

Alternative Temporary Park and Ride and Heavy Goods Vehicle Marshalling Area Planning, Design and Access Statement

Document no: RVBC-P&R-APP-RP-001

Revision: 1

United Utilities Water Limited
Haweswater Aqueduct Resilience Programme
04 March 2025





Alternative Temporary Park and Ride and Heavy Goods Vehicle Marshalling Area Planning, Design and Access Statement

Client name:	United Utilities		
Project name:	Haweswater Aqueduct Resilience Programme		
Project no:	B27070EP		
Document no:	RVBC-P&R-APP-RP-001	Project manager:	Simon Lewin
Revision:	1	Prepared by:	Ashley Stratford
Date:	04 March 2025		

Jacobs UK
5 First Street
Manchester M15 4GU
United Kingdom

T +44 (0)161 235 6000
www.jacobs.com

© Copyright 2025 Jacobs UK All rights reserved. The content and information contained in this document are the property of the Jacobs group of companies ("Jacobs Group"). Publication, distribution, or reproduction of this document in whole or in part without the written permission of Jacobs Group constitutes an infringement of copyright. Jacobs, the Jacobs logo, and all other Jacobs Group trademarks are the property of Jacobs Group.

NOTICE: This document has been prepared exclusively for the use and benefit of Jacobs Group client. Jacobs Group accepts no liability or responsibility for any use or reliance upon this document by any third party.

Contents

1.	Introduction.....	5
1.1	Background.....	5
1.2	Regulatory and Policy Framework.....	6
1.3	Purpose and Structure of the Planning, Design and Access Statement.....	6
2.	The Need for the Alternative Facility	7
2.1	Introduction.....	7
2.2	Background.....	7
2.3	Consideration of Alternatives	7
3.	Stakeholder Engagement	10
3.1	Introduction.....	10
3.2	Stakeholder Engagement	10
3.3	Public Engagement	11
3.4	Response to Feedback	11
4.	Description of the Alternative Facility	15
4.1	Introduction.....	15
4.2	Site Location and Description	15
4.3	The Proposed Alternative Facility.....	15
4.4	Materials and Waste	18
4.5	Climate Resilience and Carbon	18
4.6	Working Hours	18
4.7	Works Programme	19
5.	Design and Access	20
5.1	Introduction.....	20
5.2	Design of Development.....	20
5.3	Access	21
5.3.1	Site Access	21
5.3.2	On Site Accessibility	21
5.3.3	Public Rights of Way	21
5.3.4	Traffic Movements.....	21
5.4	Site Reinstatement	22
5.5	Embedded and Good Practice Measures	22
6.	Environmental Effects.....	23
6.1	Background.....	23
6.2	Landscape	23
6.3	Arboriculture	24
6.4	Water Environment.....	24
6.5	Ecology.....	25

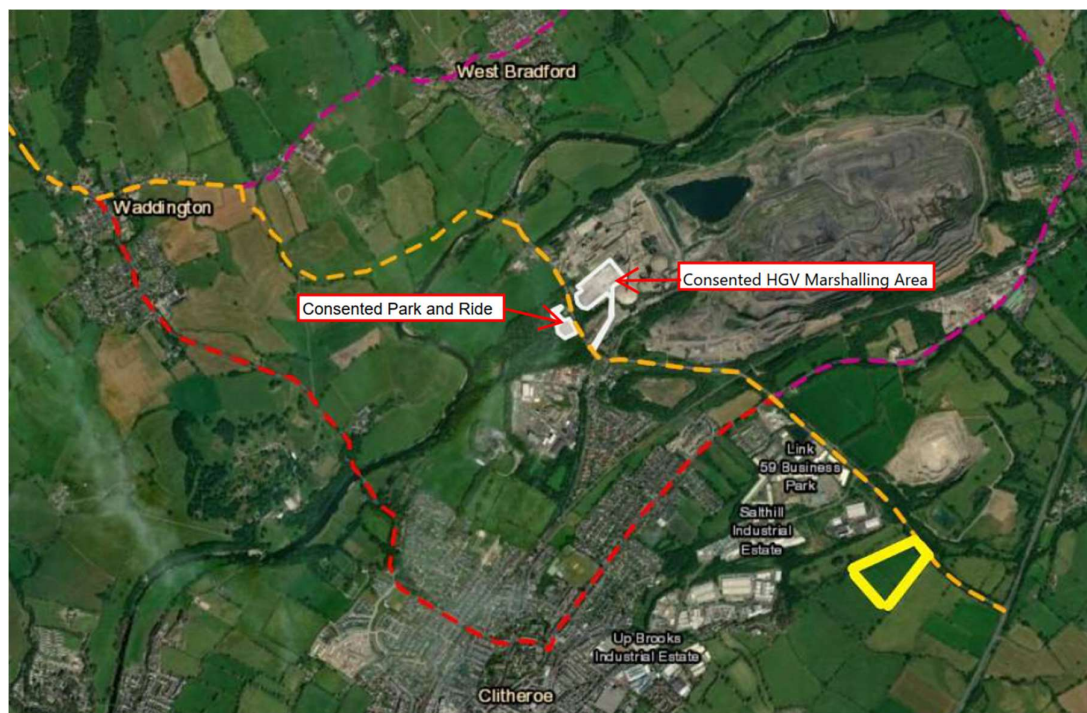
6.6	Cultural Heritage	26
6.7	Soils, Geology and Land Use.....	26
6.8	Traffic and Movement	27
6.9	Noise and Vibration	29
6.10	Environmental Impacts Summary	29
7.	Planning Policy Assessment.....	30
7.1	Background.....	30
7.2	Land Use Allocations	30
7.3	Principle of Development (Sustainability)	30
7.3.1	Policy.....	30
7.3.2	Principle of Development (Sustainability) Policy Assessment	31
7.4	Design Considerations.....	31
7.4.1	Policy.....	31
7.4.2	Design Considerations Policy Assessment	32
7.5	Landscape and Arboriculture	32
7.5.1	Policy.....	32
7.5.2	Landscape and Arboriculture Policy Assessment.....	33
7.6	Water Environment and Flood Risk.....	34
7.6.1	Policy.....	34
7.6.2	Water and Flood Risk Policy Assessment	34
7.7	Ecology.....	35
7.7.1	Policy.....	35
7.7.2	Ecology Policy Assessment	35
7.8	Cultural Heritage	36
7.8.1	Policy.....	36
7.8.2	Cultural Heritage Policy Assessment	36
7.9	Soils, Geology and Land Use.....	37
7.9.1	Policy.....	37
7.9.2	Soils, Geology and Land Use Policy Assessment.....	37
7.10	Traffic and Movement	38
7.10.1	Policy.....	38
7.10.2	Traffic and Movement Policy Assessment.....	39
7.11	Noise and Vibration	39
7.11.1	Policy.....	39
7.11.2	Noise and Vibration Policy Assessment	39
8.	Summary and Conclusion	40

1. Introduction

1.1 Background

- 1) The Haweswater Aqueduct is a 110km pipeline that runs from the Lake District to Greater Manchester and which was completed in the 1950s. United Utilities has identified the need to undertake works to protect future water quality and provide a more resilient supply of clean drinking water, and therefore prepared a programme of works – known as the Haweswater Aqueduct Resilience Programme (HARP), to provide the necessary works. The works would comprise of five new tunnel sections to replace the six current tunnels (two replacement tunnel sections combined in the Haslingden and Walmersley Section) and divided the works into five sections. The corresponding series of nine planning applications, across seven local planning authorities, have now all received planning permission.
- 2) A temporary park and ride and a heavy goods vehicle (HGV) marshalling area facility were previously consented in 2024 (the 'Consented Facility'), as part of the Bowland and the Marl Hill Sections of HARP, and located within the Ribblesdale Cement Works in Clitheroe (see the two area edged white on Figure 1.1). However it has been confirmed that the areas proposed for this Consented Facility are no longer available for the entire duration of the HARP works and therefore an alternative location is required. Subsequently, after an extensive optioneering exercise, a preferred alternative location for the proposed temporary park and ride and HGV marshalling area facility (the 'Alternative Facility') was established. The alternative site is located on the western side of A671 Pimlico Link Road approximately 1.75 km north-east of Clitheroe town centre, as shown edged yellow on Figure 1.1.

Figure 1.1 - Locations of the Consented Temporary Park and Ride and HGV Marshalling Area Facility (in white) and the proposed Alternative Facility (in yellow)



1.2 Regulatory and Policy Framework

- 3) Following consultation with Ribble Valley Borough Council (the Council), it has been agreed that the proposed Alternative Facility requires a separate planning application, as it lies outside the red line boundary of the previously consented schemes. In addition, it has also been agreed that the consented schemes, would each require the submission of a non-material amendment application (Section 96A of the Town and Country Planning Act 1990) to vary them to enable the Alternative Facility to be utilised in place of the facility permitted under the existing planning permissions - such S96A applications will also be made in due course.
- 4) Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission are determined in accordance with the local development plan unless material considerations indicate otherwise. The Ribble Valley Core Strategy forms the central document of the Local Development Framework, establishing the vision, underlying objectives and key principles that guides the development of the area to 2028.
- 5) The National Planning Policy Framework (NPPF) provides the strategic guide for planning policies in England and how these are expected to be applied.
- 6) A planning policy assessment can be found in Chapter 7 of this Statement.
- 7) In accordance with the approach to the submission of the planning applications for the Bowland and Marl Hill Sections of HARP in Ribble Valley in 2021, the proposed Alternative Facility forms part of the HARP for environmental impact assessment (EIA) purposes. On this basis and in line with the 2021 application, this application is submitted with an Environmental Statement.
- 8) The ES for the Alternative Facility however, excludes any assessment of the Consented Facility, as the two facilities would not be operated at the same time.

1.3 Purpose and Structure of the Planning, Design and Access Statement

- 9) This Planning, Design and Access Statement ('the Statement') has been prepared by Jacobs on behalf of the applicant: United Utilities, to accompany a planning application to the Council for the proposed Alternative Facility, associated with the Bowland and Marl Hill Sections of the HARP.
- 10) This Statement describes the Alternative Facility and summarises its impacts upon the local environment, along with an assessment of its compliance with adopted planning policy. The following chapters of this Statement are as follows:
 - Chapter 2 provides the background to the Alternative Facility and a description of the alternative options considered
 - Chapter 3 provides a summary of the stakeholder engagement undertaken as part of the development of the scheme (further details are provided in the Statement of Community Involvement - ref: RVBC-P&R-APP-RP-003, accompanying the application)
 - Chapter 4 provides a description of the Alternative Facility
 - Chapter 5 summarises the Design and Access elements of the Alternative Facility
 - Chapter 6 provides a summary of the environmental effects of the Alternative Facility (further details are provided in the Environmental Statement - ref: RVBC-P&R-APP-RP-002, accompanying the application)
 - Chapter 7 provides an assessment of adopted planning policy that is considered relevant to the determination of the application
 - Chapter 8 provides a summary and conclusion.

2. The Need for the Alternative Facility

2.1 Introduction

- 11) This chapter describes the need for a temporary Alternative Facility and provides a summary of the alternative options that were considered within the options appraisal process, which ultimately identified the preferred solution.

2.2 Background

- 12) 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).
- 13) These two applications were approved on 19 January 2024 and are referred to in this Statement as the 'Consented Schemes'.
- 14) Both Consented Schemes included a common, temporary park and ride and a HGV marshalling area facility located at the existing Ribblesdale Cement Works to the north-east of Clitheroe. The consented facility would consist of an existing staff car park for the Park and Ride element (to the west of West Bradford Road) and areas of hardstanding for the HGV marshalling area element (to the east of West Bradford Road). This facility was identified as an integral part of the approved construction traffic management plan (CTMP) to manage the timing and flows of construction vehicles and reduce the number of private vehicles using the local road network north of the site during construction of the HARP works.
- 15) The consented park and ride element of the facility would act as a car park for the vehicles of construction personnel from a wide labour catchment area to Clitheroe. From here, construction personnel would transfer to minibuses and proceed north via the consented Ribble Crossing and the northern end of Waddington village to the Newton-in-Bowland, Bonstone and Braddup compounds.
- 16) Additionally, the Consented Facility would act as a marshalling area for HGVs arriving from the regional road network via the A59. There, HGVs would be marshalled before being released in small convoys heading towards the construction compounds at prescribed times of the day to reduce local traffic impacts and potential disturbance to local communities – including the avoidance of school opening/closing times.
- 17) Since the submission of the applications for the Consented Schemes, the owners of Ribblesdale Cement Works informed United Utilities that the land previously proposed for use as the Consented Facility is no longer available for the entire duration of the HARP works. Therefore United Utilities needed to identify a suitable alternative location for the proposed facility and serving the same function.

2.3 Consideration of Alternatives

- 18) United Utilities evaluated a full range of options as part of identifying a site for the proposed Alternative Facility. These options were appraised against cost, environmental and technical considerations, with a key consideration being the ease of access off the West Bradford/Pimlico Link Road corridor (where the consented facility is located).

- 19) Numerous sites for the proposed Alternative Facility were identified and assessed. Table 2.1 summarises the main ones and establishes the key reasoning for the selection of the preferred location (Site C) for the Alternative Facility, and reasons for discounting the other sites.

Table 2.1: Site Options for the Alternative Facility

Site	Description	Evaluation/Reasoning
Greenfield Sites		
Site A	Located on the west side of Pimlico Link Road, at the intersection between Pimlico Link Road and A59.	Access was considered to be poor as the location is situated close to a busy junction, where the sight lines for vehicles entering and leaving the site may not be sufficient. Highway safety issues. Discounted.
Site B	Located on the west side of Pimlico Link Road, approximately 2 km north-east of Clitheroe town centre.	This would require a new access being created off Pimlico Link Road, which would include removal of a tree group. Discounted.
Site C	Located south of Worston Brook on the west side of Pimlico Link Road, approximately 2 km north-east of Clitheroe.	This location offers sufficient land to accommodate the Alternative Facility and is located a considerable distance (over 350 m) from the nearest residential property. There are no environmental designations which could constrain development. A new access off Pimlico Link Road would be required, improving an existing farm access. This would involve construction of a temporary new junction on Pimlico Link Road. However, it would be located sufficiently far from other junctions on Pimlico Link Road to allow sufficient sight lines and enable design to acceptable highway safety standards. Would require works to some trees to achieve satisfactory sight lines. Preferred location.
Site D	Located on the east side of Pimlico Link Road, approximately 3 km north-east of Clitheroe.	This would require a new access being created off Pimlico Link Road, which would include substantial vegetation removal. Discounted.
Site H	Located on the east side of Pimlico Link Road, approximately 2 km north-east of Clitheroe.	No direct access off Pimlico Link Road - would be via existing gated access and track off Chatburn Road. Insufficient area of land. Discounted.
Site I	Located on the east side the Pimlico Link Road, at the intersection between Pimlico Link Road and Chatburn Road.	No direct access off Pimlico Link Road - would be via existing gated access and track off Chatburn Road. Vegetation removal would be required. Site is close to Clitheroe Community Hospital and residential properties. Discounted.
Site L	Located on the west side of Chatburn Road, approximately 0.1 km south-west from the intersection between Chatburn Road and Pimlico Link Road.	This site was not suitable as it lies adjacent to residential properties and Clitheroe Community hospital. Also, there is no direct access off Pimlico Link Road. Discounted.

Site	Description	Evaluation/Reasoning
Site P	Located on the east side of Clitheroe Road, approximately 0.4 km south-west from the road.	This site was not suitable as it lies adjacent to residential properties and is not on the Pimlico Link Road / West Bradford corridor. Would potentially require access across fields from the Ribble Crossing haul road, or from Clitheroe Road to the west. Discounted.
Site Q	Located on the south bank of the River Ribble, off West Bradford Road, at the southern end of the consented Ribble Crossing.	This site was discounted due to the need for earthworks to make the site level; and the space would be constrained by areas at risk of flooding from the River Ribble. Discounted.
Site R	Located on the south side of West Bradford Road, approximately 0.1 km from the road and at the northern end of the consented Ribble Crossing.	This site was not suitable as it lies adjacent to residential properties and a primary school. Discounted.
Brownfield / Developed / Previously Developed Land		
Site G	Located on the east side of Pimlico Link Road, approximately 3 km north-east of Clitheroe.	This location lies within Ribblesdale Cement Works' operational site boundary and is unavailable. Discounted.
Site J	Located on the west side of Pimlico Link Road, within Link 59 Business Park (an existing commercial area).	This site includes occupied commercial buildings and car parking, including Clitheroe Auction Mart, and the available space was insufficient for the Alternative Facility. Discounted.
Site N	Located on the west side of Pimlico Road, within the Johnson Matthey chemical site.	This location was not suitable as it falls within a Control of Major Accidents Hazards site which would place potential risks and constraints on operation of the Alternative Facility. Discounted.
Site O	Located on the east side of Pimlico Link Road, within the Tarmac Clitheroe Asphalt Plant.	Tarmac has confirmed that there is no available land. Discounted.

3. Stakeholder Engagement

3.1 Introduction

- 20) During the pre-application phase, United Utilities has engaged with local politicians and local town/parish councils, as well as the general public, and has also been working closely with key technical stakeholders, to inform and assist the design of the proposed Alternative Facility.
- 21) A Statement of Community Involvement (SoCI) (ref: RVBC-P&R-APP-RP-003) has been prepared, in support of the planning application, to capture details of the engagement, feedback from the public and other stakeholders engaged in the process and United Utilities' response to the feedback.
- 22) This next sections summarise the engagement exercise.

3.2 Stakeholder Engagement

Local Members of Parliament

- 23) Letters outlining the HARP programme of works and the proposed Alternative Facility were emailed to the local MPs: Jonathan Hinder and Maya Ellis on 31 October 2024. This was followed up with a meeting between representatives of United Utilities and Jonathan Hinder on 22 November 2024.

Local Member Briefing

- 24) A briefing was undertaken by United Utilities representatives on 28 November 2024 with RVBC Councillors and was also attended by representatives of the RVBC planning department.

Town/Parish Councils

- 25) Emails with posters were sent out to each of the following local town/parish councils and then representatives from United Utilities met and gave a presentation to each of them:

- Clitheroe Town Council
- Worston & Mearley Parish Council
- Chatburn Parish Council
- Grindleton Parish Council.

Emails with a poster for the public drop-in event, were also sent out to the Newton and Waddington parish councils to inform them of the proposed Alternative Facility.

Statutory Consultees/Stakeholders

- 26) Meetings were held with RVBC Planners to discuss the content and how to present and submit the planning application for the proposed Alternative Facility. Meetings were also held with Lancashire County Council (LCC) highways to discuss and design the highways elements for the Alternative Facility.
- 27) The Alternative Facility was also raised with other RVBC officers, as part of the EIA process:
- Environmental Health (Air Quality)
 - Environmental Health (Noise and Vibration)
 - Landscape
 - Arboriculture.
- 28) The Alternative Facility was also raised with other LCC officers, as part of the EIA process:
- Archaeology
 - Lead Local Flood Authority (LLFA)

- Public Rights of Way.

Other Interest Groups

- 29) The proposed Alternative Facility was also discussed at a meeting of the River Hodder and Ribble Liaison Group on 6 November 2024.

3.3 Public Engagement

Public Drop-in Exhibition Event – 7th November 2024

- 30) The event was publicised by:

- Letters sent to local residents about the public event
- A poster for the public drop-in event, which was issued to the two local MPs, Clitheroe Town Council and the Parish Councils of Worston & Mearley, Chatburn, Grindleton/West Bradford, Newton and Waddington. The councils were asked to display the poster on their notice boards.

- 31) At the exhibition, display boards were used to provide information about the scheme and attendees were encouraged to complete a feedback form.

HARP Website

- 32) United Utilities created a website: www.harpinformation.co.uk with a dedicated section for the proposed Alternative Facility: 'Park and Ride and HGV Marshalling Area Update'. In this website section, the exhibition display boards and an interactive map are available. There was also an area for people to provide feedback up until Friday 22 November 2024.

3.4 Response to Feedback

- 33) All the comments received have been reviewed by the project team and where a response was requested, United Utilities project team has endeavoured to respond to those consultation participants.

- 34) The concern about the current volume of traffic along Pimlico Link Road, lack of footpath and its junction with the A59 was by far the greatest concern from local politicians and the public. This and the other main themes/issues, which arose during the various engagement exercises, and United Utilities' responses to each of these are summarised in Table 3.1.

Table 3.1 – Response to Feedback

	Feedback	United Utilities Response
1	Proposals worsening traffic issues relating to the high volume of traffic along Pimlico Link Road and the junction with the A59. Specifically, there was a call for a new roundabout at the A59/Pimlico Link Road junction	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. 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

	Feedback	United Utilities Response
		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. 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. Further detail on the assessment of the A671 Pimlico Link Road / A59 junction and new proposed access for the Alternative Facility can be found in Volume 2 of the Environmental Statement, Chapter 10 Traffic and Movement and Volume 4 of the Environmental Statement, Appendix F.1 Transport Statement.
2	Questions regarding the hours of operation and the proposed HGV movements at peak hours	In terms of the hours of operation of the Alternative Facility they are as follows: 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 Alternative Facility (i.e. private vehicles travelling to, and parking at, the facility) would be between the hours of 06:00 and 08:00 in the morning, and then 18:00 and 20:00 in the early evening. Unless otherwise agreed in writing with the local planning authority. There is no intention to undertake night working during construction of the Alternative Facility. However, the relevant highways authority, Lancashire County Council, may request that certain construction and decommissioning activities linked to the access point off Pimlico Link Road are undertaken at night or weekends to avoid local traffic impacts. These would be short-term and reversible activities. During the operational phase of the Alternative Facility, the HGV timings would be the same as for the Consented Schemes. Planning conditions attached to the Consented Schemes restrict the movement of HGVs on West Bradford Road (C571) between 08:15 to 09:15 and 15:00 to 16:00 Monday to Friday during term time. It is expected that this condition would apply to the operational phase of the Alternative Facility. This condition is intended to remove HGVs from the public highway network during peak school drop-off and pick-up times.

	Feedback	United Utilities Response
		In terms of the proposed HGV movements at peak hours during construction the HGV movements would be 7no HGVs (two way) and during operation the HGV movements would be as per the Consented Schemes. The decommissioning phase is expected to be similar to construction phase.
3	The need for appropriate signage on A59 for HGVs to make sure they take the correct traffic route	As part of the Consented Schemes there is a planning condition which requires: <i>"Prior to the commencement of the first Phase of the development hereby approved an improvement scheme for the site accesses and the defined off-site highway works shall be submitted to and approved in writing by the Local Planning Authority. The submitted details shall include a programme of implementation for each scheme. These works comprise:...</i> - <i>Signage strategy along all public highway to be used by construction traffic;</i> - <i>Road Marking and Signing Scheme review at the A59 / Pimlico Link Road junction identifying any necessary works having regard to significant increase in HGVs"</i> Therefore, this would be dealt with as part of the discharge of condition(s) to be agreed with Ribble Valley Borough Council and Lancashire County Council Highways. We would also expect this condition to be replicated on the Alternative Facility, should this be approved, in order to address this aspect.
4	Questions about the lack of a footpath along Pimlico Link Road and more traffic would make the need greater	By moving the Consented Facility to the location of the Alternative Facility it 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. 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

	Feedback	United Utilities Response
		part of Pimlico Link Road between the A59 and the access to the Alternative Facility. 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.
5	Questions about the state of Pimlico Link Road	For Pimlico Link Road, United Utilities are seeking to enter into a proactive extraordinary damage highways agreement with Lancashire County Council (LCC) Highways where a payment(s) would be made to LCC Highways to pay for the extraordinary damage caused by HARP.
6	Questions about the environmental impact and the impact along the current PRowS	The planning application includes a supporting Environmental Statement (Ref: RVBC-P&R-APP-RP-002), which has assessed the environmental impact of the Alternative Facility and has proposed mitigation where required to reduce the impact of the works. Once the HARP works are complete the Alternative Facility would be reinstated back to its condition prior to construction. In terms of the impact on public rights of way, a short closure of FP0301008 of up to one week with a localised diversion would take place whilst the outfall pipe is installed during the construction phase. A longer closure of FP0318005 would be required at the access to the proposed Alternative Facility during the construction, operation and decommissioning phases however a localised diversion via a dedicated crossing point with new footway and Department for Transport compliant tactile paving would be created to safely allow footpath users across the A671 Pimlico Link Road as shown on planning drawing Ref: RVBC-P&R-APP-DR-011. Access would therefore be maintained along all the public rights of way via a small diversion at all times.
7	Concern about detrimental impact on residential properties	During the site selection exercise, a number of locations were discounted due to their close proximity to residential properties. The Alternative Facility was purposely selected as it was away from residential properties, with the nearest occupied property being located approximately 380 m west-south-west across agricultural fields. The planning application includes a supporting Environmental Statement (Ref: RVBC-P&R-APP-RP-002), which has assessed the environmental impact of the Alternative Facility and has proposed mitigation where required to reduce the impact of the works.

4. Description of the Alternative Facility

4.1 Introduction

- 35) This chapter describes the elements of the proposed temporary Alternative Facility and how it is anticipated to be constructed, operated and the site reinstated, along with the programme for the works.
- 36) The project has been sized to carry out the same function as the Consented Facility, but combines the staff park and ride and the HGV marshalling area on the same site off Pimlico Link Road. To help construct the Bowland and Marl Hill sections of HARP, HGVs would be marshalled and construction personnel transported in minibuses in a general northerly direction along local roads, via the consented Ribble Crossing and the northern end of Waddington village, to the Newton-in-Bowland, Bonstone and Braddup compounds.

4.2 Site Location and Description

- 37) 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, as shown on Figure 1.1 and Site Location Plan (ref: RVBC-P&R-APP-DR-001). It sits within a predominantly rural setting, albeit with the Salthill Industrial area approximately 0.5km to the north, and would be constructed on open land that is currently agricultural pasture and occupies an area of 3.78 ha.
- 38) 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.
- 39) 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. Both PRoWs and the existing vegetation are shown on the proposed Existing Arrangement Plan (ref: RVBC-P&R-APP-DR-002).

4.3 The Proposed Alternative Facility

- 40) The proposed Alternative Facility consists of a number of elements that are listed in Table 4.1 and their layout is shown on the Proposed General Arrangement Plan (ref: RVBC-P&R-APP-DR-003). *Note: the dimensions of the temporary structures are indicative and may change slightly depending upon the availability of the corresponding products.*

Table 4.1 – Elements of the Proposed Alternative Facility

Element	Description
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. Note: Security office typical elevations are highlighted on the Proposed Site Sections plans (refs: RVBC-P&R-APP-DR-006 to 008).
Site Generator kiosk	Approx. dimensions: 4.5m long x 2.5m high x 1.6m wide – An example is shown in the image below.

Element	Description
	
Lighting Kiosk	A green glass-reinforced plastic (GRP) building - approx. dimensions: 1.5m wide x 2.5m high x 1m deep. Note: Lighting kiosk typical elevations are highlighted on the Proposed Site Sections plans (refs: RVBC-P&R-APP-DR-006 to 008).
Lighting columns	The columns are to be placed at appropriate locations around the site, at the site access and along Pimlico Link Road. Their indicative locations are shown on the proposed General Arrangement plan ref: RVBC-P&R-APP-DR-003. 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. Further detail of the lighting proposals are included within the accompanying Lighting Assessment (ref: RVBC-P&R-APP-RP-004).
Construction workers and site operatives accommodation (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. Typical elevations for the welfare accommodation are highlighted on the Proposed Site Sections plans (refs: RVBC-P&R-APP-DR-006 to 008).
Site Fencing	The siting of the fencing is shown on the proposed General Arrangement plan (ref: RVBC-P&R-APP-DR-003), and consists of: • 2.4m high green, Weldmesh fencing e.g. 'Paladin' type fencing, around the perimeter of the proposed site elements • 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). See the Proposed Site Fencing drawing (ref: RVBC-P&R-APP-DR-009).
Goalpost structure 'entrances'	These 'entrances' would be 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

Element	Description
HGV marshalling area	Surfaced in hard bound material and arranged to allow HGVs to park and move forward in a convoy. The area is shown on the proposed General Arrangement plan (ref: RVBC-P&R-APP-DR-003).
Vehicle parking area	Surfaced in hard bound material and providing approximately 240 no. parking spaces for workers and shown on the proposed General Arrangement plan (ref: RVBC-P&R-APP-DR-003).
The proposed 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 (see drawing ref: RVBC-P&R-APP-DR-012, for outfall headwall detail). The proposed General Arrangement plan (ref: RVBC-P&R-APP-DR-003), shows the indicative area of the Site Drainage Attenuation Area, which 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). Further detail of the drainage proposals are included within the accompanying Sustainable Drainage Strategy (ref: RVBC-P&R-APP-RP-005).
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. Their locations are shown on the proposed General Arrangement plan (ref: RVBC-P&R-APP-DR-003) and their typical cross sections through the stockpiles are shown on the Proposed Site Sections plans (refs: RVBC-P&R-APP-DR-006 to 008).
Site access and highway works, locally along Pimlico Link Road	Works to the existing field access and to vegetation along Pimlico Link Road have been designed 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 (refer to the proposed Site Access Layout plan (ref: RVBC-P&R-APP-DR-011), for further information The site access and road works would also require the temporary diversion of the PRoW (ref: FP0348005), for the duration of the works and locally diverted across a designated crossing point with footway and DfT compliant tactile

Element	Description
	paving (refer to the Proposed General Arrangement Plan ref: RVBC-P&R-APP-DR-003).

4.4 Materials and Waste

- 41) Materials used during construction would consist mainly of crushed stone (which would be used as a surface protective base layer) and 'tarmac type' bound material for constructing much of the Alternative Facility's surface.
- 42) Limited waste quantities would be produced during the construction and operation of the proposed Alternative Facility and would consist mainly of non-hazardous surplus material and packaging during construction, liquid and solid wastes during operation derived, for example, from the welfare facilities and wheel washes during construction/decommissioning (not necessary during operation). Wastewater would be removed off site in tankers for treatment at a licensed wastewater treatment facility. It is anticipated that the facilities would be maintained/serviced at least once a week and recovered materials such as crushed stone during the decommissioning phase would be returned to market for recycling.
- 43) Domestic waste would be produced from the welfare facilities during operation and would be taken off site by a licensed contractor for recycling or disposal at a suitably licensed facility. The site would comply with relevant waste management regulations and with good practice measures regarding the storage of fuel, oils and other materials.
- 44) All excavated soils would be stored on site in bunds and then reused during the decommissioning of the site.

4.5 Climate Resilience and Carbon

- 45) United Utilities would implement its corporate climate change objectives to reduce potential carbon emissions for the Alternative Facility. United Utilities has embedded its carbon and climate agenda-related requirements in the procurement process.
- 46) Individually, the Alternative Facility would result in relatively low carbon emissions, though the key carbon sources would be associated with:
- Carbon embodied in materials required to construct the site such as crushed stone, Tarmac, drainage pipes and outfalls
 - Emissions from vehicles delivering materials to the site during the construction phase and removing materials off site in the decommissioning phase
 - Energy use (e.g., consumption of diesel by construction plant and machinery) to undertake or support construction and decommissioning activities and also during operation to operate the welfare facilities, security and lighting.
- 47) During its operation, the Alternative Facility would lead to a reduction in carbon emissions associated with HARP construction personnel private vehicles as these are taken off the local road network earlier than the consented schemes.

4.6 Working Hours

- 48) 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 Alternative Facility (i.e. private vehicles travelling to, and parking at, the facility) would be between the hours of 06:00 and 08:00 in the morning, and then 18:00 and 20:00 in the early evening.
- 49) There is no intention to undertake night working during construction of the Alternative Facility. However, the relevant highways authority, Lancashire County Council, may request that certain construction and decommissioning activities linked to the access point off Pimlico Link Road are undertaken at night or weekends to avoid local traffic impacts. These would be short-term and reversible activities.
- 50) During the operational phase of the Alternative Facility, the HGV timings would be the same as for the consented schemes.
- 51) Planning conditions attached to the consented schemes restrict the movement of HGVs on West Bradford Road (C571) between 08:15 to 09:15 and 15:00 to 16:00 Monday to Friday during term time. It is expected that this condition would apply to the operational phase of the Alternative Facility. This condition is intended to remove HGVs from the public highway network during peak school drop-off and pick-up times.
- 52) The construction day may require working in low light conditions, particularly in winter when there are shorter daylight hours compared to other seasons. Winter working is likely to require lighting in order to safely operate the site. In such cases, construction lighting would be of the lowest luminosity necessary to safely perform each task. It would also be designed, positioned and directed to reduce the intrusion into adjacent properties, protected species and sensitive habitats, as outlined in the CEMP. As lighting would be temporary and used infrequently, lighting is unlikely to have a significant effect on adjacent receptors.
- 53) There would be a 24 hour security presence at the site.

4.7 Works Programme

- 54) Subject to planning consent being granted, construction of the Alternative Facility is estimated to start in January 2026 and be completed in October 2026, to allow the facility to enter operation towards the end of 2026. The Alternative Facility would be operational for up to seven years between the end of 2026 and 2033 – this covers the construction phase of the Consented Schemes. The site is anticipated to be decommissioned once the HARP project is complete and is anticipated to take approximately 12 months and would include reinstatement and landscaping (subject to seasonal timing) back to the pre-construction condition.
- 55) These dates are based on United Utilities' current understanding, but are subject to further development by the contractor once appointed.

5. Design and Access

5.1 Introduction

- 56) The design and access for the Alternative Facility has developed as a result of its operational requirements and ongoing engineering inputs. Discussions with stakeholders (including LCC as the Local Highways Authority) and other Statutory Consultees as part of the EIA process, has also influenced its content and design.
- 57) The proposed site layout has been informed by the need to restrict the impact upon existing trees, hedgerows and to avoid the overhead power line corridors.
- 58) The following sections describe how the required elements have been developed and would be incorporated into the Alternative Facility.

5.2 Design of Development

- 59) The initial, enabling works would consist of limited vegetation clearance, such as at the site access and the proposed outfall location, whilst the layout itself has been designed to avoid trees, particularly all veteran trees. Further, existing gaps in hedgerows have been used for accessing different parts of the site to avoid removing hedgerows.
- 60) The enabling works would also involve stripping of topsoil and then subsoil, which would then be excavated to a depth of up to 450 mm below ground level. The topsoil and the subsoil would then be stored separately in stockpiles up to 2m in height on site and profiled in a way that reduces the risk of surface water run-off.
- 61) In terms of temporary structures on site, a prefabricated security office would be installed with gates/barriers at the entrance of the site to manage access into/out of the site for safety and security purposes. There would also be a series of welfare 'Portakabin-type' accommodation, of a single storey height and with a matt green colour to help them blend in with their surroundings. This accommodation would provide construction workers and site operatives with welfare facilities including toilets, changing and kitchen areas.
- 62) The site would also be secured to prevent unauthorised access by the use of green weldmesh fencing (e.g. paladin fencing) at a height of 2.4 m, and (in the interests of mitigating certain environmental impacts by screening the site) by close boarded screen fencing along the northern boundary, also at 2.4m in height.
- 63) Surface water would be collected via a new surface water drainage network and would drain 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 pre-cast drainage outfall into Worston Brook.
- 64) Pollution control valves would prevent the release of drainage water to Worston Brook in the unlikely event of a pollution incident on site.
- 65) A lighting system to enable safe working would be installed as per the applicable standards, with the use of directional lighting to reduce glare. The lighting would consist of a series of lighting columns placed around the site and also at the entrance to the site and along Pimlico Link Road in the interests of highway safety. The lighting would be powered by a temporary generator(s).

5.3 Access

5.3.1 Site Access

- 66) Initial works would involve the enlargement of the existing farm access on Pimlico Link Road, which is insufficient to meet highway engineering and safety standards to serve the types and size of vehicles which are anticipated to use the Alternative Facility. Formal access with appropriate radii and visibility splays would be created to enable safe access and egress from the site during construction and then during operation (see the Proposed Site Access Layout Plan Ref: RVBC-P&R-APP-DR-011). In order to facilitate this and to create acceptable visibility splays for vehicles leaving the site onto Pimlico Link Road, one tree at the entrance to the site would need to be felled. In addition, vegetation would need to be cleared/pruned back and some trees coppiced along Pimlico Link Road at a distance of approximately 3m back from the rear of the kerb.

5.3.2 On Site Accessibility

- 67) Once the site has been cleared and the necessary soil strip has taken place and a suitable level established, the car park surface and internal circulation routes would be laid and topped with hard bound 'tarmac type' material. These internal access roads would be built up to be 350 mm and dedicated areas would be set up for the HGV marshalling area and for construction-worker parking spaces. HGV movements would be one way around the site and offset entrance and exit barriers in place, to help the flow of traffic around the site.

5.3.3 Public Rights of Way

- 68) It is anticipated that the footpath (ref: FP0301008) along the northern boundary of the site would be temporarily closed for a short duration of up to one week during construction of the proposed outfall for safety reasons. A localised diversion would be put in place during this period of works.
- 69) Footpath FP0348005 at the site access would also require a temporary closure and diversion during the construction and operation of the Alternative Facility and reinstated during the decommissioning phase. A formal crossing point would be created as part of the design with an additional footway and Department for Transport compliant tactile paving.
- 70) Non motorised user (NMU) surveys were undertaken and which showed fairly low usage of the PRowS.

5.3.4 Traffic Movements

- 71) A Construction Traffic Management Plan (CTMP) was developed and approved as part of the consented schemes. The CTMP aims to reduce the risks and conflicts with other road users and enable the safe and timely movement of HARP HGVs on the road network. An addendum has now been prepared, and included as Appendix F.2 of the ES, to cover the alternative location and the changed vehicle movements.
- 72) The site is designed to be a vehicle hub for HGVs and commuting workers on the consented schemes, as a way of convoying HGVs in groups and controlling when they can use the local roads i.e., not at school arrival/leaving times and reducing the number of private vehicles using the local road network by putting workers on minibuses. The HGV marshalling area would allow the control of traffic leaving the A59 prior to using the narrower local road network. This would entail the use of escorted convoys and directional control of vehicles greater than circa 2.55m width.
- 73) The estimated operational vehicle numbers and daily scheduling over the duration of the main HARP construction programme relating to the Alternative Facility, would be the same as that proposed for the Consented Facility, though the change to traffic movements from the Consented Schemes is more

construction vehicles (during the construction and the decommissioning phase) due to the need to construct the Alternative Facility, as the Consented Facility did not require any construction.

- 74) Tankers would be used to bring clean water to the site for use in the welfare facilities and for wheel washing (only required/necessary during construction/decommissioning of the facility) and no surface water or groundwater abstractions are proposed at the site.

5.4 Site Reinstatement

- 75) Once construction of the Marl Hill and Bowland Sections of HARP are complete and the temporary Alternative Facility is no longer required, the site would be decommissioned and be reinstated to its state prior to construction. This would involve removing the temporary buildings, the site fencing and all the other temporary structures including the lighting on the site and along Pimlico Link Road. All the hardstanding areas including widened field access would be dug up and the resulting material taken off site. The subsoil then the topsoil would then be reinstated and the site would be planted with trees to replace those lost during the initial vegetation removal and finally the field grass seeded to return it back to pasture similar to that present prior to construction.
- 76) The PRoW at the site entrance, which would need to be temporarily diverted during the construction and operation of the site, would be reinstated after the works have been completed.

5.5 Embedded and Good Practice Measures

- 77) The Alternative Facility has avoided environmentally sensitive features, as far as reasonably practicable e.g. trees and hedgerows, and includes mitigation measures such as screen hoarding to limit the impacts upon protected species and on visual receptors to the north of the site. A number of embedded good practice measures would be incorporated into the design of the project, as part of the application of the mitigation hierarchy and include measures imposed through legislative requirements or represent standard sector good practices, and are set out in the submitted following documents within the ES:
- Construction Code of Practice (CCoP): This sets out the general commitments and management measures that would be undertaken during construction
 - Construction Traffic Management Plan (CTMP): This sets out how the project would manage both construction traffic and impacts on the wider traffic network during construction
 - Tree Retention, Removal and Protection Plan: This shows how existing vegetation would be retained and protected and which vegetation would need to be removed to enable construction
 - Environmental Masterplan: This shows mitigation measures proposed in the ES and how cleared vegetation at the site would be replaced following construction and also after the site is decommissioned.

6. Environmental Effects

6.1 Background

- 78) The Alternative Facility would form part of the HARP for the purposes of EIA and as the HARP is 'EIA development' it would therefore need to be accompanied by an ES, in accordance with the Town and Country Planning (EIA) Regulations 2017.
- 79) Based on the assumed need for an EIA, United Utilities submitted a request for an EIA scoping opinion to the Council on 31 October 2024, which set out the proposed scope of the assessment and the methodology that would be used to determine likely significant effects. The Council's Scoping Opinion response was received on 6 December 2024, which agreed that the ES should be set out as per the submitted scoping report
- 80) This chapter provides a summary of the key findings of the EIA (described in detail in the submitted ES - ref: RVBC-P&R-APP-RP-002) and relating to the topics agreed with the Council, as part of the EIA Scoping process.

6.2 Landscape

- 81) A landscape and visual impact assessment of the construction, operation and decommissioning of the Alternative Facility has been undertaken, following recognised guidelines. The assessment concludes that the Alternative Facility would have direct and indirect effects on both visual amenity and local landscape character.

Visual Amenity

- 82) It is anticipated that some adverse effects on visual amenity, specifically during the construction and decommissioning phases (during which construction plant and machinery would be visible from A671 Pimlico Link Road and nearby footpaths) would be significant when viewed from discrete locations. It is noted that the duration of the construction and decommissioning phases – and so the duration of the adverse significant effects – are both expected to last no more 12 months. This represents a short-term and reversible adverse effect. There are no residential properties or other visually sensitive properties nearby. The visual impact assessment of notable features in the wider area, such as Clitheroe Castle and Worston village (a conservation area), concludes that there would be no likely significant visual effects due to the intervening distance, topography and vegetation.
- 83) During operation of the Alternative Facility, 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.

Local Landscape Character

- 84) Local landscape character would unavoidably be adversely affected (a significant effect) 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 Alternative Facility.*

Mitigation Measures

- 85) The proposed site layout and essential mitigation measures would serve to reduce potential adverse effects. For example, the planning application commits to:
- New vegetation planting in the form of hedgerow reinforcement as advanced planting during the construction phase

- The replacement of the 6no. felled trees at a ratio of approximately 3:1 during the decommissioning phase of the works
 - Screen hoarding approximately 2.4 m high would be installed along the entire length of the northern boundary of the Alternative Facility. While also serving an ecological mitigation role (see section 6.5 - 'Ecology') the screening would avoid views from the public right of way immediately to the north of the site into the Alternative Facility. Furthermore, mitigation planting would serve to integrate the Alternative Facility into the landscape in the longer term.
- 86) 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.

6.3 Arboriculture

- 87) An arboricultural survey of land within and adjacent to the planning application boundary has been undertaken. The survey identified 50no. individual trees and 10no. tree groups within this area. Of these, 14no. individual trees and one group were noted as being of high quality. Three of the individual trees were identified as veteran trees, and a further five were classified as locally notable. Of the veteran trees, two are beech trees and one is an ash tree. This ash, as with all the ash on site, is heavily infected with ash dieback, a disease that is affecting ash trees nationally and causing their decline.
- 88) The majority of trees within or adjacent to the planning application boundary are located either on existing field boundaries, within highways land on A671 Pimlico Link Road, or land to the north of the planning application boundary. The planning application boundary has been arranged at its northern edge to avoid mature trees and their sensitive root zones entirely, except at the outfall pipe location. All veteran trees are located outside the planning application boundary. It is anticipated that construction of the Alternative Facility would require 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 adjacent to Pimlico Link Road. The three U category trees would not have been expected to survive longer than 10 years irrespective of the proposals, so their loss is not considered to be significant. The pruning of the roadside groups is relatively minor and could also be expected, irrespective of the Alternative Facility proceeding, due to ongoing highways maintenance reasons.
- 89) Through the use of site-specific tree protection measures the remaining trees on site can be retained with minimal implications to their long-term health and viability. The overall magnitude of the tree removals is considered to be not significant as any changes in tree numbers and form (as a result of pruning) would be limited to a very local level. Furthermore, there are proposals for additional hedgerow and tree planting within the planning application boundary to gap up discontinuous hedgerows, which would be a beneficial, permanent effect.

6.4 Water Environment

- 90) The site of the proposed Alternative Facility is close to a watercourse called Worston Brook. Worston Brook flows in a westerly direction, to the north of the planning application boundary. It sits at the foot of a wooded slope which descends from the relatively higher agricultural land that forms much the planning application area. The lower elevation of Worston Brook in relation to the Alternative Facility means that the risk of the river flooding the site is very unlikely, and this is supported by Environment Agency data and a flood risk assessment undertaken during the EIA. Further upstream, but still partly within the planning application boundary, Worston Brook flows below Pimlico Link Road in a culvert, a concrete engineered channel.

- 91) The main risks posed by the Alternative Facility to Worston Brook relate to water quality and sediment deposition from the erosion of exposed soils during construction and decommissioning, and increased flood risk caused by discharges from the site's drainage system. These risks would be minimised or avoided entirely through appropriate pollution control measures such as use of an oil interceptor, the control of drainage flow rates through the use of a dedicated site drainage attenuation area (SDAA) on site, and the management of suspended sediments using both the SDAA and dedicated pollution control devices as a means of removing sediments from the flow. This embedded and good practice mitigation would avoid significant adverse water quality and sediment pollution effects on Worston Brook.
- 92) During the construction and decommissioning phases, steps would be taken to avoid harm to the left bank of the brook during laying of the discharge pipe from the attenuation area to the watercourse, and the installation of a small concrete structure (known as a headwall) through which drainage water would pass into the brook. The Alternative Facility would not have a likely significant effect on the physical characteristics (geomorphology) of Worston Brook. The drainage design would first be approved by the Environment Agency and Lancashire County Council's Lead Local Flood Authority before it is installed. Given the embedded and good practice mitigation that would be implemented during each phase of the development, the Alternative Facility would be compliant with the requirements of the Water Framework Directive, legislation that seeks to protect and enhance the water environment.

6.5 Ecology

- 93) An ecological impact assessment has been undertaken based on recognised professional guidelines. There are no designated sites of ecological importance within the planning application boundary. Although there are locally designated habitats near to the planning application boundary, none would be adversely affected by construction, operation or decommissioning of the Alternative Facility. There is evidence of protected species activity – bats, barn owl, kingfisher and otter – at locations on or a short distance beyond the planning application boundary. For example, there are potential bat roosts in the wooded area north of the planning application boundary, the hedgerows within and around the site are used by bats to forage for food, and there is barn owl activity in an abandoned building, and within the woodland, adjacent to (but outside) the boundary. Otter and kingfisher are known to use Worston Brook.
- 94) Steps have been taken to implement embedded mitigation measures into the design of the Alternative Facility to reduce possible adverse environmental effects on these species. Solid plywood panel screen hoarding at 2.4m is proposed along the northern boundary of the site to reduce noise levels and visual intrusion from the Alternative Facility. Site illumination would be designed to minimise light overspill into sensitive adjacent habitat. Suitable fencing is proposed at the entrance to the site to mitigate the loss of a short section of hedgerow due to construction of the access.
- 95) There will be a requirement for the Alternative Facility to meet Biodiversity Net Gain (BNG) commitments. BNG is a legal requirement placed on developers to either create and improve natural habitats on land subject to development, or to deliver these improvements elsewhere, sometimes through commercial agreements. BNG makes sure that the development has a measurably positive impact ("net gain") on biodiversity when compared to what was present before development. United Utilities is committed to 10% Biodiversity Net Gain for the Alternative Facility. Since United Utilities does not own the land within the planning application boundary, it cannot commit to habitat creation and future habitat management at this location. All existing habitats would however be reinstated back to pre-commencement condition as a minimum, and in addition net gain would be achieved through commercial agreement.

- 96) With the implementation of the embedded and good practice mitigation measures, there would be no likely significant adverse ecological effects during the construction, operation and decommissioning phases of work.

6.6 Cultural Heritage

- 97) A cultural heritage appraisal following recognised guidelines has been undertaken to examine the potential effects of the Alternative Facility on cultural heritage assets. This comprised both desk study, consultation with regulators, a field walkover survey and a geophysical survey. The appraisal considered the impact of the Alternative Facility on the settings and qualifying criteria for designated cultural heritage assets such as Clitheroe Castle (a scheduled monument) and Worston village (a conservation area). The cultural heritage appraisal also examined the likelihood of significant environmental effects on recorded and potential cultural heritage assets. While no likely significant effects are predicted, it is noted that the alignment of a Roman road runs to the south of the planning application boundary.
- 98) The Roman road is shown on Ordnance Survey mapping as an earthwork which may be within the planning application boundary where topsoil stripping would take place during the construction phase to accommodate temporary soil storage areas from other parts of the site. It is noted that the planning application boundary has been located away from the field boundary to reduce the potential for encountering the Roman road during construction works. Within the footprint of this activity, however, any surviving remains of the Roman Road would be impacted should the remains be exposed during topsoil stripping, and by potential compression from soil storage and movement of plant.
- 99) If the remains of the Roman road were removed within the footprint of construction activity, and assuming this entails all of the remains present close to the southern edge of the planning application boundary, it would represent approximately 250m or less than 0.5% of the 53km long Roman road in this area. This is not considered to be a likely significant effect.
- 100) A geophysical survey (a non-intrusive survey technique used to identify potential archaeological features below ground level) within the planning application boundary identified potential features of interest, although these could be of modern agricultural origin. The presence of any archaeological remains would therefore be confirmed through trial trenching (an intrusive technique involving the excavation of shallow trenches) before the construction phase of the Alternative Facility begins. If the Roman road is found during the trial trenching, this could lead to an archaeological excavation of the road within the site boundary. This would be undertaken in consultation with the County Archaeologist.

6.7 Soils, Geology and Land Use

Soil Treatment

- 101) The key environmental aspect of the Alternative Facility in relation to soils and geology is the topsoil and subsoil strip that is required during the construction phase, the storage of the soils on site, and final reinstatement of the soils during the decommissioning and reinstatement phase. In the absence of correct soil management techniques, stripped and exposed soils could be degraded through compaction and smearing, or lost through surface erosion. Established good practice measures would be adopted to maintain the integrity of the soils during construction, operation and decommissioning phases. The contractor would develop and implement a soil management plan which would include, for example, the use of geotextile products impregnated with low maintenance grass seeds and fertiliser to establish a vegetation cover and prevent the risk of soil erosion from the storage areas. In addition soil storage below a height of 2m to avoid degradation.

Mineral Safeguarding Area

- 102) A small portion of the site falls within a larger minerals safeguarding area. Minerals safeguarding areas are identified by planning authorities and protect minerals reserves from development that may 'sterilise' them before they can be commercially exploited. While the Alternative Facility would be constructed over the minerals area, this would be a temporary, reversible impact and would therefore not compromise the medium to long term integrity of the minerals resources.

Agricultural Impacts

- 103) Most of the land proposed for development is under agricultural use. Much of the land is owned as part of the land holding associated with the Ribblesdale Cement Works. This is a large land-holding that includes significant areas of agricultural land around the cement works' operational site. The land is let by the landowner to a local farming tenant as part of a tenancy of a larger area. The Alternative Facility requires approximately 3 ha of Grade 3 agricultural land to be removed from that tenancy for the duration of the use of the site and an agreement has been reached with the agricultural tenant for them to voluntarily surrender their tenancy for this period. The tenant's farming enterprise is a family livestock business. The agreement to surrender the tenancy would have an impact on the total area of land farmed by the business but this land provides them with winter fodder that can be made up with purchased feed or alternatively, the 10 acres can be replaced by alternative rented land. The effect on the farming enterprise is therefore neutral and reversible.
- 104) The land at the outfall impacts upon a second landowner. Again, this land is occupied by a farming tenant. In this case, the impact would be minimal with access to the land required only temporarily to install a short length of outfall pipe. This would not affect the tenant's long-term access to and use of the land within the planning application boundary.

6.8 Traffic and Movement

Traffic

- 105) The Alternative Facility would function as a focal point for HARP (Bowland and Marl Hill sections) construction personnel commuting in private vehicles before being transported to the compounds by minibus, and for HGVs involved in the construction and commissioning of the consented schemes. It is important to note that the number of HGVs travelling from the Alternative Facility to the HARP construction compounds would be the same as for the consented schemes. The key differences are:
- The commuter traffic and HGVs associated with the construction and decommissioning phases of the Alternative facility – the consented P&R and HGV marshalling facility at the Ribblesdale Cement Works already exists and would therefore not require construction or decommissioning
 - The site of the Alternative Facility is at a different location from the consented facility. The Alternative Facility would be closer to the junction of the A59 trunk road and, therefore, has the benefit of taking commuter vehicles off the local road network sooner than for the consented facility, whilst also controlling the flow of HGVs arriving from the A59 at an earlier point on the local road network.
- 106) Industry standard traffic forecasting and assessment methods, combined with traffic parameters previously agreed for the Consented Schemes, have been used to predict the impact of vehicles on the local road network brought about by the Alternative Facility.
- 107) The traffic assessment focussed on those sections of the local highway network where changes in traffic patterns are anticipated to occur due to relocating the Consented Facility. The study area therefore focused on sections of the highway network between West Bradford Road (where access to the consented facility is located), and the A671 Pimlico Link Road near its junction with the A59, where there would be access to the Alternative Facility. The traffic assessment was supported by

- traffic count data undertaken on local roads specifically in connection with the planning application, and also highways data provided by Lancashire County Council.
- 108) The effects of the additional traffic associated with the Alternative Facility were assessed against recognised guidelines that are used frequently for EIA studies. The assessment concluded that the Alternative Facility would not create significant new or additional traffic and movement effects over and above those associated with the consented schemes. Furthermore, traffic control measures outlined in a Construction Traffic Management Plan (CTMP) (Appendix F.2 of the Environmental Statement), which aims to control the timing of HGV movements on the local road network, would require that HGVs generally avoid the traditional morning and evening weekday peak hours when the road network is at its busiest.
- 109) Entry into and departures from the Alternative Facility would be via a new temporary priority-controlled junction. The junction would comprise new signage to alert road users of turning vehicles and include white lines on the highway surface. Highway lighting would be installed at the site access and along Pimlico Link Road to enhance visibility during hours of reduced light. Some vegetation would be removed from the edge of the highway to enable safe sight lines to be achieved. An existing Public Right of Way (PRoW) which crosses Pimlico Link Road at the site access would be temporarily closed during construction, operation and decommissioning phases and diverted further north via a dedicated crossing point incorporated into the highways access design, providing users with better visibility. The diverted crossing point will also include tactile paving and dropped kerbs to enhance the safe crossing of Pimlico Link Road at this location.
- 110) A road safety audit of the site access proposals has been undertaken and submitted to Lancashire County Council for its approval. The Transport Statement (which is Appendix F.1 of the Environmental Statement) concludes that traffic associated with the Alternative Facility would not make a significant contribution to queuing traffic at the Pimlico Link Road / A59 junction (due mainly to HGVs restricted during the busier peak hours), and that the existing queues which form along Pimlico Link Road would not typically extend as far as the new junction.
- 111) Through the implementation of good practice design and the adoption of the CTMP, in addition to the relatively low numbers of additional vehicles associated specifically with the Alternative Facility (as opposed to those already accounted for under the consented schemes), no likely significant traffic, highways or safety effects are anticipated.

Movement

- 112) There are three public rights of way (footpaths) that cross the application site area. Usage of these footpaths was surveyed in the summer of 2024. The survey results suggests that the footpaths are only lightly used, but nevertheless it is a legal requirement to avoid diverting or disrupting a public right of way without there being alternative, approved provisions in place.
- 113) The proposed alignment of the drainage pipe from the SDAA to Worston Brook would cross footpath FP0301008 in the north-west corner of the Alternative Facility. Installation of the drainage pipe is a minor construction activity and may require temporary closure of the footpath with a localised diversion (a duration of approximately 1 week) to enable the pipe to be laid safely. Once the pipe has been laid and the ground reinstated, the footpath would re-open and people would be able to continue using it.
- 114) A second right of way, footpath FP0348005, where the site access is proposed. At this location, the footpath currently crosses Pimlico Link Road. The existing footpath at this location would be temporarily closed and diverted in such a way as to make it an integral part of the new junction and access. Dropped kerbs and tactile paving would be provided. This would provide a safe means for pedestrians to cross Pimlico Link Road.

- 115) A third public right of way, FP0301005, crosses the planning application boundary where it extends in a northerly direction along Pimlico Link Road. The planning application boundary is located in this area to enable signage to be installed and 'white line' advisory information to be painted on the road surface. It is not envisaged that there would be any requirement to either temporarily close or divert the footpath at this location.

6.9 Noise and Vibration

- 116) The noise and vibration effects of the Alternative Facility during the construction, operational and decommissioning phases have been evaluated using computer modelling techniques. Noise and vibration emissions from plant and machinery during the construction and decommissioning phases were considered using manufacturers' noise data or data presented in Annex C of BS 5228-1 for each type of vehicle and construction plant on site, and the duration of noise-generating activities occurring between the hours of 07:00 to 19:00 weekdays and 07:00 to 13:00 Saturdays. Noise impacts were calculated at the nearest residential properties and also at community facilities such as Clitheroe Community Hospital off Pimlico Link Road. It was concluded that there would be no significant noise or vibration effects associated with plant and machinery operating during the construction and decommissioning phases when assessed against construction noise and vibration standards.
- 117) Additional road traffic modelling was undertaken to evaluate the impact of noise emissions from vehicles on the local road network during the construction and decommissioning phases. This too drew the conclusion that no significant effects would occur when assessed against relevant construction noise standards. Noise impacts from vehicles using the Alternative Facility during the operational phase were also concluded to be not significant.

6.10 Environmental Impacts Summary

- 118) The Alternative Facility is a minor component of the HARP programme of works, comprising temporary development on land some distance from residential property and local businesses. The planning application boundary encompasses agricultural land under an agricultural tenancy, and a section of highway (A671 Pimlico Link Road and adjacent verge). On completion of the seven year operational phase of the development, the site would be decommissioned and returned back to agricultural land. Adverse residual environmental effects that have been reported in Volume 2 of the Environmental Statement are generally minor (due to embedded, good practice and essential mitigation described in the CCoP (Volume 4 Appendix A.2) and reversible in nature.
- 119) There are no environmental designations within the planning application boundary, although there is some cultural heritage potential and protected species presence within or adjacent to the planning application boundary. The only likely significant residual environmental effects relate to landscape and visual effects, and these too would be reversible. Operational phase vehicle movements have been addressed in the Environmental Statements for the consented schemes, and so the only additional vehicle movements are those associated with the construction and decommissioning of the Alternative Facility, and these would not be significant in the context of local road capacity, queuing times or road safety.

7. Planning Policy Assessment

7.1 Background

- 120) The National Planning Policy Framework (NPPF) (December 2024) provides the strategic guide for planning policies in England and how these are expected to be applied, and Paragraph 48 of the NPPF states that:

"Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise."

- 121) The Alternative Facility is within the administrative boundary of Ribble Valley who are therefore the local planning authority (LPA) with responsibility for determining the planning applications within their borough. Lancashire County Council (LCC) is the 'upper-tier' authority for this area and therefore is a key statutory consultee in relation to a number of matters including: highways, archaeology and PROWs.
- 122) The main, relevant development plan document for the Council, which will guide development in the borough until 2028, is the Ribble Valley Core Strategy - 2014 (the 'Core Strategy').
- 123) There is also a Housing and Economic Development DPD – 2019 (HED DPD), which is accompanied by a Proposals Map that shows the extent of allocations and designations arising from the adopted Core Strategy and the HED DPD. This plan sets out the key housing and economic issues and allocation and therefore its provisions are not considered to be directly relevant to the Alternative Facility.
- 124) This chapter identifies relevant planning policies for the proposed Alternative Facility and includes an assessment of the scheme's compliance with them.

7.2 Land Use Allocations

- 125) Part of the site is on a Mineral Safeguarding Area (Local Plan Proposals Map 2019), with the rest within non-allocated open 'white land'. Core Strategy Key Statement EN3: Sustainable Development and Climate Change, states that:

"Ribble Valley Borough Council will liaise with the County Council over development within Mineral Safeguarding Areas (MSAs) in both proposing future site allocations and in determining planning applications. This liaison will include consideration of the issue of preventing the unnecessary sterilisation of mineral resources with MSAs and, where feasible and practicable, the prior extraction of mineral resources."

It is considered that given the works are around/at ground level and are all temporary (apart from vegetation planting), this would not prejudice the use of any possible mineral resource in this location and therefore the Alternative Facility does not conflict with this policy.

7.3 Principle of Development (Sustainability)

7.3.1 Policy

NPPF

- 126) The NPPF places a strong emphasis on achieving sustainable development and the provision of appropriate, supporting infrastructure. Paragraph 7 of the NPPF states:

"The purpose of the planning system is to contribute to the achievement of sustainable development, including the provision of homes, commercial development, and supporting infrastructure in a sustainable manner."

- 127) Paragraph 8 of the NPPF goes on to state the three interdependent, overarching objectives for achieving sustainable development: the economic, social and environmental objectives and which is a thread running through the sections on plan-making and decision-taking.
- 128) Further, Paragraph 20 of the NPPF requires local planning authorities to make sufficient provision for infrastructure, including for water supply when plan-making and Paragraph 162 of the NPPF states that: *"Plans should take a proactive approach to mitigating and adapting to climate change"*, by taking into account the long-term implications of a number of factors including the water supply.
- 129) Chapter 14: Meeting the challenge of climate change, flooding and coastal change, of the NPPF, reflects the Government's approach to mitigating and adapting to climate change and to support appropriate measures to ensure the future health and resilience of communities and infrastructure to climate change.

Core Strategy

- 130) The Key Statement DS2: Presumption in Favour of Sustainable Development, of the Core Strategy, emphasises the NPPF provisions and states that:

"When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained within the National Planning Policy Framework."

7.3.2 Principle of Development (Sustainability) Policy Assessment

- 131) The NPPF requires the coordination of the provision of sustainable infrastructure that supports the economy, society and the environment. It also requires development to mitigate and adapt to climate change, including taking into account the long-term implications for water supply.
- 132) The need for the Alternative Facility as part of the approved HARP programme of works is set out in Chapter 2 of this Statement. HARP can be summarised as addressing the requirement to replace parts of an ageing asset, to ensure the continuity of a water supply serving areas of Cumbria, Lancashire and Greater Manchester, and to mitigate potential risks to drinking water quality. The Alternative Facility would manage the timing and flows of construction vehicles and reduce the number of private vehicles using the local road network north of the site during construction of the HARP works to reduce local traffic impacts and potential disturbance to local communities.
- 133) It is therefore considered that the principle of this Alternative Facility (to assist in the upgrade to the water supply infrastructure) is fully supported by national and local planning policy. In terms of the proposed layout, the operation of the facility and the mitigation incorporated into the proposed temporary Alternative Facility, these are considered to limit its environmental impact to an acceptable, sustainable level and thus comply with the relevant planning policy.

7.4 Design Considerations

7.4.1 Policy

NPPF

- 134) NPPF Paragraph 131, relating to design, states that with regard to development:

"Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process."

Core Strategy

- 135) Policy DMG1 – General Considerations, requires that in terms of design, all development must (amongst other things):

"Be sympathetic to the existing and proposed land uses..." And

"Particular emphasis on visual appearance and the relationship to the surroundings including impact on the landscape character..."

- 136) Overall it states that:

"This policy helps deliver the vision for the area and gives an overarching series of considerations that the Council will have regard to in achieving quality development."

7.4.2 Design Considerations Policy Assessment

- 137) The Alternative Facility is a temporary 'functional facility' that is based on transport aspects relating to the constructional requirements of HARP rather than development as such, though the engagement process has influenced the design and the mitigation aspects of the Alternative Facility, and thus is in compliance with paragraph 131 of the NPPF.
- 138) The Alternative Facility complies with Policy DMG1, as it has been carefully designed to optimise the space on this site and to accommodate all the necessary vehicle and traffic movement necessary for the construction of the corresponding parts of the HARP works. The scheme layout has also prepared to limit visual impacts to the surroundings by the use of screen hoarding along its northern boundary and the top soil bunds limit visual impacts to the south. In addition, the design and layout has limited the impact upon key environmental features such as hedgerows and trees (including veteran trees) and limited any potential impact upon the historic Roman road, the historic alignment of which passes near to the Alternative Facility's southern boundary.

7.5 Landscape and Arboriculture

7.5.1 Policy

NPPF

- 139) NPPF paragraph 135 states that planning decisions should ensure: that developments:
- "...are sympathetic to local character and history, including the surrounding built environment and landscape setting..."*
- 140) NPPF Chapter 15 – Conserving and enhancing the natural environment, mentions the importance of contributing and enhancing the natural and local environment, with Paragraph 187 stating that decisions should contribute to the enhancement of the local environment by a number of factors including:
- "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"*
- 141) Paragraph 193 of the NPPF states that:

"...development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists";

- 142) Paragraph 198 of the NPPF sets out that policies and decisions should ensure new development is appropriate for its siting, including that developments should (amongst other things):

"limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation".

Core Strategy

- 143) Policy DMG2: Strategic Considerations, requires development within open countryside 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..."

- 144) Policy DME1: Protecting Trees and Woodlands, states that

"There will be a presumption against the clearance of broad-leaved woodland for development proposes. The council will seek to ensure that woodland management safe guards the structural integrity and visual amenity value of woodland..."

- 145) Further, Policy DME1 also states that:

"Where applications are likely to have a substantial effect on tree cover, the borough council will require detailed arboricultural survey information and tree constraint plans including appropriate plans and particulars".

- 146) Policy DME1 also seeks to protect veteran trees and hedgerows.

7.5.2 Landscape and Arboriculture Policy Assessment

- 147) Landscape and Visual Aspects

- 148) During construction and operation phases for the Alternative Facility, there would be temporary adverse significant effects upon visual amenity for nearby receptors e.g., footpath users, though the duration of the adverse significant effects are expected to last no more 12 months each for these two phases. There are not likely to be any likely significant effects upon any sensitive properties nearby, due to the intervening distance, topography and vegetation. There would be no discernible change to views and a neutral effect when compared to current conditions.

- 149) Local landscape character would be temporarily adversely affected during the construction and decommissioning phases, though screen hoarding along the northern boundary would serve to reduce adverse effects during all phases.

- 150) 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.

- 151) The Alternative Facility, is a necessary part of an essential major water supply infrastructure programme of works, and it is considered that short term, temporary landscape effects are outweighed by the benefits of the proposed Alternative Facility to reduce local traffic impacts and potential disturbance to local communities and the considerable benefits of HARP in securing a future water supply for the region. Therefore despite potential, temporary harm to the local landscape, the implementation of the planting mitigation and benefits of the scheme as a whole are considered to outweigh the potential conflict with adopted planning policy.

152) Arboricultural Aspects

It is anticipated that construction of the Alternative Facility would require the removal of one B category tree, two C category trees plus three U category trees, (classed as such as they would not be expected to survive longer than 10 years irrespective of the proposals, so their loss is not considered to be significant). 16no. replacement trees are proposed, therefore at an approximate replacement to loss ratio of 3:1, therefore mitigates the impacts upon trees to the extent that the scheme is not considered to conflict with policies DMG2 and DME1.

7.6 Water Environment and Flood Risk

7.6.1 Policy

NPPF

- 153) 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, with Paragraph 170 mentioning that inappropriate development in areas of flood risk should be avoided and Paragraph 181 stating that:

"When determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood-risk assessment."

- 154) 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.

Core Strategy

- 155) Policy DME6 – Water Management, requires developments avoid flood risk and to protect water quality. It states:

"Development will not be permitted where the proposal would be at an unacceptable risk of flooding or exacerbate flooding elsewhere."

Applications for development should include appropriate measure for the conservation, protection and management of water such that development contributed to:

1. Preventing Pollution of surface and/or groundwater..."

- 156) Policy DME6 also states that:

"All applications for planning permission should include details for surface water drainage and means of disposal based on sustainable drainage principles. The use of the public sewerage system is the least sustainable form of surface water drainage and therefore development proposals will be expected to investigate and identify more sustainable alternatives to help reduce the risk of surface water flooding and environmental impact."

7.6.2 Water and Flood Risk Policy Assessment

- 157) During the construction and decommissioning phases, steps would be taken to avoid harm to the Worston Brook during laying of the discharge pipe and the installation of a headwall. The Alternative Facility would not have a likely significant effect on the physical characteristics (geomorphology) of Worston Brook.

- 158) There is no flood risk associated with the proposal.
- 159) Overall, given the embedded and good practice mitigation that would be implemented during each phase of the development, the Alternative Facility would be compliant with the requirements of the Water Framework Directive legislation that seeks to protect and enhance the water environment. The proposals are therefore not considered to conflict with the provision of Chapter 14 of the NPPF nor Policy DME6 of the Core Strategy.

7.7 Ecology

7.7.1 Policy

In England, 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%.

NPPF

- 160) 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).
- 161) 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;"

Core Strategy

- 162) 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.
- 163) 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".*

7.7.2 Ecology Policy Assessment

There are no designated sites of ecological importance within the planning application boundary. Although there are locally designated habitats near to the planning application boundary, none would be adversely affected by construction, operation or decommissioning of the Alternative Facility. There is some evidence of protected species activity nearby, though steps have been taken to implement embedded mitigation measures into the design of the Alternative Facility to reduce possible adverse environmental effects on these species.

In terms of BNG requirements, whilst all existing habitats would however be reinstated back to pre-commencement condition as a minimum, United Utilities do not own the land, and therefore the calculated net gain required would need to be met off-site and would be achieved through a commercial agreement agreed and implemented as part of any planning permission.

The mitigation measures employed during construction and operation of the Alternative Facility and the satisfaction of BNG net gain off-site would ensure compliance with the relevant provisions of Chapter 15: of the NPPF and policies DME1 and DME3 of the Core Strategy.

7.8 Cultural Heritage

7.8.1 Policy

NPPF

164) Chapter 16: Conserving and enhancing the historic environment, of the NPPF provides guidance in respect of the relationship between development proposals and heritage assets. Paragraph 200 of the NPPF requires that applicants describe the significance of any heritage assets affected and the level of detail should be proportionate to its significance.

165) Paragraph 208 of the NPPF states that LPAs should consider the significance of a heritage asset when assessing proposals affecting it, and this is emphasised in Paragraph 214 of the NPPF, which states that:

"Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use."

Core Strategy

166) Policy EN5 states that:

"The Historic Environment and its Heritage Assets and their settings will be conserved and enhanced in a manner appropriate to their significance for their heritage value; their important contribution to local character, distinctiveness and sense of place; and to wider social, cultural and environmental benefits".

167) Policy DME4 states that:

"In considering development proposals, the council will make a presumption in favour of the conservation and enhancement of heritage assets and their settings."

7.8.2 Cultural Heritage Policy Assessment

168) A cultural heritage appraisal was undertaken to examine the potential effects of the Alternative Facility on cultural heritage assets. The appraisal considered the impact of the Alternative Facility on the settings and qualifying criteria for designated cultural heritage assets such as Clitheroe Castle (a scheduled monument) and Worston village (a conservation area). The cultural heritage appraisal also examined the likelihood of significant environmental effects on recorded and potential cultural heritage assets. While no likely significant effects are predicted, it is noted that the alignment of a Roman road runs to the south of the planning application boundary.

169) The planning application boundary has been located away from the field boundary to reduce the potential for encountering the Roman road during construction works. If there any remains of the Roman road on site, then any possible impact is not considered to be a likely significant effect, especially with the application of best practice working methods.

170) It is therefore considered that the Alternative Facility is compliant with Chapter 16 of the NPPF and Core Strategy Policies EN5 and DME4.

7.9 Soils, Geology and Land Use

7.9.1 Policy

NPPF

- 171) Paragraph 187 of the NPPF, sets out the Government's approach in respect of policies and decisions relating to soils and geology:

"a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan);

b) recognising ...the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land..."

And

"e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability..."

Core Strategy

- 172) Policy DMG1: General Considerations, requires developments to:

"achieve efficient land use and the reuse and remediation of previously developed sites where possible. Previously developed sites should always be used instead of greenfield sites where possible'.

- 173) Policy DME3: Site and Species Protection and Conservation, states that:

"In terms of the protection of the soil resource and high quality agricultural land development and land management practices should seek to avoid soil erosion, avoid contamination of land and promote restoration..."

7.9.2 Soils, Geology and Land Use Policy Assessment

- 174) The key environmental aspect of the Alternative Facility in relation to soils and geology is the topsoil and subsoil strip that is required during the construction phase, the storage of the soils on site, and final reinstatement of the soils during the decommissioning and reinstatement phase - and noting that no soil will be lost by removal from the site.
- 175) Established good practice measures would be adopted to maintain the integrity of the soils during construction, operation and decommissioning phases. The contractor would develop and implement a soil management plan which would include, for example, the use of geotextile products impregnated with low maintenance grass seeds and fertiliser to establish a vegetation cover and prevent the risk of soil erosion from the storage areas. In addition soil storage below a height of 2m to avoid degradation.
- 176) Most of the land proposed for development is under agricultural use. The Alternative Facility requires approximately 3 ha of Grade 3 (assumed to be Grade 3a - taking a worst case assumption) agricultural land to be used for the duration of the use of the site. Best and most versatile agricultural land (BMV) equates to grades 1, 2 and subgrade 3a of the agricultural land classification (ALC) system. After decommissioning, the land would be restored to agricultural use.
- 177) It is accepted that there could be a temporary loss of BMV agricultural land for the duration of the use of the Alternative Facility, however the need for the proposed Alternative Facility, the lack of alternative brownfield sites and the implementation of soil management and restoration proposals

following decommissioning mean it is considered that the proposed Alternative Facility would not be contrary to Paragraph 187 of the NPPF or Core Strategy Policy DME3 in relation to soils and BMV land.

7.10 Traffic and Movement

7.10.1 Policy

NPPF

- 178) Chapter 9: Promoting sustainable transport, of the NPPF, sets out transport related planning policies. Paragraph 109 requires that transport issues should be considered in the early stages of development proposals, and involve:

"f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains."

- 179) Paragraph 115 of the NPPF requires that development proposals ensure that:

"...any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."

- 180) Paragraph 116 of the NPPF states 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."

- 181) And finally paragraph 118 of the NPPF states:

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored."

Core Strategy

- 182) Policy DMI2: Transport Considerations, states that:

"Major applications should always be accompanied by a comprehensive travel plan".

- 183) Policy DMG1: General Considerations, 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"

"ensure safe access can be provided which is suitable to accommodate the scale and type of traffic likely to be generated".

7.10.2 Traffic and Movement Policy Assessment

- 184) The Alternative Facility would act as a focal point for HARP (Bowland and Marl Hill sections) construction personnel commuting in private vehicles before being transported to the compounds by minibus, and for HGVs involved in the construction and commissioning of the consented schemes. The number of HGVs travelling from the Alternative Facility to the HARP construction compounds would be the same as for the consented schemes during its operation. Industry standard traffic forecasting and assessment methods, combined with traffic parameters previously agreed for the Consented Schemes, have been used to predict the impact of vehicles on the local road network brought about by the Alternative Facility. The assessment concluded that the Alternative Facility would not create significant new or additional traffic and movement effects over and above those associated with the consented schemes. Furthermore, traffic control measures outlined in a Construction Traffic Management Plan (CTMP) (Appendix F.2 of the Environmental Statement), which aims to control the timing of HGV movements on the local road network, would require that HGVs generally avoid the traditional morning and evening weekday peak hours when the road network is at its busiest. Through the implementation of good practice design and the adoption of the CTMP, in addition to the relatively low numbers of additional vehicles associated specifically with the Alternative Facility (as opposed to those already accounted for under the consented schemes), no likely significant traffic, highways or safety effects are anticipated.
- 185) There are three public rights of way (footpaths) that cross the application site area. Two of the footpaths would be temporarily closed and diverted. The third footpath would not be impacted by works and would not have to be temporarily closed or diverted and thus maintaining access at all times for PRoW users.
- 186) It is therefore considered that the proposed scheme complies with transport policies of the NPPF and Core Strategy policies DMI2 and Policy DMG1.

7.11 Noise and Vibration

7.11.1 Policy

NPPF

- 187) Paragraph 187 of the NPPF requires planning policies and decisions to: "enhance the local environment" and prevent new development contributing to noise pollution. And in Paragraph 198 of the NPPF states that decisions should consider the identification and protection of:

"tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason".

Core Strategy

- 188) Policy DMG1: General Considerations, states that developments must: *"Not adversely affect the amenities of the surrounding area"*.

7.11.2 Noise and Vibration Policy Assessment

- 189) The ES has considered noise and vibration effects from the Alternative Facility during construction, operation, and decommissioning. No significant adverse noise and vibration effects are anticipated from the Alternative Facility. The proposed scheme is therefore considered to comply with Paragraph 187 of the NPPF and Policy DMG1 in relation to noise and vibration effects.

8. Summary and Conclusion

- 190) United Utilities is proposing to replace sections of the Haweswater Aqueduct to help provide a more resilient supply of clean drinking water for Cumbria, Lancashire and Greater Manchester. The associated works are known as the Haweswater Aqueduct Resilience Programme (HARP) and a series of planning permissions related to the tunnel sections of HARP have been secured over the past couple of years.
- 191) A temporary Park and Ride and Heavy Goods Vehicle Marshalling Area facility was consented as part of the Bowland and Marl Hill sections of HARP works ('Consented Facility'), and located within the Ribblesdale Cement Works in Clitheroe. This Consented Facility was to help construct the Bowland and Marl Hill sections of HARP, whereby HGVs would be marshalled and construction personnel would park their private vehicles and be transported in minibuses from the Consented Facility in a general northerly direction along local roads, via the consented Ribble Crossing and northern end of Waddington village, to the Newton-in-Bowland, Bonstone and Braddup compounds.
- 192) The owners of the Ribblesdale Cement Works have confirmed however, that the areas proposed for this facility are no longer available for the entire duration of the HARP works and therefore an alternative location is required, and which is the subject of this current planning application.
- 193) An extensive optioneering exercise was therefore undertaken, looking at numerous alternative sites, which were appraised against cost, environmental and technical considerations and with a key consideration being the ease of access off the West Bradford/Pimlico Link Road corridor. The preferred alternative temporary Park and Ride and Heavy Goods Vehicle Marshalling Area facility ('Alternative Facility'), is located on the western side of the A671 Pimlico Link Road approximately 1.75 km north-east of Clitheroe town centre.
- 194) The Alternative Facility has been sized to carry out the same function as the Consented Facility, but combines the staff park and ride and the HGV marshalling area on the same site off Pimlico Link Road
- 195) Subject to planning consent being granted, construction of the Alternative Facility is estimated to start in January 2026 and be completed in October 2026, to allow the facility to enter operation towards the end of 2026. The Alternative Facility would be operational for up to seven years between the end of 2026 and 2033 – this covers the construction phase of the Consented Schemes. The site is anticipated to be decommissioned once the HARP works are complete and is anticipated to take approximately 12 months and would include reinstatement and landscaping (subject to seasonal timing) back to the pre-construction condition.
- 196) During the pre-application phase, United Utilities engaged with local politicians and local town/parish councils, as well as the general public (at a drop in event on 7 November 2024), and has also been working closely with key technical stakeholders, to inform and assist the design of the proposed Alternative Facility. The HARP website also dedicated a page to the Alternative Facility. The main concerns from some local politicians/groups and members of the public was about the impact of the scheme upon the current volume of traffic along A671 Pimlico Link Road, its lack of footpath and its junction with the A59. It should be noted however, that there would be no change to vehicle numbers from that of the Consented Facility 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 therefore no works are proposed along the A671 Pimlico Link Road other than at the entrance to the site to ensure safe access and egress.
- 197) The Alternative Facility would form part of the HARP for the purposes of EIA and as the HARP is EIA development it would therefore need to be accompanied by an ES, in accordance with the Town and Country Planning (EIA) Regulations 2017 and also to assess the likely significant environmental

- effects. United Utilities submitted a request for an EIA scoping opinion to the Council on 31 October 2024, which set out the proposed scope of the assessment and the methodology that would be used to determine likely significant effects. The Council's Scoping Opinion response was received on 6 December 2024 and which agreed that the ES should focus on the topics identified as having a potentially significant impact falling within landscape and arboriculture; water environment; ecology; cultural heritage; soils, geology and land use; traffic and movement; and noise and vibration.
- 198) There are no environmental designations within the planning application boundary, although there is some cultural heritage potential and protected species presence within or adjacent to the planning application boundary. The only likely significant residual environmental effects relate to landscape and visual effects, and these too would be reversible. Operational phase vehicle movements have been addressed in the Environmental Statements for the consented schemes, and so the only additional vehicle movements are those associated with the construction and decommissioning of the Alternative Facility, and these would not be significant in the context of local road capacity, queuing times or road safety.
- 199) Whilst the planning application for the Alternative Facility is a standalone application it is linked and forms part of the wider HARP works and specifically the Bowland and Marl Hill sections and would not be implemented without HARP. It's compliance with national and local policy therefore needs to be assessed with this background as well as any site specific considerations.
- 200) HARP is to increase the resilience of United Utilities' drinking water supplies for customers throughout Cumbria, Lancashire and Greater Manchester and therefore is a sustainable piece of infrastructure. The layout of the Alternative Facility and the mitigation employed have reduced its various environmental impacts to acceptable levels and is therefore considered to comply with national and local policy in this regard.