

From: Patel, Mohammed Salmaan >
Sent: 14 May 2025 06:49
To: Planning; LHS Planning Applications
Cc:
Subject: PA D3.2025.0180 - LAND TO THE WEST OF A671 PIMLICO LINK ROAD
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Reference: 3/2025/0180
Location: LAND TO THE WEST OF A671 PIMLICO LINK ROAD
Proposal: PROPOSED CREATION OF AN ALTERNATIVE TEMPORARY PARK AND RIDE AND HEAVY GOODS VEHICLE MARSHALLING AREA FACILITY ASSOCIATED WITH THE HAWESWATER AQUEDUCT RESILIENCE PROGRAMME (HARP).

Good morning,

I refer to the above application and would like to thank you for the opportunity to comment on the application and its supporting information. Please find attached LCC Highways' Statutory Comments on the application.

In Summary

Since the approval of the Ribble Valley HARP applications, United Utilities (UU) have been informed that the land previously set aside for the consented P&R and HGV marshalling area is no longer available for the entire duration of the HARP works. Therefore, UU have investigated alternative potentially suitable locations for the facilities. This application seeks planning permission for an alternative location for the P&R facility and HGV marshalling area for the use of the HARP project.

With consideration for the information provided, I consider that the impacts of the proposals on the Local Highway Network are acceptable to the LHA. However, this is subject to a number of matters being suitably secured and addressed by condition, which I have attached to my comments below, should the LPA be minded to approve this planning application.

I am 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 project on the highway network.

Kind regards
Mohammed.

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Your ref 3/2025/0180
Our ref 3/2025/0180/MSP1
Date 13th May 2025

(FAO Lyndsey Hayes)

Application: 3/2025/0180

Location: LAND TO THE WEST OF A671 PIMLICO LINK ROAD

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Since the approval of the Ribbles Valley HARP applications, United Utilities (UU) have been informed that the land previously set aside for the consented P&R and HGV marshalling area is no longer available for the entire duration of the HARP works. Therefore, UU have investigated alternative potentially suitable locations for the facilities. This application seeks planning permission for an alternative location for the P&R facility and HGV marshalling area for the use of the HARP project.

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Background

HARP is a United Utilities (UU) project to enhance the resilience of the existing Haweswater Aqueduct, an essential part of water supply network in the Northwest region. The existing 110 km Haweswater Aqueduct (constructed in 1955) takes raw water from the Haweswater Reservoir in the Lake District National Park to Watchgate Water Treatment Works (WTW) for treatment. From Watchgate WTW the aqueduct conveys treated water to customers in Greater Manchester, Cumbria and Lancashire.

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.

Planning permission was sought in Ribble Valley for the Bowland Section and Marl Hill Section of HARP, under planning applications 3/2021/0660 and 3/2021/0661. Within Ribble Valley, the Bowland and Marl Hill sections consists of 3 compound areas:

- Newton-in-Bowland Compound
- Bonstone Compound
- Braddup Compound

Planning permission was granted for the HARP applications in Ribble Valley in 2024. The consented applications included a temporary Park and Ride (P&R) facility and Heavy Goods Vehicle (HGV) Marshalling Area.

The temporary P&R was proposed to be located at the existing overspill car park currently used during shutdowns of the Ribblesdale Works, located to the west off West Bradford Road. The temporary P&R was proposed to be a car park for private cars and light goods vehicles transporting construction personnel from a wide labour catchment area to Clitheroe. At the consented P&R, it had been proposed that construction personnel commuting into the local area by private cars and vans would transfer to minibuses for the final leg of the journey to the Braddup, Bonstone and Newton-in-Bowland construction compounds. This would reduce the volume of traffic travelling towards and through Waddington.

The HGV Marshalling Area was proposed to be located at Ribblesdale Cement Works. Which is located east off West Bradford Road. It was proposed that HGVs would arrive from the regional road network via the A59 and converge at the marshalling area. There, it was proposed that HGVs would be marshalled before being released onto the local road network in small convoys. These would head towards the construction compounds at prescribed times of the day, avoiding school pick up and drop off times and other peak times, to reduce local traffic impacts and potential disturbance to local communities.

Since the approval of the Ribble Valley HARP applications, UU have been informed that the land previously set aside for the consented P&R and HGV marshalling area is no longer available for the entire duration of the HARP works. Therefore, UU have investigated alternative potentially suitable locations for the facilities. This application seeks planning permission for an alternative location for the P&R facility and HGV marshalling area for the use of the HARP project.



Alternative P&R facility and HGV Marshalling Area Location

Table 2.2 of Volume 2 Chapter 2 of the ES lists alternative sites that were considered by UU for the P&R facility and HGV marshalling area, with an overview of their evaluation of the sites. The sites are also shown on drawing RVBC-P&R-ES-02-01 Rev 0. UU have considered a number of criteria in the selection of the site including proximity to the A59, distance from the built environment and residential areas, drainage, vegetation removal, visibility, and availability.

The selected alternative temporary P&R facility and HGV marshalling area, proposed as part of this application is shown on drawing RVBC-P&R-ES-03-01 Rev 0. This proposed alternative area is located the west off the A671 Pimlico Link Road circa 400m from the junction with the A59. The proposed alternative area is circa 1.8km closer to the A59 than the currently consented areas. Both the consented and the proposed alternative P&R facility and HGV marshalling areas are shown on drawing RVBC-P&R-ES-NTS-01 Rev 0.

I am 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.

Access to the Alternative Facility

Access to and from the alternative temporary P&R facility and HGV marshalling area is proposed via a new temporary priority-controlled junction off the A671 Pimlico Link Road (in the location of an existing an existing farm access). The proposed Site Access Layout is shown on drawing RVBC-P&R-APP-DR-011 Rev 0.

The dimensions of the proposed access and visibility splays of 160m (based on the 85th percentile of observed speeds at the location) are shown on the Site Access Layout and **should be protected by a suitably worded planning condition.**

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 Tuesday 2 July 2024 and Saturday 6 July 2024. 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). This is shown on the Access Layout drawing. The Access Layout also shows extents of localised thinning and cutting back of existing vegetation to provide users with improved visibility of oncoming traffic.

Greater awareness of the presence of the new access junction 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.

A stage 1 Road Safety Audit (RSA) has been provided to LCC Highways via email on 9th May 2025.

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 protected by condition.**

*Note: The site access should be reinstated upon completion of the HARP project, **this to be controlled by condition.***

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 project. It is expected that lighting at junction will be provided to provide greater awareness to the presence of the junction to all highway users. Lighting of junction, as a minimum, to 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.

Transport and Traffic

As part of the planning application documents, a Transport Statement is provided within Appendix F1 Volume 4 of the ES.

There three phases of the proposed alternative P&R facility and HGV marshalling area:

1. Construction Phase
2. Operational Phase
3. Decommissioning Phase

Construction Phase Impacts

The construction phase would involve site clearance, including stripping and stockpiling topsoil and subsoil, and surfacing of the area using tarmac. With the ES, 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 Alternative Facility's construction phase.

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 project. Table 10.9 of Volume 2 Chapter 10 of the ES shows the anticipated increase in HGVs as a result of the construction of the alternative facility. 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, and I am satisfied that this increase (small relative to existing HGV usage on those links) will not pose severe material impacts on the highway network.

Operational Phase Impacts

The operational phase is defined as the operation of the Alternative Facility during the construction of the consented schemes. Because the consented schemes remain unchanged, the volumes of vehicles accessing/egressing the Alternative Facility in its operational phase would remain the same as for the consented park and ride/HGV marshalling area.

Decommissioning Phase Impacts

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 Alternative Facility, and therefore, as above, I and I am satisfied that this increase (small relative to existing HGV usage on those links) will not pose severe adverse material impacts on the highway network.

Accident Analysis

A 200m buffer around the construction traffic routes has been applied as an area of study. 2017 to 2023 Road Accident and Safety Data from the Department for Transport has been used to conduct accident analysis. I have 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 Alternative Facility. 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, reference RW01, is proposed as part of the HARP applications, and this 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.

Construction Traffic Management Plan (CTMP)

An addendum to the CTMP for the consented schemes is contained in Appendix F.2 which covers this application for the Alternative Facility. 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 Alternative Facility 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, Ribble Valley Borough Council and Lancashire County Council Highways prior to commencement of the works.

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 Alternative Facility to ensure vehicles speeds are suitable on Pimlico Link Road.

Note: the visibility splays proposed at the junction are to the 85th percentile of the observed speeds and the junction will be illuminated when in use.

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. The LHA is happy to work with the applicant, their contractor and the LPA on this matter.

In line with the above, I expect further development to both the Original CTMP and this addendum to the CTMP. **This to be controlled through a suitably worded planning condition.**



Provision for Equestrian, Pedestrian & Cycling, Public Rights of Way

As highlighted within the Access to the Alternative Facility section above, PRoW FP0348005 that is in the vicinity of the proposed access junction 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. This provision satisfies the consequences of this development.

I am 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).

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.

The PRoW FP0301005 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

Since the approval of the Ribble Valley HARP applications, UU have been informed that the land previously set aside for the consented P&R and HGV marshalling area is no longer available for the entire duration of the HARP works. Therefore, UU have investigated alternative potentially suitable locations for the facilities. This application seeks planning permission for an alternative location for the P&R facility and HGV marshalling area for the use of the HARP project.

With consideration for the information provided, I consider that the impacts of the proposals on the Local Highway Network are acceptable to the LHA. However, this is subject to a number of matters being suitably secured and addressed by condition, which I have attached to my comments below, should the LPA be minded to approve this planning application.

I am 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 project on the highway network.

I hope the above is of assistance,

Kind regards,

Mohammed Patel.
Assistant Engineer, Strategic Development
Highways Development Control



Suggested Planning Conditions

1. 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.

2. 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 in consultation with the Local Highway 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.

3. 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 in consultation with the Local Highway Authority.

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

4. 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 project 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.

5. The site access and facility must be reinstated to their pre-existing condition prior to completion of the project, 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.