by the 3 LPAs, NE and EA in connection with the Ecology Plan and Ecology Approvals. • Ennerdale Planting Scheme • Tree, Woodland and Hedgerow Planting Fund to cover the 3 authorities where local people, landowners and community groups could apply for money from the fund • Works in accordance with the Construction Code of Practice. Outside the planning process UU has a history of supporting communities where our capital programmes have taken place. If we take West Cumbria Water Supplies Project as an example, the project created employment for numerous Cumbrian organisations and injected millions into the local economy. In addition, we developed a legacy fund aimed at providing help for local people and groups impacted upon or based within the area of the project. At Davyhulme in Manchester we partnered with Groundwork to invest in 6 projects and provided training and support for community groups during our treatment works upgrade

		programme. <u>Haweswater Aqueduct Resilience Programme</u> As part of the main HARP planning permissions in Ribble Valley in the S106 agreements we have committed to the following: • Community Facilities Contribution totalling £145,000 • Biodiversity Net Gain Offsetting Scheme • Local Authority Partnership Forum Community Liaison Officer • Planning Officer Contribution • Highways Agreement to secure LCC Highways Obligations Over the last 12 months we have already been actively supporting areas that will be impacted by HARP, setting up a small fund to initially support communities. We have funded a variety of projects including but not limited to: • Mad Science STEM assemblies for schools across the aqueduct route • Funding towards the repair and Maintenance of St Mary's Centre, Clitheroe • Ribble Rivers Trust education sessions • Dunsop Bridge Play Area Upgrade donation • A fishing hut on the River Hodder • Sponsorship of the Hodder Valley Show and Newton-in-Bowland Duck Race • Funding towards local sports clubs/uniformed organisations Once a Contractor has been appointed and the HARP programme of works begins, a further community investment fund will be created which will be open to applications from organisations that are based within the areas impacted by HARP.
15.	What is the impact on the Roman Road?	Volume 2 Chapter 8 Cultural Heritage of the Environmental Statement says 'The Roman Road (HER MLA15479/MLA15480/MLA26080) is shown on Ordnance Survey mapping as an earthwork; these remains are also likely to have been present on both sides of the field boundary close to the south-eastern edge of the planning application boundary. The topsoil would be stripped in this area of the site to allow the creation of soil storage bunds. Within the footprint of this activity, any surviving remains of the Roman Road would be impacted should the remains be exposed during topsoil stripping, and by potential compression from the soil storage and movement of plant. There is also the potential for a previously unknown roadside settlement, the remains of which would be similarly impacted. The line of the Roman Road is also known to be at right angles to Pimlico Link

Road, running along the south-eastern boundary of the Alternative Facility for about 225 m before crossing Pimlico Link Road. However, within this area it would be located in previously disturbed ground associated with the Pimlico Link Road construction envelope, where only a small proportion of the road (approx. 10%), as it crosses the Alternative Facility site as defined by the planning application boundary, will have been destroyed by Pimlico Link Road.

If the remains of the Roman Road (HER MLA15479/MLA15480/MLA26080) were removed within the footprint of construction activity, and assuming this entails all of the remains present close to the south-eastern edge of the planning application boundary, it would represent approximately 250 m of the 53 km long road. This would be a partial removal of the asset, in which under 0.5% of the total resource would be lost. Therefore, this could potentially result in a permanent adverse impact on the medium value asset, which has been assessed to be moderate; and the significance of effect has been assessed to be Moderate. The potential for previously unknown archaeological remains has been assessed to be medium for Roman remains, and low for remains from other periods'.

An archaeological geophysical survey was carried out on 11 November 2024 (Appendix E Geophysical Survey Report within the Environmental Statement). As mitigation the Environmental Statement suggests 'a pre-commencement condition of the planning application would be to undertake archaeological trial trenching prior to the construction works and in line with the CIfA Universal Guidance for Archaeological Field Evaluation. This would target the Roman Road (HER MLA15479/MLA15480/MLA26080) and geophysical anomalies identified during the geophysical survey undertaken on the site, on 11 November 2024 (Appendix E Geophysical Survey Report) and 'blank areas'.

On 7 May 2025 the location of the proposed archaeological trial trenching was agreed with Douglas Moir (Lancashire County Council Planning Officer Historic Environment Team).

The Environmental Statement states 'Following archaeological trial trenching, avoidance of any remains of the Roman Road or other archaeological remains is the preferred mitigation. If avoidance is not feasible then archaeological mitigation to make a permanent record may need to be undertaken. This could include a detailed archaeological excavation or archaeological recording during construction (a 'watching brief'). Sufficient time must be allowed within the construction programme to mitigate any previously unknown archaeological remains identified during the archaeological trial trenching. These or any other mitigation measures would be agreed with the local planning authority archaeological advisor'.

- 7.2 In respect of highway mitigation, United Utilities have responded with the following as to why a roundabout is not being proposed as part of the scheme :-

'As part of the Consented Schemes we have planning permission to use the A671 Pimlico Link Road / A59 junction for the vehicles required to construct HARP. There would be no change to these vehicle numbers during the operational phase of the Alternative Facility. The only change in vehicle numbers is the additional number of vehicles which are required for the construction and decommissioning phases of the Alternative Facility which has been assessed as having a negligible impact on the highway network. The ES states that the Alternative Facility is anticipated to have no likely significant effect on the queue lengths at the A59/A671 Pimlico Link Road junction in either the weekday morning or evening peak hours. The published accident data confirms that there is no pre-existing safety issue at this junction and this is supported by the Highways Authority who said in their response to the planning application 'Along the straight section of Pimlico Link Road, there are no patterns that would be exacerbated by this Alternative Facility'. As there is no significant change to the volumes of vehicles using the A671 Pimlico Link Road / A59 junction from the Consented Schemes and the Alternative Facility, no likely significant effect on queue lengths and no safety concerns at the junction, it is therefore not considered reasonably necessary to create a new roundabout at this junction.

By moving the Consented Facility to the location of the Alternative Facility it means that generally private vehicles would go into the park and ride earlier and therefore would be getting onto shared minibuses earlier thus reducing the number of vehicles between the Alternative Facility and Consented Facility. In addition, the HGVs would be marshalled earlier and would be travelling in convoys between the Alternative Facility and Consented Facility rather than the original proposal under the consented schemes where HGVs would be travelling on their own at different times and would be uncontrolled through this stretch of road. Therefore, the Alternative Facility provides benefits when compared to the Consented schemes.

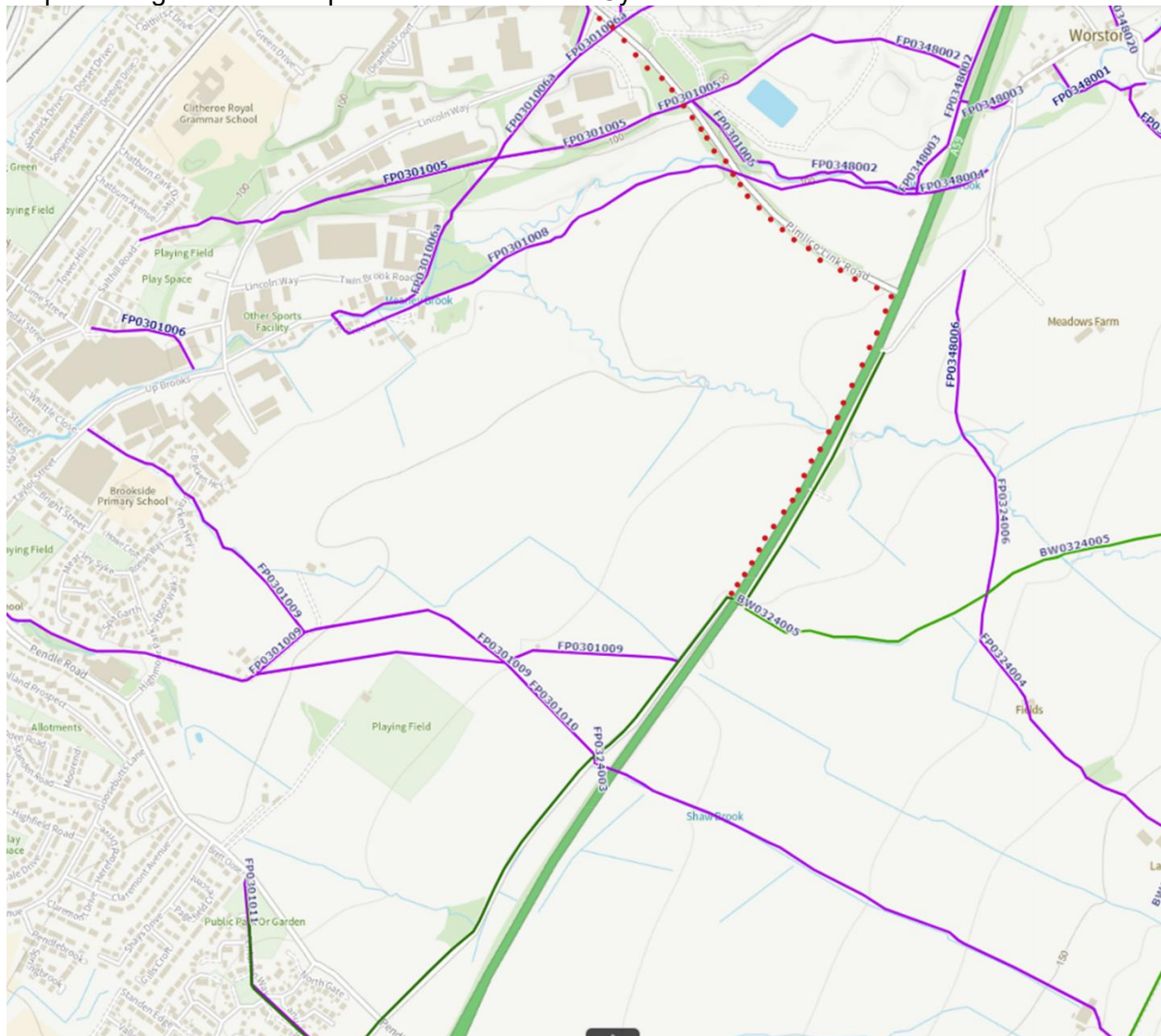
Based on the assumption that a roundabout constructed in this location would require two circulating lanes as there are currently two lanes on the A59 going southbound, the roundabout would require the use of third-party land outside the ownership or control of United Utilities or the highways authority. United Utilities would therefore have no legal powers to be able to construct the roundabout. Extensive vegetation removal at the junction would also be required to carry out the works. In terms of timescale, it is estimated that to carry out the required design, obtain planning permission, any other relevant consents and construction of the roundabout could take at least 2 years (most likely longer). If the roundabout is required to be constructed in advance of the HARP works this would have a significant delay on the HARP construction programme and to the required delivery of the Bowland and Marl Hill tunnel sections of HARP. Construction of the roundabout would be anticipated to take at least a year and would increase the level of disruption for local residents with the need for traffic management including lane closures of the A59 and speed reductions.

In short, a roundabout was not deemed necessary on the Consented Facility. As Lancashire County Council have stated in their response to the planning application, the location of the proposed alternative temporary P&R facility and HGV marshalling area is more suitable than the location of the currently consented area, based on the proximity to the A59 and distance from residential / built up areas. Lancashire County Council consider that the impacts of the proposals on the Local Highway Network are acceptable to the

Local Highway Authority (subject to planning conditions which UU accept). It is therefore not considered reasonably necessary to create a new roundabout at this junction.'

- 7.3 In respect of pedestrian and cycle improvements, whilst United Utilities don't believe that a non-motorised user route is reasonably necessary to make the development acceptable in planning terms, as a good will gesture, to provide betterment for local residents and to progress the application they are offering to construct a route for non-motorised users along the A59 between the northern end of Four Lane Ends (junction with Lancashire Cycleway) and Pimlico Link Road and along Pimlico Link Road between the A59 and Lincoln Way. The approximate route is marked (red dotted line) on a screenshot below so it is clear what they are proposing:

Map showing extent of Proposed Pedestrian and Cycle Route:



- 7.4 United Utilities have been out to site and believe that the route is deliverable subject to the following assumptions:

- The route would generally be 3m in width but would reduce to 1.5m minimum at a couple of pinch points (as advised by LCC)
- The route would be surfaced with crush and run gravel path, precise specification to be agreed with LCC
- The route would need to be along the verge adjacent to the carriageway and it is assumed this would be on adopted highway and LCC would have the powers to allow construction of the route
- The route would require a barrier between the route and the A59 to protect the non-motorised users
- To be able to construct the route adjacent to the A59 on the verge we believe that traffic lights and/or lane closure/contraflows would be required on the A59 and Pimlico Link Road

7.5 The LHA have confirmed they have no objection to this proposal subject to their records confirming it is all within the highway extent as the mapping information suggests. This is proposed to be secured by condition (condition #26).

7.6 On a separate matter, the issue of whether the facility would be Core Strategy policy DMG2 compliant (paragraph 5.1.2 of the main committee report) in terms of meeting local need / local benefit was raised in the last Committee Meeting, to which United Utilities have confirmed that there are 5 offtakes from the Haweswater Aqueduct which service the Ribble Valley supplying around 17,000 (estimated) properties, as such the development is policy DMG2 compliant.

RECOMMENDATION: That the application be GRANTED subject to the following conditions:

1. The development must be begun not later than the expiration of four years beginning with the date of this permission.

REASON: Required to be imposed by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. Unless explicitly required by condition within this consent, the development hereby permitted shall be carried out in complete accordance with the proposals as detailed on drawings:-

- Site Location Plan RVBC-P&R-APP-DR-001
- Existing General Arrangement Plan RVBC-P&R-APP-DR-002
- Proposed General Arrangement Plan (During Operation) RVBC-P&R-APP-DR-003
- Existing Site Sections Plan (Sheet 1 of 2) RVBC-P&R-APP-DR-004
- Existing Site Sections Plan (Sheet 2 of 2) RVBC-P&R-APP-DR-005
- Proposed Site Sections and Elevations Plan (Sheet 1 of 3) RVBC-P&R-APP-DR-006
- Proposed Site Sections and Elevations Plan (Sheet 2 of 3) RVBC-P&R-APP-DR-007
- Proposed Site Sections and Elevations Plan (Sheet 3 of 3) RVBC-P&R-APP-DR-008
- Proposed Site Fencing RVBC-P&R-APP-DR-009

- Proposed Environmental Masterplan RVBC-P&R-APP-DR-010
- Proposed Site Access Layout Plan RVBC-P&R-APP-DR-011
- Proposed Outfall Headwall Detail Plan RVBC-P&R-APP-DR-012

REASON: For the avoidance of doubt and to clarify which plans are relevant to the consent.

3. Prior to the commencement of the development, a phasing plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall detail the proposed phasing of the development hereby approved.

The development thereafter shall be undertaken in accordance with the approved phasing plan. For the purposes of this planning permission, all references to a Phases or Sub-Phase shall be to a Phase or Sub-Phase as shown on the approved plan.

REASON: To ensure the proper development of the site in a co-ordinated manner.

4. Prior to the commencement of each phase of the development, pursuant to condition 3, a
 - a. environmental management system (EMS) detailing the procedures to deliver and monitor compliance with all the environmental requirements of the contract and all relevant legislation, standards, regulations and consents; and
 - b. site-specific Construction Environmental Management Plans (CEMPs) in full accordance with the submitted Construction Code of Practice (CCoP) (see specific requirements below at condition 14).

Shall be submitted to and approved in writing by the Local Planning Authority.

Thereafter the development shall be undertaken in accordance with the approved EMS and CEMP

REASON: In the interests of the proper managements of the development throughout the construction period.

5. No development, site clearance/ preparation or demolition shall take place within each Phase until the applicant, or their agent or successors in title, has secured the implementation of a programme of archaeological work for that Phase. This must be carried out in accordance with a written scheme of investigation, which shall first have been submitted to and agreed in writing by the Local Planning Authority. The programme of works shall include an initial phase of trial trenching, as well as the compilation of a report on the work undertaken and the results obtained. These works should aim to establish the presence or absence of buried archaeological remains and their nature, date, extent and significance. If remains are encountered then a subsequent phase of impact mitigation may be required, for which a further written scheme of investigation will need to be submitted to and agreed with the local planning authority before development commences. Copies of all reports should be deposited directly with the Lancashire Historic Environment Record. All archaeological works shall be undertaken by an appropriately qualified and experienced professional archaeological contractor and comply with the standards and guidance set out by the Chartered Institute for Archaeologists (CIfA), including the deposition of archives. The development shall be carried out in accordance with the agreed details.

REASON: To ensure and safeguard the investigation and recording of matters of archaeological/historical importance associated with the development.

6. Prior to the commencement of construction work for each Phase of the development a Materials Management Plan shall be submitted to and approved in writing by the Local Planning Authority. For the purposes of this condition the term 'construction work' shall be taken to include any works to include works to prepare the site for development including site access points, haul roads and compound areas but excluding site investigation work. The materials management plan shall be developed following the site investigations and risk assessments and for that Phase shall:
 - a. Identify all locations from which material will be excavated.
 - b. Utilising the information contained within the contaminated land investigation, identify those areas of excavation which are contaminated
 - c. For areas of excavation which may be subject to contamination estimate the volume of material arising, the approximate volumes of material to be remediated on site and provisional volume to be disposed of off-site
 - d. Illustrate where and how the remediation of contaminated material would take place
 - e. Illustrate where and how remediated material would be re-used, including volumetric calculations to demonstrate that the material can be accommodated within the proposed area of use and any measures for containment for this material
 - f. Detail the frequency of testing and testing specification for soils generated during the cut and fill operations, including how the materials are to be segregated and stored (this should be in the form of a Soil Management Plan - see informative 03)
 - g. Identify screening criteria for assessment of whether the materials can be reused without treatment or mitigation
 - h. For areas of excavation which are not subject to contamination provide the volume of material arising and illustrate where and how non-contaminated material would be reused including volumetric calculations to demonstrate that the material can be accommodated within the proposed area.

Once approved the materials management plan shall be implemented in its entirety.

REASON: To ensure the proposed development does not pose an unacceptable risk of pollution to controlled waters

7. Prior to the commencement of construction work for each Phase of the development, a Site Waste Management Plan (SWMP) shall be submitted to and approved in writing by the Local Planning Authority. For the purposes of this condition the term 'construction work' shall be taken to include any works to prepare the site for development including site access points, haul roads and compound areas but excluding site investigation. The Site Waste Management Plan shall include details for that Phase of:
 - a. the anticipated nature and volumes of waste that will be generated by construction work
 - b. the measures to minimise the generation of waste resulting from the proposed works
 - c. measures to maximise the re-use on-site of such waste

- d. measures to be taken to ensure effective segregation at source of other waste arising during the carrying out of such works, including the provision of waste sorting, storage, recovery and recycling facilities as appropriate

The approved SWMP shall be implemented throughout the period of construction work on site

REASON: To ensure the construction activities associated with the proposed development do not pose an unacceptable risk of pollution to controlled waters through the inappropriate management of waste on site

8. Prior to the commencement of each Phase of the development hereby approved, a phasing timetable for the tree, shrub and hedgerow removal shall be submitted to and approved in writing by the Local Planning Authority.

Thereafter full details of the extent of tree, shrub and hedgerow removal and mitigation planting relating to each phase of the development shall be submitted to and approved in writing prior to any tree/ hedgerow works in that phase being undertaken. The details shall include the number of trees to be felled/ length of any hedgerow to be removed along with a timetable for replacement planting to mitigate for the tree/ hedgerow loss.

The details shall be in general accordance with the Arboriculture Impact Assessment and Proposed Environmental Masterplan (plan ref RVBC-P&R-APP-DR-010) submitted with the planning application, including hedgerow reinforcement as advanced planting during the construction phase and the replacement of the 6no. felled trees at a ratio of approximately 3:1 during the decommissioning phase of the works. Any new planting shall use species of local provenance.

Where the details indicate that a loss of trees with bat roost potential is unavoidable to facilitate the scheme, they must first be further inspected for the possible presence of bat roosts before any tree works are commenced.

No vegetation or ground clearance works required to facilitate the development should commence during the optimum time of year for bird nesting (March to August inclusive) unless nesting birds have been shown to be absent by a suitably qualified person.

Those trees to be retained shall be protected in accordance with the recommendations of BS 5837:2012 Trees in Relation to Design, Demolition and Construction prior to and during the lifetime of the development.

The replacement planting/ new planting shall be undertaken in accordance with the approved details. Any trees or plants which within a period of 25 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

REASON: To mitigate the landscape and visual harm of the development and to ensure any ecological impacts as a result of the development are mitigated. All nesting birds their eggs and young are protected under the terms of the Wildlife and Countryside Act 1981 (as amended).

9. Prior to the stripping of any topsoil a plan for the soil stripping of the development shall be submitted to and approved in writing by the Local Planning Authority.

A detailed work method statement setting out the measures proposed to minimise the adverse effects of the soil stripping and long-term storage of stockpiled topsoil and subsoil shall be submitted to and approved in writing by the Local Planning Authority prior to any soil stripping being undertaken. The details shall include:

- a) The shaping and grading of the topsoil and subsoil stockpiles to appear as 'naturalistic' landforms, free of artificial looking engineered slope profiles.
- b) The location of the temporary stockpiles which should be located along the boundaries of the site compound(s) to provide some mitigation of its visual effects.
- c) Cross sections through proposed stockpiles showing existing and proposed levels.

Topsoil and subsoil stockpiles shall be a maximum of 2m high to minimise the damaging effects of relatively long-term storage as proposed and seeded with a grassland mix.

Thereafter the soil stripping and storage shall be undertaken in accordance with the approved details.

REASON: To mitigate the landscape and visual harm of the development

10. Prior to the completion of the development full details of the site restoration shall be submitted to and approved in writing by the Local Planning Authority. The details shall include:

- full details of the existing and proposed land levels, including cross sections
- Proposed landscaping and boundary treatments.
- Detailed precautionary working methods for the protection of designated sites, habitats and species populations, to be implemented during decommissioning.
- Detailed ecological restoration and enhancement proposals to be implemented following decommissioning of temporary features.
- A timetable for implementation

The restoration thereafter shall be undertaken in accordance with the approved details.

REASON: To mitigate the landscape and visual harm of the development and to ensure any ecological impacts as a result of the development are mitigated.

11. Prior to the commencement of any works for each Phase of the development hereby approved a detailed lighting scheme for that Phase shall be submitted to and approved in writing by the Local Planning Authority.

The details shall include a Lighting Management Plan which demonstrates:

- the mitigation which will be employed to reduce adverse impacts on the local landscape due to lighting; and
- measures employed to minimise visual clutter caused by vertical structures
- the hours of illumination
- a timetable for implementation and removal of the lighting

The lighting for that Phase thereafter shall be implemented in accordance with the approved scheme and removed from the site in accordance with the agreed timetable included within the Management Plan.

REASON: In the interests of the visual amenities of the area and to mitigate the impact of the development.

12. Prior to the commencement of any works full details of the:

- a) site compound structures including offices, welfare cabins, hoardings and fences;
- b) the management of the compound to ensure that the proposed mitigation measures are managed and maintained throughout the duration of the construction contract shall be submitted to and approved in writing by the Local Planning Authority.

The structures shall be designed to take account of the site's rural location with the welfare building(s) expected to be matt green in colour and single storey.

The fence details shall include 2.4m high close-board fencing proposed along the northern boundary of the application site and separating the application site from the sensitive designated sites, with this fencing required to be installed prior to the commencement of the main construction works.

The construction and ongoing management of the compound thereafter shall be undertaken in accordance with the approved details.

REASON: In the interests of the visual amenities of the area and to mitigate the ecological impacts of the development

13. All access tracks required for the establishment, construction and commissioning phases should be removed upon completion of the works and the land reinstated to its former appearance prior to the completion of the development hereby approved.

REASON: in the interests of the visual appearance of the area

14. Prior to the commencement of each Phase of the development hereby approved a Construction Environmental Management Plan (CEMP) for that Phase shall be submitted and approved in writing by the Local Planning Authority. The approved CEMP shall be implemented in full. The CEMP shall include (inter alia):

- A Construction Method Statement to supplement the Construction Traffic Management Plan
- Working hours during the construction, operational and decommissioning phases of the development (expected to be 07:00 – 19:00 Monday – Friday, 09:00 – 13:00 Saturday and no working on Sundays or Bank Holidays),
- Proposals for pre-commencement repeat surveys for protected and priority species and priority habitats to be undertaken prior to the commencement of any works, and throughout the construction programme, which shall inform the need for precautionary working methods, licences and exemptions;
- Details of all licences, consents and exemptions that will be in place prior to commencement of works;

- Details of responsible persons and organisations, including lines of communication;
- Proposals for supervision of works, licensable mitigation measures and precautionary working methods by an appropriately qualified, experienced and licensed Ecological Clerk of Works;
- Necessary training and/or briefing of site operatives on ecological matters and required working methods and procedures to ensure compliance with legislation and planning obligations;
- Measures that will be taken to ensure compliance with relevant parts of BS42020 - Biodiversity Code of practice for planning and development;
- An ecological constraints plan to be issued to the contractor, including (inter alia):
 - Identification of biodiversity protection zones and exclusion zones around sensitive habitats and species;
 - Known locations of protected and priority species and their habitat;
 - Tree root protection areas;
 - Locations of demarcated working areas;
- Precautionary working method statements for the avoidance of ecological impacts during all stages of the works, including:
 - Prevention of any breach of wildlife protection legislation;
 - Procedures to be followed if the presence of protected species is detected or suspected at any stage before or during the works;
 - Measures to prevent impacts on protected and priority species and their habitats;
 - Measures to protect priority and protected species from the impacts of habitat severance throughout the Programme of Works;
 - Maintenance of bat flight paths throughout all phases of the works;
 - Measures to ensure compliance with the Eels Regulations;
 - Roadkill prevention measures to be implemented along all construction traffic routes;
 - Measures to prevent animals from becoming trapped;
 - Timing and other measures to prevent any impact on nesting birds;
 - Measures to prevent disturbance of breeding and wintering birds during all phases of the proposed works;
 - Measures to prevent disturbance of sensitive species and habitats as a result of lighting, noise, vibration, dust, vehicle movements, storage of materials or other causes;
 - Protection of retained habitats;
 - Exclusion zones around designated sites, irreplaceable habitats and habitats of principal importance.
 - Protection of watercourses during the works;
 - Measures to avoid impacts on hydrology and water quality;
 - Measures to minimise soil compaction;
 - Measures to prevent soil stripping in the vicinity of sensitive habitats.
 - Tree protection measures in accordance with BS5837 (2012);
 - Protection of ancient/veteran/aged trees;
 - Measures to maintain habitat connectivity throughout the works, including the provision of bat and bird boxes where possible;
 - Demarcation of the working area and installation of barriers and warning signs to protect retained habitats;
 - Protection of Statutory designated sites, functionally linked land and associated species populations during the works;

- Protection of non-statutory designated sites and associated species populations during the works;
- Measures to be implemented during decommissioning of temporary structures and features;
- Measures to eradicate and prevent the spread of invasive non-native species;
- Biosecurity measures to be implemented;
- Measures to prevent detrimental ingress/egress of water to/from sensitive habitats;
- Pollution and sediment control measures;
- New bird nesting boxes should be installed on nearby retained trees to compensate for any lost
- A work programme, demonstrating that works will be timed to minimise ecological impacts;
- Monitoring, reporting and review of proposed measures throughout all phases of the works.

REASON: To mitigate the ecological impacts of the development

15. No development shall commence in any phase until a detailed, final surface water sustainable drainage strategy for the site has been submitted to, and approved in writing by, the Local Planning Authority.

The detailed surface water sustainable drainage strategy shall be based upon the site-specific flood risk assessment (28th February 2025 / RVBC-P&R-APP-RP-002/ES-TA-C-1 / Jacobs) and indicative surface water sustainable drainage strategy (28th February 2025 / RVBC-P&R-APP-RP-005 / Jacobs) submitted and sustainable drainage principles and requirements set out in the National Planning Policy Framework, Planning Practice Guidance and Defra Technical Standards for Sustainable Drainage Systems. No surface water shall be allowed to discharge to the public foul sewer(s), directly or indirectly.

The details of the drainage strategy to be submitted for approval shall include, as a minimum;

- a) Sustainable drainage calculations for peak flow control and volume control for the:
- i. 100% (1 in 1-year) annual exceedance probability event;
 - ii. 3.3% (1 in 30-year) annual exceedance probability event;
 - iii. 1% (1 in 100-year) annual exceedance probability event + 25% climate change allowance

Calculations must be provided for the whole site, including all existing and proposed surface water drainage systems.

- b) Final sustainable drainage plans appropriately labelled to include, as a minimum:
- i. Site plan showing all permeable and impermeable areas that contribute to the drainage network either directly or indirectly, including surface water flows from outside the curtilage as necessary;

- ii. Sustainable drainage system layout showing all pipe and structure references, dimensions and design levels; to include all existing and proposed surface water drainage systems up to and including the final outfall;
 - iii. Details of all sustainable drainage components, including landscape drawings showing topography and slope gradient as appropriate;
 - iv. Drainage plan showing flood water exceedance routes in accordance with Defra Technical Standards for Sustainable Drainage Systems;
 - v. Finished Floor Levels (FFL) in AOD with adjacent ground levels for all sides of each building and connecting cover levels to confirm minimum 150 mm+ difference for FFL;
 - vi. Details of proposals to collect and mitigate surface water runoff from the development boundary;
 - vii. Measures taken to manage the quality of the surface water runoff to prevent pollution, protect groundwater and surface waters, and deliver suitably clean water to sustainable drainage components;
- c) Evidence that a free-flowing outfall can be achieved. If this is not possible, evidence of a surcharged outfall applied to the sustainable drainage calculations will be required.

The sustainable drainage strategy shall be implemented in accordance with the approved details.

REASON: To ensure satisfactory sustainable drainage facilities are provided to serve the site in accordance with Paragraphs 181 and 182 of the National Planning Policy Framework, Planning Practice Guidance and Defra Technical Standards for Sustainable Drainage Systems.

16. No development shall commence until a Construction Surface Water Management Plan, detailing how surface water and stormwater will be managed on the site during construction, including demolition and site clearance operations, has been submitted to and approved in writing by the Local Planning Authority.

The details of the plan to be submitted for approval shall include method statements, scaled and dimensioned plans and drawings detailing surface water management proposals to include for each phase, as a minimum:

- a) Measures taken to ensure surface water flows are retained on-site during the construction phase(s), including temporary drainage systems, and, if surface water flows are to be discharged, they are done so at a restricted rate that must not exceed the equivalent greenfield runoff rate from the site.
- b) Measures taken to prevent siltation and pollutants from the site entering any receiving groundwater and/or surface waters, including watercourses, with reference to published guidance.

The plan shall be implemented and thereafter managed and maintained in accordance with the approved plan for the duration of construction.

REASON: To ensure the development is served by satisfactory arrangements for the disposal of surface water during each construction phase(s) so it does not pose an undue surface water flood risk on-site or elsewhere during any construction phase in accordance with Paragraph 181 of the National Planning Policy Framework.

17. The commencement of use of the development shall not be permitted until a site-specific Operation and Maintenance Manual for the lifetime of the development, pertaining to the surface water drainage system and prepared by a suitably competent person, has been submitted to and approved in writing by the Local Planning Authority.

The details of the manual to be submitted for approval shall include, as a minimum:

- a) A timetable for its implementation;
- b) Details of the maintenance, operational and access requirement for all SuDS components and connecting drainage structures, including all watercourses and their ownership;
- c) Pro-forma to allow the recording of each inspection and maintenance activity, as well as allowing any faults to be recorded and actions taken to rectify issues;
- d) The arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme in perpetuity;
- e) Details of financial management including arrangements for the replacement of major components at the end of the manufacturer's recommended design life;
- f) Details of whom to contact if pollution is seen in the system or if it is not working correctly; and g) Means of access for maintenance and easements.

Thereafter the drainage system shall be retained, managed, and maintained in accordance with the approved details.

REASON: To ensure that surface water flood risks from development to the future users of the land and neighbouring land are minimised, together with those risks to controlled waters, property, and ecological systems, and to ensure that the sustainable drainage system is subsequently maintained pursuant to the requirements of Paragraph 182 of the National Planning Policy Framework

18. The commencement of use of the development shall not be permitted until a site-specific verification report, pertaining to the surface water sustainable drainage system, and prepared by a suitably competent person, has been submitted to and approved in writing by the Local Planning Authority.

The verification report must, as a minimum, demonstrate that the surface water sustainable drainage system has been constructed in accordance with the approved drawing(s) (or detail any minor variations) and is fit for purpose. The report shall contain information and evidence, including photographs, of details and locations (including national grid references) of critical drainage infrastructure (including inlets, outlets, and control structures) and full as-built drawings. The scheme shall thereafter be maintained in perpetuity.

REASON: To ensure that surface water flood risks from development to the future users of the land and neighbouring land are minimised, together with those risks to controlled waters, property, and ecological systems, and to ensure that the development as constructed is compliant with the requirements of Paragraphs 181 and 182 of the National Planning Policy Framework.

19. Prior to the commencement of construction work a scheme detailing how surface water flows and quality will be controlled and managed during the construction phase of the development shall be submitted to and approved by the Local Planning Authority. For the purposes of this condition the term 'construction work' shall be taken to include any works to include works to prepare the site for development including site access points, haul roads and compound areas but excluding site investigation. The construction phase surface water management plan shall include the following and be implemented before construction starts:

- An assessment of potential flows that would need to be managed during construction and operation of compounds.
- Details of the measures which would be put in place to capture, manage, treat and discharge flows from the compound.
- A programme for the installation, maintenance and removal of the measures set out above. This should include provision for adapting the mitigation if it proves not to be effective.
- An assessment of potential contaminants which may be present in surface water runoff, and measures to segregate this surface water from clean runoff
- Assessment of potential options to retain, test and treat or remove potentially contaminated surface water runoff during the works
- Details of a monitoring scheme to be implemented to confirm that no contaminants are present in runoff from the site intended for discharge to controlled waters (before, during and post construction)
- Details of how existing surface waters will be protected from any surface waters generated

Once approved, the construction phase surface water management plan shall be implemented in its entirety and remain for the duration of the development. Should a need for amendments to the plan be required as a result of changing conditions, these must be submitted to and approved by the LPA.

REASON: To ensure the construction activities associated with the proposed development do not pose an unacceptable risk of pollution to controlled waters and associated species and habitats.

20. No use of the development hereby approved shall commence until visibility splays have been provided at the site access, as shown on drawing RVBC-P&R-APP-DR-011 Rev 0. The visibility splays shall be maintained free of obstruction at all times thereafter until reinstatement of the access to its existing form.

REASON: To ensure adequate visibility between highway users at the site access, in the interests of highway safety.

21. No use of the development hereby approved shall commence until a scheme for the construction of the site accesses (in line with drawing RVBC-P&R-APP-DR-011 Rev 0) has been submitted to, and approved by, the Local Planning Authority. The scheme to include:

- i. Crossing provision across the A671 Pimlico Link Road, in line with user desire lines;
- ii. Vegetation clearance to improve visibility for all users;

- iii. Adequate signage and lighting to promote the awareness of the presence of the junction; and;
- iv. proposals for gates at the access that allow sufficient stacking of HGVs if necessary and to ensure that large vehicles turning off the roads will have unobstructed access.

REASON: In order to satisfy the Local Planning Authority and Local Highway Authority that the final details of the highway scheme/works are acceptable before work commences on site.

22. No use of the development hereby approved shall commence until highway works (as identified within condition 2) have been constructed and completed in accordance with the scheme that shall be submitted to and approved by the Local Planning Authority.

REASON: In order that suitable access is available from first use.

23. Prior to commencement of works permitted by this approval, an updated Construction Traffic Management Plan (CTMP) shall be submitted to and approved in writing by the Local Planning Authority. The updated CTMP shall include:
- i. Suitable levels of Traffic Management are in place during the construction and decommissioning of the Alternative Facility to ensure vehicles speeds are suitable on Pimlico Link Road; and
 - ii. Other requirements as per the HARP Programme of Works CTMP.

Thereafter the development shall be undertaken in accordance with the approved CTMP.

REASON: To maintain the operation and safety of the local highway network during site preparation and construction.

24. The site access and facility must be reinstated to their pre-existing condition prior to completion of the Programme of Works, in line with an agreed timetable. A timetable for reinstatement, including a timetable for implementation, shall be submitted to and approved in writing by the Local Planning Authority 6 months prior to completion of the main works. Thereafter the reinstatement works shall be implemented in accordance with the approved details.

REASON: To ensure operation and safety of the local highway network post construction.

25. Prior to commencement of works permitted by this approval, details of facilities by which means the wheels of vehicles may be cleaned before leaving the development site shall be submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be provided prior to the commencement of any site clearance or construction works and shall be retained throughout the construction and operational period.

REASON: To avoid the possibility of the public highway being affected by the deposit of mud and/or loose materials which could create a potential hazard to road users and in the interests of amenity.

26. a) Prior to first use of the Alternative Park and Ride and HGV Marshalling Facility / prior to the operational phase commencing, a scheme for the construction of an

Active Travel Route to be provided along Pimlico Link Road (south of the carriageway from Lincoln Way to the A59 junction) and along the A59 (west of the carriageway from the Pimlico Link Road junction to the northern end of Four Lane Ends) shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include precise routing, width and surfacing details, together with details of any signage and/or lighting considered necessary.

- b) The approved Active Travel Route scheme shall be implemented and open for use within a timescale to be submitted to and approved in writing by the local planning authority (but no later than the end of the operational phase of the Alternative Temporary Park and Ride and HGV Marshalling Facility).

REASON: To ensure the timely delivery of an appropriate pedestrian and cycle link.

- 27. Prior to the commencement of development, a Biodiversity Gain Plan shall be submitted to and approved in writing by the Local Planning Authority (see further details below at Informative 04) and implemented in accordance with the approved details.

The Biodiversity Gain Plan shall be prepared in accordance with the submitted Statutory BNG Metric submitted with the planning application.

REASON: To ensure the development delivers a net gain on site which satisfies paragraph 14 (2) of Schedule 7A of the Town and Country Planning Act 1990 and which is in accordance with the biodiversity information submitted with the planning application.

INFORMATIVES:

1. The applicant will require an environmental permit from the Environment Agency to discharge to the main river. Information on environmental permits is available at: <https://www.gov.uk/topic/environmental-management/environmental-permits>
2. Relevant archaeological standards and a list of registered contractors can be found on the ClfA web pages: <http://www.archaeologists.net>. Contact details for other non-registered contractors can be found on the BAJR web site: <http://www.bajr.org>.
3. The Soil Management Plan should include:
 - a. Proposals for handling different types of topsoil and subsoil and the storage of soils and their management whilst in store (including organic soils where identified)
 - b. The method of assessing whether soils are in a suitably dry condition to be handled (ie dry and friable) and the avoidance of soil handling, trafficking and cultivation during the wetter winter period
 - c. A description of the proposed depths and soil types of the restored soil profiles; normally to an overall depth of 1.2m over an evenly graded overburden layer, with the overarching aim for BMV agricultural land to be returned to its original quality and all soils to be suitable for the planning end use
 - d. The effects on land drainage, agricultural access and water supplies, including other agricultural land in the vicinity

- e. The impacts of the development on farm structure and viability, and on other established rural land use and interests, both during the site working period and following its reclamation
 - f. A detailed Restoration Plan illustrating the restored landform and the proposed after uses, together with details of surface features, water bodies and the availability of outfalls to accommodate future drainage
4. The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for the development of land in England is deemed to have been granted subject to the condition "(the biodiversity gain condition)" that development may not begin unless:
- (a) a Biodiversity Gain Plan has been submitted to the local planning authority, and
 - (b) the planning authority has approved the plan.

Based on the information available this permission is considered to be one which will require the approval of a biodiversity gain plan before development is begun because none of the statutory exemptions or transitional arrangements listed in the legislation are considered to apply.

The biodiversity gain plan must include:

- (a) information about the steps taken or to be taken to minimise the adverse effect of the development on the biodiversity of the onsite habitat and any other habitat;
- (b) the pre-development biodiversity value of the onsite habitat;
- (c) the post-development biodiversity value of the onsite habitat;
- (d) any registered offsite biodiversity gain allocated to the development and the biodiversity and the biodiversity value of that gain in relation to the development;
- (e) any biodiversity credits purchased for the development; and
- (f) such other matters as the Secretary of State may by regulations specify.

When calculating the post-development biodiversity value of a habitat, the planning authority can only take into account an increase in biodiversity value post-development where it is satisfied that the habitat creation or enhancements delivering the increase will be maintained for at least 30 years after the development is completed.

5. The construction of the off-site highway works, including Active Travel Route, will require the applicant to enter into a Section 278 Agreement with the Local Highway Authority prior to the works commencing.
6. The grant of planning permission does not entitle a developer to obstruct a right of way and any proposed stopping-up or diversion of a right of way should be the subject of an Order under the appropriate Act. The applicant should be advised to contact Lancashire County Council's Public Rights of Way section by email on PROW@lancashire.gov.uk, quoting the location, district and planning application number, to discuss their proposal before any development works begin.

BACKGROUND PAPERS

https://webportal.ribblevalley.gov.uk/site/scripts/planx_details.php?appNumber=3%2F2025%2F0180