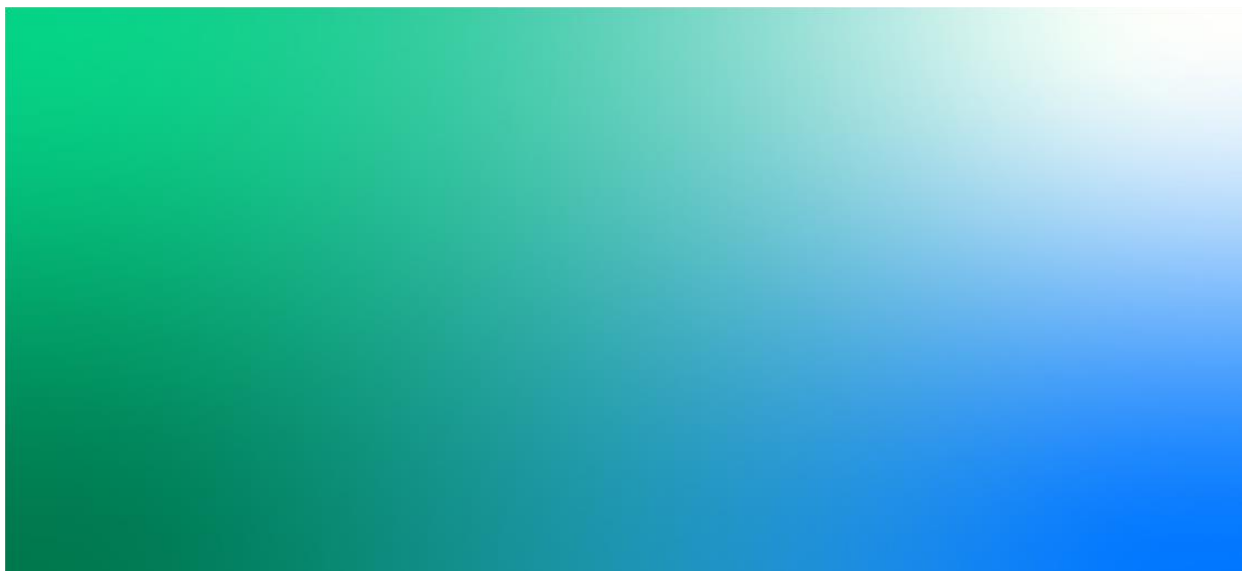


Alternative Temporary Park and Ride and Heavy Goods Vehicle Marshalling Area - Environmental Statement Volume 2 Chapter 1: Introduction

United Utilities Water Limited

Haweswater Aqueduct Resilience Programme

Planning Application Document RVBC-P&R-APP-RP-002 / ES-CH-01
February 28, 2025



Alternative Temporary Park and Ride and Heavy Goods Vehicle Marshalling Area - Environmental Statement Volume 2 Chapter 1: Introduction

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1. Introduction

1.1 Purpose of the Report

- 1) Jacobs U.K. Limited (Jacobs) has prepared this Environmental Statement, on behalf of United Utilities Water Limited (United Utilities), under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017.¹ The purpose of the Environmental Statement is to report on the likely significant environmental effects of a proposed Alternative Temporary Park and Ride and Heavy Goods Vehicle Marshalling Area ('the Alternative Facility') associated with the Haweswater Aqueduct Resilience Programme (HARP). The Environmental Statement supports a planning application for the Alternative Facility which has been submitted to Ribble Valley Borough Council. The Alternative Facility is linked to the Bowland and Marl Hill Sections of HARP, both of which were granted planning consent in January 2024. Major HARP construction activities may not start until 2026, although some further site investigation works may be required before then.
- 2) The Alternative Facility is 3.78 hectares (ha) in area and located on agricultural land approximately 1.75 kilometres (km) north-east of Clitheroe town centre (Figure 1.1). The Alternative Facility includes highway works to provide an improved access to the site from Pimlico Link Road, storage areas to accommodate soil stripped from the surface of the land, welfare and accommodation facilities for personnel, a Site Drainage Attenuation Area (SDAA) and new drainage outfall to Worston Brook. All works would be temporary – the site would be fully reinstated back to agricultural land after the construction and commissioning activities have been completed on the Marl Hill and Bowland (Newton-in-Bowland part) Sections of HARP.

1.2 Planning History and Construction Traffic Management Plan

- 3) In 2021 United Utilities submitted two planning applications to Ribble Valley Borough Council in connection with HARP. These planning applications related to the Proposed Marl Hill Section of HARP (planning application reference 3/2021/0661, which is located entirely within Ribble Valley Borough Council's administrative area), and the Proposed Bowland Section (planning application reference 3/2021/0660, only part of which – the Newton-in-Bowland Compound and a section of the tunnel route – is in the authority's area). These two developments are referred to in this report as the 'consented schemes'.
- 4) A temporary Park and Ride (P&R) and Heavy Goods Vehicle (HGV) Marshalling Area ('the consented P&R / HGV facility') is situated at Ribblesdale Cement Works near Clitheroe and forms a component of both consented schemes. The consented P&R area is located to the west of West Bradford Road, while the consented HGV Marshalling area is located to the east, within the cement works. The consented P&R / HGV facility is an integral part of the Construction Traffic Management Plan (CTMP) for the consented schemes and will be used during construction and commissioning of the consented schemes. The aims of the CTMP for the consented P&R / HGV facility are to:
 - Manage the timing and flows of HARP-related HGVs and private vehicles using the local road network

¹ The Town and Country Planning (Environmental Impact Assessment) Regulations 2017. [Online] Available at: <https://www.legislation.gov.uk/uksi/2017/571/contents>

- Reduce the number of vehicle movements on the road network north of the consented P&R / HGV facility.

1.2.1 Consented Park & Ride Facility

- 5) At Ribblesdale Cement Works to the west of West Bradford Road, there is an existing overspill car park currently used during shutdowns of the Ribblesdale Works; this is the location of the park and ride component of the consented P&R / HGV facility. Under the 2021 planning applications, this location was proposed to be a car park for private cars and light goods vehicles transporting construction personnel from a wide labour catchment area to Clitheroe. At the consented P&R / HGV facility, it had been proposed that construction personnel commuting into the local area by private cars and vans would transfer to minibuses for the final leg of the journey to the Braddup, Bonstone and Newton-in-Bowland construction compounds. This would reduce the volume of traffic travelling towards and through Waddington.

1.2.2 Consented HGV Marshalling Area

- 6) The HGV marshalling element of the consented P&R / HGV facility, to the east of West Bradford Road at Ribblesdale Cement Works, was intended to act as a marshalling area for HGVs. It was proposed that HGVs would arrive from the regional road network via the A59 and converge at the marshalling area. There, it was proposed that HGVs would be marshalled before being released onto the local road network in small convoys. These would head towards the construction compounds at prescribed times of the day, avoiding 'school run' times, to reduce local traffic impacts and potential disturbance to local communities.

1.2.3 Planning Conditions

- 7) The planning applications for the consented schemes confirmed that HGV movements for the wider HARP programme of works will be limited to between the hours of 07:00 and 19:00 Monday to Friday only, and 07:00 to 13:00 Saturday only. 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.
- 8) As the development progresses, any proposed changes to the above hours shall be submitted in writing for approval by Ribble Valley Borough Council supported by the necessary monitoring and evidence to support the proposed changes. Thereafter, the HGV movements associated with the Alternative Facility would adhere to the approved hours.
- 9) The location of the consented P&R / HGV facility and the Ribble Crossing and the location of the Alternative Facility are presented on Figure 1.2.

1.3 Need for the Alternative Facility

- 10) The owners of Ribblesdale Cement Works have informed United Utilities that the land previously set aside for the consented P&R / HGV facility is no longer available for the entire duration of the HARP works. This means that in recent months, United Utilities has had to identify alternative potentially suitable locations for the Alternative Facility.

1.4 Structure of the Environmental Statement

11) The Environmental Statement follows a common structure and is presented in four volumes:

- Volume 1 Non-Technical Summary
- Volume 2 Main Environmental Statement text, including an assessment of the likely significant environmental effects of the Alternative Facility, and mitigation proposals to address adverse effects
- Volume 3 Figures associated with Volume 2
- Volume 4 Technical appendices and other reports supporting Volume 2.

1.4.1 Volume 1 – Non-Technical Summary

12) The Non-Technical Summary (NTS) provides an easily readable summary of the Environmental Statement. The following information is provided in the NTS:

- A summary of the Alternative Facility
- A plan sufficient to identify the planning application boundary and the associated land
- A summary of the reasonable alternatives considered
- A description of the environmental aspects of the Alternative Facility, with a focus on likely significant effects
- The means to avoid, prevent, reduce or offset adverse environmental effects, and the monitoring systems required during each phase of the Alternative Facility.

1.4.2 Volume 2 – Environmental Statement

13) Volume 2 comprises three main elements:

- Chapters 1 to 4 provide the preamble and background to the Alternative Facility and the Environmental Impact Assessment (EIA) process, and explain the regulatory and planning policy framework:
 - Chapter 1 Introduction – describes the planning history of the consented P&R / HGV facility and the structure of this Environmental Statement
 - Chapter 2 Background to the Alternative Facility – includes the need for the Alternative Facility, the regulatory framework and a description of the reasonable alternatives considered prior to selection of a preferred location for the development and the main reasons for selection of the preferred option
 - Chapter 3 Description of the Alternative Facility – describes the location of the Alternative Facility, the general approach to the design, the main project features and proposed construction methodology and schedule
 - Chapter 4 EIA Approach and Method – includes the general approach to the environmental assessment and the development of assessment criteria
- Chapters 5 to 11 describe the likely significant effects of the Alternative Facility in relation to the following topics:
 - Chapter 5 Landscape and Arboriculture
 - Chapter 6 Water Environment
 - Chapter 7 Ecology

- Chapter 8 Cultural Heritage
- Chapter 9 Soils, Geology and Land Use
- Chapter 10 Traffic and Movement
- Chapter 11 Noise and Vibration
- Chapters 12 to 14 seek to draw together the main findings of the Environmental Statement, while also considering cumulative environmental effects:
 - Chapter 12 Cumulative Effects – examines the potential cumulative effects of the Alternative Facility for each environmental aspect. These are considered in combination with the consented schemes, and also take account of other potential major developments in the Ribble Valley Borough Council area. Chapter 12 also considers intra-development cumulative effects. This comprises an appraisal of likely significant effects reported in Volume 2
 - Chapter 13 Environmental Mitigation – sets out the environmental mitigation commitments that are proposed to avoid, reduce or offset likely significant effects reported in the Environmental Statement
 - Chapter 14 Summary of Significant Effects – provides a summary of the residual likely significant effects of the Alternative Facility, following the application of appropriate mitigation, as identified in Chapters 5 to 11 of the Environmental Statement.

1.4.3 Volume 3 – Figures

- 14) Volume 3 of the Environmental Statement provides figures which are referenced in the main text of the Environmental Statement (Volume 2). The figure numbering corresponds to the Environmental Statement chapter (e.g. Volume 2, Chapter 6 Water Environment is supported by Figures 6.1, 6.2, etc.).

1.4.4 Volume 4 – Technical Appendices

- 15) Volume 4 comprises the technical appendices which provide detailed background information supporting the chapters in Volume 2.

1.5 How to Comment on the Environmental Statement

- 16) Any person wishing to make a representation on the Environmental Statement should do so via the Ribble Valley Borough Council website as appropriate.
- 17) The Environmental Statement can be viewed by searching for the planning application on Ribble Valley Borough Council's website: [Planning Quick Search - Ribble Valley Borough Council](https://webportal.ribblevalley.gov.uk/planningApplication/search).²

² Ribble Valley Borough Council (2025). Planning Application Search. [Online] Available at: <https://webportal.ribblevalley.gov.uk/planningApplication/search>