

Alternative Temporary Park and Ride and Heavy Goods Vehicle Marshalling Area - Environmental Statement Volume 1: Non-Technical Summary

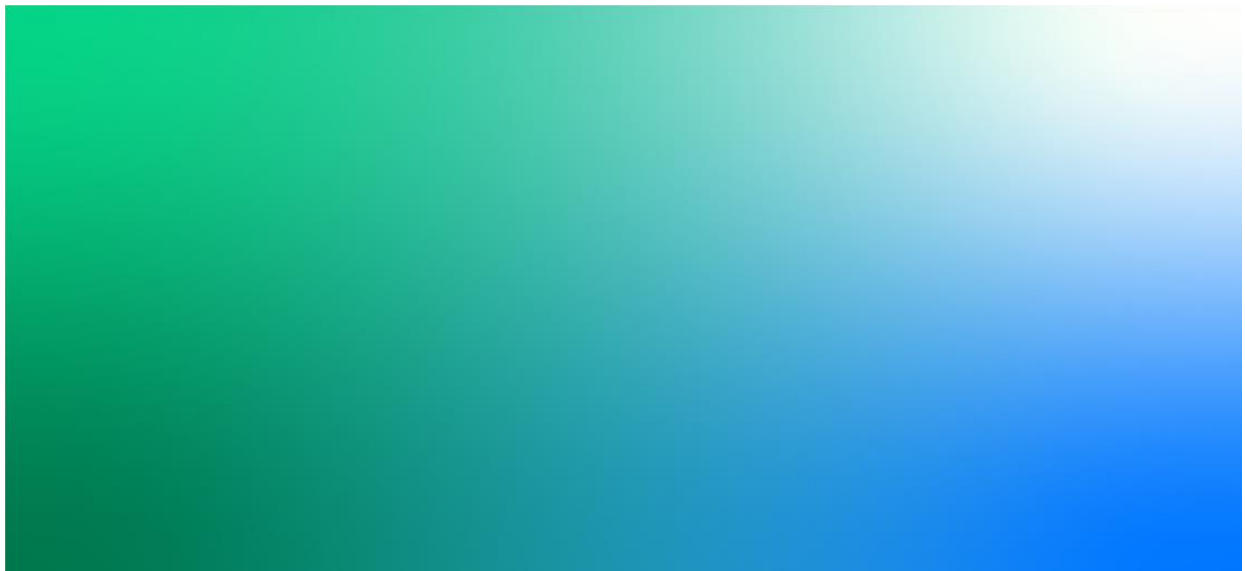
United Utilities Water Limited

Haweswater Aqueduct Resilience Programme

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



Water for the North West



Alternative Temporary Park and Ride and Heavy Goods Vehicle Marshalling Area - Environmental Statement Volume 1: Non-Technical Summary

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1. Introduction

1.1 The Haweswater Aqueduct Resilience Programme

- 1) United Utilities Water Ltd. (United Utilities) manages the water supply and wastewater network across the North West of England. United Utilities is proposing to deliver the Haweswater Aqueduct Resilience Programme (HARP), which would replace approximately 53 kilometres (km) of the current 110 km long Haweswater Aqueduct. HARP represents one of the largest UK investments in public water supply infrastructure in the last 50 years. It would increase the resilience of United Utilities' drinking water supplies for customers throughout the North West of England, and deliver world class infrastructure to the region. United Utilities does not anticipate starting any major construction activities until 2026. However, it may be necessary to carry out some further site investigation works before then. The Bowland and Marl Hill tunnel sections of HARP, and three of the four construction compounds associated with these sections, are located in the Ribble Valley Borough Council area.

1.2 Need for the Alternative Facility

- 2) 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.

1.3 Purpose of this Document

- 3) This Volume 1 Non-Technical Summary is a stand-alone document that is a shorter and more accessible version of the Volume 2 Environmental Statement which has been prepared in support of a planning application for an Alternative Temporary Park and Ride and Heavy Goods Vehicle Marshalling Area (the Alternative Facility) for the HARP Programme of Works.
- 4) The Environmental Statement reports the findings of an Environmental Impact Assessment (EIA). It considers the likely significant environmental effects of the Alternative Facility and identifies mitigation measures to avoid or minimise negative (adverse) effects. In the context of this Non-Technical Summary, environmental effects relate not only to the natural environment, but also the built environment, human environment and cultural heritage assets.
- 5) Figures 1, 2 and 3 referred to in the Non-Technical Summary can be found at the end of the document and a list of acronyms and abbreviations is presented in Volume 4 Appendix A.1.

1.4 Background to the Alternative Facility

1.4.1 The Consented Schemes

- 6) 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 – planning application reference 3/2021/0661, which is located entirely within Ribble Valley Borough Council's administrative area
 - The proposed Bowland Section – planning application reference 3/2021/0660, only part of which – the Newton-in-Bowland Compound and a section of tunnel – is in the authority's area.

- 7) These two developments are referred to in this NTS as the 'consented schemes'.

1.4.2 Temporary Park and Ride and Heavy Goods Vehicle Marshalling Area

- 8) A temporary Park and Ride (P&R) and Heavy Goods Vehicle (HGV) Marshalling Area ('the consented P&R / HGV facility') formed part of Ribblesdale Valley Borough Council's planning approvals for the consented schemes. The consented P&R / HGV facility is situated at Ribblesdale Cement Works near Clitheroe (Figure 1). A P&R / HGV facility is an integral part of the Construction Traffic Management Plan (CTMP) for the consented schemes, to be used during their construction and commissioning. The aims within 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
 - Reduce the number of private vehicle commuter movements on the road network north of the consented P&R / HGV facility.
- 9) Figure 1 shows that there are two areas associated with the consented P&R / HGV facility:
- At the Ribblesdale Cement Works to the west of West Bradford Road, there is an existing overspill carpark currently used during shutdowns at the 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 commuting construction personnel would transfer from their own vehicles to minibuses for the final leg of the journey to the Braddup, Bonstone and Newton-in-Bowland construction compounds. This would reduce the volume of traffic travelling towards and through Waddington
 - The HGV marshalling element of the consented P&R / HGV facility, to the east of West Bradford Road within 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, HGVs would be marshalled in small groups before being released onto the local road network in convoys. These would head towards the construction compounds over prescribed times of the day, avoiding 'school run' times during term time.
- 10) Major HARP construction activities may not start until 2026, although some further site investigation works may be required before then. This Non-Technical Summary relates to a planning application for an Alternative Facility, to be used for the same purpose as the consented P&R / HGV facility, but at a different, nearby location. Traffic volumes associated with the Alternative Facility, once operational, would be the same as those described in the planning applications for the consented schemes.

1.5 The Environmental Statement

- 11) The Environmental Statement comprises four volumes:
- Volume 1: Non-Technical Summary (this document)
 - Volume 2: The main chapters of the Environmental Statement, describing the outcomes of the EIA process
 - Volume 3: Figures and drawings associated with Volume 2 of the Environmental Statement
 - Volume 4: Technical appendices and other reports supporting Volume 2 of the Environmental Statement.

- 12) Chapters 1, 2, 3 and 4 of the Environmental Statement provide introductory information, background to the Alternative Facility and a description of the EIA methodology. Chapters 5-11 describe the outcomes of assessment for each environmental topic. Cumulative effects, mitigation summaries and a summary of likely significant residual effects are then provided in Chapters 12, 13 and 14, respectively.
- 13) Each environmental topic chapter explains the subject, describes the existing environment ('baseline conditions'), assesses the impact of the Alternative Facility on the existing environment, identifies measures to protect the environment (mitigation), and then reports the significance of any remaining (referred to as 'residual') environmental effects.
- 14) The full Environmental Statement can be viewed on the Ribble Valley Borough Council website¹.

1.6 This Non-Technical Summary

- 15) A Non-Technical Summary is a document required under The Town and Country Planning (Environmental Impact Assessment) Regulations 2017² (the EIA Regulations) when submitting an Environmental Statement with a planning application. The purpose of a Non-Technical Summary is to make the key issues and findings of the Environmental Statement accessible and easily understood by the general public. The 'public' may include any individual, group of individuals or organisations with an interest in the outcome of a decision. A Non-Technical Summary can also be used as a quick guide to an EIA's findings by other stakeholders, including decision-makers.
- 16) This Non-Technical Summary is structured as follows:
- Description of the Alternative Facility
 - EIA approach
 - Description of the key findings of the EIA for the following environmental topics:
 - Landscape and arboriculture
 - Water environment
 - Ecology – terrestrial and aquatic
 - Cultural heritage
 - Soils, geology and land use
 - Traffic and movement
 - Noise and vibration
 - Cumulative effects and interaction of effects – a summary is presented of the potential cumulative effects of the Alternative Facility considered in conjunction with the overall HARP Proposed Programme of Works, and also taking account of other anticipated major developments in the region
 - Summary of likely significant effects – the residual significant effects of the Alternative Facility following the application of appropriate mitigation, are also included.

¹ Ribble Valley Borough Council (2025). Planning application Search. [Online] Available at: <https://webportal.ribblevalley.gov.uk/planningApplication/search> [Accessed: February 2025].

² The Town and Country Planning (Environmental Impact Assessment) Regulations 2017. [Online] Available at: <https://www.legislation.gov.uk/uksi/2017/571/contents> [Accessed: February 2025].

2. Description of the Alternative Facility

2.1 Location

- 17) The Alternative Facility is located to the west of Pimlico Link Road in Ribbles Valley Borough, approximately 1.75 km north-east of Clitheroe town centre (Figure 1). The area bounded by the planning application boundary is 3.78 hectares (ha) in size.³ The site is located within a predominantly rural setting, albeit with urban, industrial and transport land uses nearby (Photo 2.1). To the north-west of the site (beyond Worston Brook which flows in a broadly westerly direction towards the River Ribble south-west of Clitheroe) is Salthill Industrial Estate on Lincoln Way. To the east of the site is Pimlico Link Road, beyond which is agricultural land bounded by hedgerows and interspersed with small pockets of woodland. To the south-east there is approximately 400 m of open farmland before reaching the A59, which is the main west-east road in the Ribbles Valley area. The nearest residential property to the Alternative Facility is some 380 m west-south-west at its nearest point. Clitheroe Community Hospital is located at the junction of Chatburn Road and Pimlico Link Road to the north-west. There is much evidence of historic and present-day limestone quarrying, clay extraction and cement production nearby, with Ribblesdale Cement Works forming a prominent feature in this part of the Ribbles Valley.



Photo 2.1: View of the Proposed Location of the Alternative Facility from the Existing Farm Access Off Pimlico Link Road (View Looking West)

- 18) The area defined by the planning application boundary has been sized to conduct the same function as the consented P&R / HGV facility on West Bradford Road (Photo 2.2), 1.6 km to the north-west. Figure 2 shows the general layout of the Alternative Facility within the planning application boundary. The planning application boundary encompasses not only the temporary P&R / HGV facility, but also a new temporary access and associated highways works on Pimlico Link Road.

³ A hectare is a unit of measurement, comprising 10,000 square metres (m²), equivalent to an area of 100 m by 100 m.



Photo 2.2: View of the Proposed Location of the Alternative Facility Viewed from the Footpath to the North of the Site (View Looking South)

2.2 Description of the Alternative Facility

- 19) The key aims of the Alternative Facility remain unchanged in relation to the consented P&R / HGV facility, namely to:
- Reduce the number of private vehicles and light duty vans using the local road network north of the Alternative Facility to access the three compounds serving the consented Marl Hill and Newton-in-Bowland compounds
 - Manage the timing and flow of HARP-related HGVs by marshalling HGVs at one purpose-built location prior to their coordinated release onto the local road network in a structured, safe and timely manner, thereby reducing impacts on other road users and local communities. For example, HGVs and escort vehicles forming convoys would arrive and depart to a schedule, remaining off local roads during school drop-off and pick-up periods.
- 20) The number of vehicles using the Alternative Facility once operational, and the timing of their arrival and departure, would be unchanged when compared with the consented schemes. The Alternative Facility would not be used for any HARP construction-related activities such as materials or fuel storage, concrete batching or waste materials handling. It is intended solely to operate as a temporary P&R / HGV marshalling area, providing a means of safely managing HGV traffic and minimising private vehicle commuter trips by construction workers on local roads.
- 21) From the site of the Alternative Facility, marshalled HGVs and construction personnel in minibuses would proceed in a general north-westerly direction along local roads, via the consented Ribble Crossing and northern end of Waddington village, to the Newton-in-Bowland, Bonstone and Braddup compounds. A CTMP, which was adopted for the consented schemes and forms a planning condition for the Marl Hill Section and Bowland Section (in Ribble Valley), would remain in place, with small amendments to reflect the Alternative Facility's new location (see Appendix F.2 Construction Traffic Management Plan Addendum). With the Alternative Facility being closer to the junction of the A59, there would be a corresponding reduction in HARP-related private vehicles using Pimlico Link Road and West Bradford Road in between the proposed new access for the Alternative Facility and the consented P&R / HGV facility. This is because private vehicles would be removed from the local road network sooner than under the consented scheme.
- 22) It is important to state that the Alternative Facility would be a temporary feature, albeit operational over a period of seven years. Once the HARP project has been built and commissioned in the Ribble Valley area, the Alternative Facility would be entirely dismantled and removed, and the land reinstated back to its former agricultural use.

- 23) The Alternative Facility would be constructed on open agricultural land which occupies an area of approximately 3.0 ha. The total area of the Alternative Facility site is approximately 3.78 ha (this figure includes the highway). The Alternative Facility would comprise the following elements as presented in Figure 2:
- A suitably designed dedicated access off Pimlico Link Road to serve only the Alternative Facility – there would be no public access
 - Security office and barrier at the entrance to the site
 - Generator and kiosk for site lighting and energy supply
 - Temporary site buildings in the form of construction site cabin-type facilities
 - Perimeter fencing comprising both steel wire weldmesh e.g. 'Paladin' fencing around much of the site and solid plywood panel hoarding along the northern border to serve an environmental mitigation and tree protection function
 - Vehicle parking area (approximately 240 parking spaces)
 - HGV marshalling area
 - Site Drainage Attenuation Area (SDAA), oil interceptor chamber and silt interceptor facility
 - Surface water drainage pipes, outfall pipe and drainage outfall to Worston Brook
 - Indicative proposed topsoil and subsoil mound areas arising from the soil strip required at the start of construction of the Alternative Facility. The soil would be reinstated to the land on completion of the wider HARP construction and commissioning works
 - Temporary closure and diversion of two Public Rights of Way (PRoWs).

2.3 Construction Phase Activities

- 24) The Alternative Facility would be constructed over a period of approximately 10 months. The construction phase would be broadly divided into those works required to build the proposed park and ride and HGV marshalling area, and those works required to build the highways works and access construction to enable all vehicles entering and leaving the site to do so safely and with regard to other road users and pedestrians.

2.3.1 New Access and Highways Works

- 25) Entry to the site of the Alternative Facility is presently gained from Pimlico Link Road via a farm access, which is of insufficient size to meet highway engineering and safety standards to serve the types of vehicles which would use the Alternative Facility. A formal access designed to appropriate highways standards would be created to enable safe access and egress from the site during its construction and then during the operational phase. To enable construction of the access, and to create acceptable visibility lines 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 and some trees coppiced along Pimlico Link Road up to about 3 m back from the roadside kerb.

2.3.2 Park and Ride and HGV Marshalling Area

- 26) Once the necessary site clearance has been undertaken and soils have been stripped and stored, the car park surface and internal circulation routes would be laid and topped with hard bound 'Tarmac' type material. Surface water drainage pipes would be installed. Surface water would be directed through drains to the SDAA which would then control the rate at which surface water runoff from hardstanding areas is directed into Worston Brook to the north of the

site. This would prevent runoff from the site increasing downstream flood risk on Worston Brook. The site would be illuminated during the construction phase to maintain a safe working area. Highway lighting meeting road safety standards would be installed on Pimlico Link Road to serve the new junction and its approaches.

2.4 Operational Phase Activities

- 27) Within the operational site, dedicated areas would be set up for the HGV marshalling area and for construction-worker parking spaces. HGV movements would be one way, to help the safe flow of traffic around the site. Access to and from the site would be via a barrier, which would be controlled from an adjacent security kiosk. Two single-storey portable site cabin-type welfare buildings would be installed within the area of hardstanding. The site would be illuminated during low light conditions and hours of darkness. A diesel generator would power the lighting. A Lighting Strategy (planning application document RVBC-P&R-APP-RP-004) has been submitted with the planning application which sets out approaches to minimising the amount of light spill from the Alternative Facility into surrounding areas. The Alternative Facility would be operational for a period of around seven years, serving the Braddup, Bonstone and Newton-in-Bowland HARP construction compounds for which consent has been granted.

2.5 Decommissioning

- 28) Decommissioning of the Alternative Facility would coincide with the completion of construction activities and reinstatement works at the three HARP compounds mentioned above. Decommissioning would last for around a year and would essentially comprise a reverse approach to the construction phase. Hardstanding, aggregates, site drainage pipework and other items would be removed with the aim of being re-used on other construction projects or recycled at suitably licensed facilities. The subsoil then the topsoil would then be reinstated, and part of the site would be planted with trees to replace those lost during the initial vegetation removal; and finally the field would be grass seeded to return it back to pasture similar to that present prior to construction.

2.6 Working Hours and HGV Restrictions

- 29) Working hours during construction of the Alternative Facility would be 07:00 to 19:00 on weekdays, and 07:00 to 13:00 on Saturdays. There would be no Sunday or Bank Holiday working. During 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.
- 30) Planning conditions attached to the consented schemes restrict the movement of HGVs on a section of the local road network 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.

2.7 Construction and Operation Programme

- 31) Construction of the Alternative Facility could start in early 2026, subject to planning consent. The facility could be in operation for seven years from 2027, before it is then decommissioned in 2033. These dates are based on United Utilities' current understanding but are subject to further development by the contractor once appointed.

2.8 Resources, Materials and Sustainable Design

2.8.1 Resources and Materials

- 32) The Alternative Facility would require construction materials and would generate some solid and liquid wastes for disposal or recycling at licensed disposal and recycling facilities. Topsoil and subsoil would be stripped to a depth of approximately 450 mm and stored in mound areas on site no more than about 2 m high. The soils would be protected by geotextile products impregnated with low maintenance grass seeds to avoid soil erosion. Crushed stone would comprise the largest volume of material used during construction. Once the crushed stone has been laid and temporary drainage system installed, the surface of the site would be sealed with a bitumen-based top layer. The materials need to be of sufficient depth to accommodate the weight of the largest HGVs that would be marshalled on site.
- 33) The estimated volume of the soil strip, and materials required for construction of the Alternative Facility, are shown in Table 2.1.

Table 2.1: Estimated Quantities of Materials and Waste

Material/Waste	Source	Quantity	Units
Perimeter fencing	Market supplier	1,550	Linear metres
Topsoil strip	Land within planning application boundary	268	Cubic metres total
Subsoil strip	Land within planning application boundary	188	Cubic metres total
Plastic piping and chambers for site drainage	Market supplier	892	Linear metres
Pond type liner for SDAA	Market supplier	2,500	Square metres
10 mm hard aggregate stone mastic asphalt	Market supplier	370	Cubic metres
Bitumen Macadam product no.1 (for hardstanding)	Market supplier	740	Cubic metres
Bitumen Macadam product no.2 (for hardstanding)	Market supplier	1,850	Cubic metres
Crushed stone	Market supplier	2,772	Cubic metres
Diesel fuel (for generator)	Market supplier	75	Cubic metres
Water (welfare use, wheel wash)	Local United Utilities water treatment facility	383	Cubic metres
Packaging	Construction materials	25	Cubic metres
Domestic solid waste	Welfare facilities	25	Cubic metres
Oils and sediments	SDAA – silt interceptor facility and oil interceptor chamber	728	Cubic metres

- 34) As indicated in Table 2.1, small quantities of waste would be produced throughout the life of the Alternative Facility. These would consist mainly of non-hazardous surplus material, packaging and solid and liquid waste (derived, for example, from the welfare facilities and wheel washes during construction), liquid and solid wastes during operation (for example, from the welfare facilities), and recovered materials such as crushed stone during the decommissioning phase (which would be returned to market for recycling). 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 diesel fuel (for generator), oils and other materials.

2.8.1.1 Carbon Emissions and Climate

- 35) United Utilities would implement its existing corporate climate change objectives to reduce potential carbon emissions from the Alternative Facility. The company would incorporate carbon and climate-agenda-related requirements into the procurement process.
- 36) Carbon emissions from the three phases of development have been calculated for the Alternative Facility. When compared with the consented schemes and the wider HARP Programme of Works, construction of the Alternative Facility would emit a relatively small amount of carbon (estimated to be 659 tonnes carbon dioxide equivalent (tCO₂e). The key carbon sources would be associated with:
- Carbon embodied in materials required to construct the site such as crushed stone as base material in soil strip areas of the site, Tarmacadam-type product for areas of hardstanding, drainage pipes and the concrete outfall structure
 - 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.
- 37) During its operation, the Alternative Facility would lead to a small reduction in carbon emissions associated with the use of private vehicles by HARP personnel – the Alternative Facility enables private vehicles to leave the local road network and park up sooner than had they used the consented P&R / HGV marshalling facility further north on West Bradford Road. As the Alternative Facility would require the use of diesel generators to power lighting, security and welfare, the estimated carbon emissions during the operational phase are 86 tCO₂e.
- 38) During decommissioning of the Alternative Facility, the estimated carbon emissions are 188 tCO₂e. These emissions are predominantly associated with the transport of the recovered materials such as crushed stone and for diesel consumption by site plant and machinery undertaking the decommissioning works.
- 39) These volumes are considered to be not significant in the context of the wider HARP Programme of Works and UK carbon budgets.

2.8.1.2 Sustainable Design and Construction Techniques

- 40) The following sustainable design measures would be incorporated into the design, construction and decommissioning of the Alternative Facility:
- Sustainable drainage system to minimise impacts on water quality and flood risk on Worston Brook
 - Procurement of local materials for a smaller carbon footprint (depending on prevailing local market conditions)
 - Use of energy efficient site lighting
 - Use of recycled aggregates in construction (where practicable)
 - Directing decommissioned materials back to the market rather than landfill
 - Minimising the use of private vehicles by construction personnel for commuting to the consented schemes. The Alternative Facility, over its operational life, would remove tens of thousands of vehicle movements from the local road network.

3. Environmental Impact Assessment

3.1 EIA Approach and Method

- 41) The Alternative Facility has been identified as requiring an EIA under the EIA Regulations². An EIA has been carried out to meet the requirements of planning legislation and policy.
- 42) The EIA has followed industry standard methods, along with topic-specific methods and guidance as appropriate. Each topic chapter of the Environmental Statement has been completed by suitably qualified and experienced experts.
- 43) The EIA has followed a series of key steps:
- Identification of the assessment area and the locations, features or communities to be assessed. These range from people, properties, designated sites and ecological species to the surrounding environment and its resources
 - Information on the existing environment was collected using methods such as surveys, desk-based studies, and consultation with environmental groups and the public
 - Where necessary, modelling was undertaken to support the prediction of effects
 - Likely significant environmental effects were identified for each phase of the development (i.e. construction, operation, and decommissioning), considering whether effects would be beneficial or adverse, permanent or temporary, taking embedded and good practice measures into account
 - Identification of essential mitigation measures required to avoid, reduce or offset potential adverse effects (see Section 3.3 for an explanation of environmental mitigation).
- 44) The Environmental Statement also considers the cumulative effect of the Alternative Facility being constructed at the same time as other proposed developments in the area, including the other sections of the HARP.

3.2 Engagement and Consultation

- 45) A Statement of Community Involvement (SoCI) has been prepared to support the planning application. The SOCI summarises the engagement process that has been undertaken for the Alternative Facility. This includes a public drop-in event in November 2024, local member and Town/Parish Council briefings, and communications with local MPs, as well as statutory consultee discussions and a HARP website page dedicated to the Alternative Facility. Much of the feedback during these consultations related to traffic impacts on and around Pimlico Link Road, general environmental impacts, and the movement of pedestrians in the area, including users of the local public footpath network. Some of the key points raised by different stakeholders included:
- Concern about impacts on the existing volume of traffic along Pimlico Link Road and its junction with the A59 and a call for a new roundabout
 - Queries concerning vehicle movements at peak times and the use of local roads
 - Concern about the lack of a footway along Pimlico Link Road
 - Requests to improve the footway/cycleway provision along Pimlico Link Road
 - Queries concerning the hours of operation
 - Requests for signage on A59 for HGVs to make sure they take the correct route to the Alternative Facility

- Concern about environmental impacts and effects on existing PRoWs.

46) In summary, the concern about the volume of traffic currently along A671 Pimlico Link Road, lack of a footway and its junction with the A59, and call for a roundabout was by far the greatest concern from local politicians and the public. However, in terms of traffic movements, it should be noted that there would be no change to vehicle numbers from that of the consented P&R / HGV 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. Using traffic count data and computer models, it has been demonstrated that the Alternative Facility would have a negligible impact on the highway network and would meet highways safety standards. Therefore, no works are proposed along Pimlico Link Road other than at the entrance to the site to ensure safe access and egress. Rights of way would remain open although short diversions would be required.

3.3 Approach to Environmental Mitigation and Monitoring

47) Mitigation is divided into three types:

- Embedded mitigation: measures that form part of the engineering design, developed through the iterative design process. For example, 2.4 m high solid plywood panel hoarding is proposed along the northern boundary of the site to reduce noise levels for protected species and visual intrusion from the Alternative Facility
- Good practice: standard approaches and actions typically used by construction companies to avoid or reduce effects on local communities and the environment, such as the prevention of pollution incidents and temporary closures and diversions of PRoWs
- Essential mitigation: specific measures needed in particular areas of the Alternative Facility to avoid or reduce environmental effects, such as monitoring of protected ecological species during construction. A Proposed Environmental Masterplan (Figure 3) has been prepared to illustrate some of the essential mitigation measures that have been proposed.

48) The environmental topic chapters within the Environmental Statement have assessed the proposals taking into account embedded mitigation and good practice. The outcome of these assessments then informed the need for additional essential mitigation, which is identified in the topic chapters and summarised in Volume 2 Chapter 13 Environmental Mitigation, of the Environmental Statement. Good practice mitigation measures are contained in Volume 4 Appendix A.2 Construction Code of Practice and Appendix F.2 Construction Traffic Management Plan Addendum, of the Environmental Statement.

4. Description of Likely Significant Effects

4.1 Landscape and Arboriculture

4.1.1 Landscape and Visual Amenity

- 49) 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 local landscape character and visual amenity.
- 50) 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 Pimlico Link Road and nearby footpaths) would be significant when viewed from discrete locations. Affected footpaths and viewpoints are illustrated on Figure 3 and comprise the following PRoWs: FP0301008, FP0301005 (including visitors to Salthill Quarry Local Nature Reserve) (during construction only), and FP0348005 (and users of Pimlico Link Road). 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.
- 51) 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. These include views from:
- Footpath FP0301008, where only a short, exposed section of the route would have predominantly filtered views of solid plywood panel hoarding to the site's northern boundary (Photo 4.1)
 - Users of footpath FP0348005 and users of Pimlico Link Road, where the view across the busy road towards the Alternative Facility would be glimpsed through a short open section at the new site access, noting that much of the view from both this footpath and Pimlico Link Road is screened by dense roadside trees and vegetation.
- 52) Local landscape character would unavoidably be adversely affected (a significant effect) during the construction, operation and decommissioning phases due to the deployment of plant and machinery to undertake soil stripping and storage, the creation of an SDAA, installation of hardstanding for vehicle circulation and parking, and other elements of the Alternative Facility (see Section 2.2).
- 53) The proposed site layout and essential mitigation measures would serve to reduce potential adverse effects. For example, the planning application boundary has been substantially revised prior to being finalised to avoid many of the mature trees found to the north of the site. Furthermore, the planning application commits to new vegetation planting in the form of hedgerow reinforcement as advanced planting during the construction phase, and replacement of the six felled trees during the decommissioning phase of the works. Additionally, solid plywood panel 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 below under 'Ecology') the screening would avoid views from the PRoW 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.

- 54) 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.



Photo 4.1: A Group of Mature Trees North of the Planning Application Boundary, Viewed from Footpath FP0301008

4.1.2 Arboriculture

- 55) Arboriculture is the term used to describe the cultivation, management and study of trees. An arboricultural survey of land within and adjacent to the planning application boundary has been undertaken. The survey identified 50 individual trees and 10 tree groups within this area. Of these, 14 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.
- 56) The majority of trees within or adjacent to the planning application boundary are located either on existing field boundaries, within highways land on Pimlico Link Road, or land to the north of the planning application boundary. The planning application boundary has been amended at its northern edge to avoid mature trees and their sensitive root zones as far as practicable. 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.

- 57) 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.

4.2 Water Environment

- 58) The site of the proposed Alternative Facility is close to a watercourse called Worston Brook (Photo 4.2). Worston Brook flows in a westerly direction, to the north of the planning application boundary. It flows along the foot of a wooded slope which descends from the relatively higher agricultural land that forms 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.
- 59) 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 chamber, the control of drainage flow rates through the use of a dedicated 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.



Photo 4.2: General View Looking Downstream of Worston Brook Near Pimlico Link Road Culvert

- 60) 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 Directive⁴, legislation that seeks to protect and enhance the water environment.

4.3 Ecology

- 61) 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

⁴ The Water Environment (Water Framework Directive) (England and Wales) Regulations 2017. [Online] Available at: <https://www.legislation.gov.uk/uksi/2017/407/contents> [Accessed: February 2025].

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.

- 62) Steps have been taken to implement embedded mitigation measures into the design of the Alternative Facility to reduce adverse environmental effects on these species. Solid plywood panel hoarding 2.4 m high, 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 spill 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. There will be a requirement for the Alternative Facility to meet Biodiversity Net Gain commitments. Biodiversity Net Gain 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. Biodiversity Net Gain 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.
- 63) 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.

4.4 Cultural Heritage

- 64) 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.
- 65) The Roman road is shown on Ordnance Survey mapping (Plate 4.1) 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.
- 66) 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 250 m (less than 0.5%) of the 53 km long Roman road in this area. This is not considered to be a likely significant effect.

- 67) 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, further archaeological investigation, such as excavation, may be required within the site boundary. This would be undertaken in consultation with the County Archaeologist.

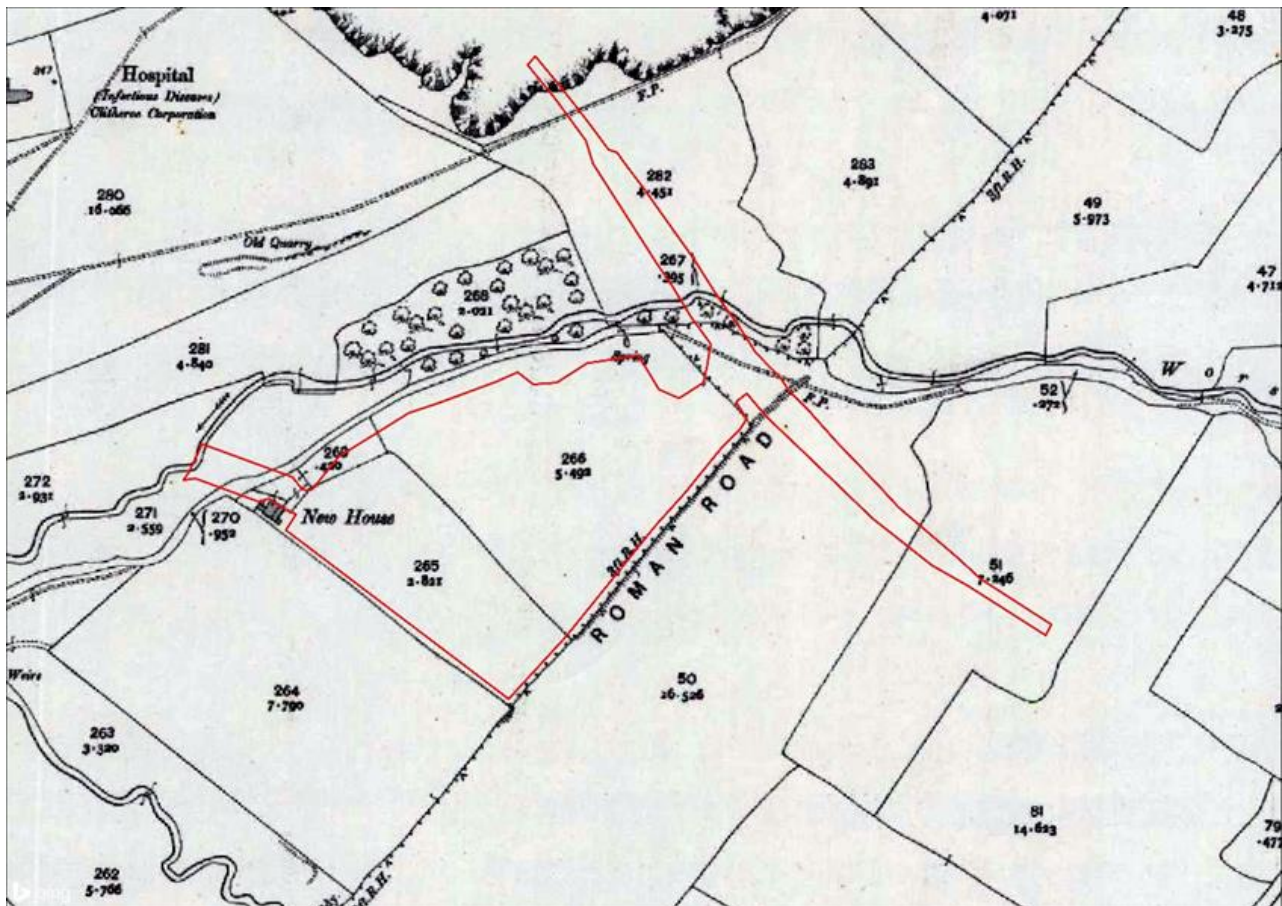


Plate 4.1: Ordnance Survey Map Circa 1910, Showing the Indicative Alignment of the Roman Road with Planning Application Boundary Overlay

4.5 Soils, Geology and Land Use

- 68) 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, and limiting the height of topsoil and subsoil storage mounds to around 2 m to reduce potential visual impact of the mounds within the landscape.

- 69) A small portion of a larger minerals safeguarding area falls within the planning application boundary. 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.
- 70) Most of the land proposed for development is under agricultural use. Much of the land is owned as part of the landholding 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 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.
- 71) The land at the drainage outfall impacts on a second landowner; again, the 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.

4.6 Traffic and Movement

4.6.1 Traffic

- 72) The Alternative Facility would, by definition, act as a focal point for HARP construction personnel commuting in private vehicles before being transported to the compounds by minibus, and for HGVs involved in the construction and decommissioning 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 P&R / HGV 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 P&R / HGV facility, whilst also controlling the flow of HGVs arriving from the A59 at an earlier point on the local road network.
- 73) 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 traffic assessment focused on those sections of the local highway network where changes in traffic patterns are anticipated to occur due to relocating the consented P&R and HGV marshalling facility. The study area therefore focused on sections of the highway network between West Bradford Road (where access to the consented P&R / HGV facility is located), and A671 Pimlico Link Road near its junction with the A59, where there would be access to the

Alternative Facility (Photo 4.3). 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.



Photo 4.3: Pimlico Link Road, Immediately North of Alternative Facility Proposed Site Access

- 74) The traffic assessment forecasts a maximum hourly increase of 12 additional light vehicles (cars/vans) and seven additional HGVs on a single link during the construction phase. Due to the timing of commuter and HGV movements in accordance with the CTMP hours, these maximum hourly increases do not coincide during the same hour. During the operational phase the Alternative Facility would serve the construction traffic associated with the construction of the consented schemes. Because the consented schemes remain unchanged, the volumes of traffic accessing/egressing the Alternative Facility in its operational phase would remain the same as for the consented P&R/ HGV marshalling area.
- 75) 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 the CTMP Addendum (Appendix F.2 of the Environmental Statement), which aim 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.
- 76) 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 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 would also include tactile paving and dropped kerbs to enhance the safe crossing of Pimlico Link Road at this location.

- 77) A road safety audit of the site access proposals has been undertaken and submitted to Lancashire County Council for its approval. The Transport Statement (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 being 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.
- 78) 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.

4.6.2 Movement

- 79) There are three PRowS (footpaths) that would be affected by the Alternative Facility (see Figure 3). Usage of these footpaths was surveyed in the summer of 2024. The survey results suggest that the footpaths are only lightly used, but nevertheless it is a legal requirement to avoid diverting or disrupting a PRow without there being alternative, approved provisions in place.
- 80) 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 up to approximately one 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.
- 81) The planning application boundary falls across a second right of way, footpath FP0348005, where a new 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.
- 82) A third PRow, 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.

4.7 Noise and Vibration

- 83) The noise and vibration effects of the Alternative Facility during the construction, operation 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 5228-1⁵ 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.
- 84) 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.

4.8 Human Health

- 85) Human health aspects have been considered and taking account of the nature and scope of each phase of development of the Alternative Facility, there are no reasonably foreseeable likely significant effects.

⁵ British Standards Institution (2009). BS 5228-1:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites – Noise. [Online] Available at: <https://knowledge.bsigroup.com/products/code-of-practice-for-noise-and-vibration-control-on-construction-and-open-sites-noise> [Accessed: February 2025].

5. Cumulative Effects and Interaction of Effects

- 86) Within the Environmental Statement two types of cumulative effect have been considered:
- Intra-project effects: when a resource or receptor is affected by more than one type of environmental impact from the same development. In the context of the Alternative Facility, this approach also considers how the separate environmental effects of different elements of the development in different locations may act cumulatively.
 - Inter-project effects: when an environmental resource or receptor is affected by more than one development. For example, several separate developments within the same area could lead to more significant traffic movements than if the developments were considered in isolation.

5.1 Intra-Project Effects

- 87) 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. 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.
- 88) Adverse residual environmental effects are generally minor, due to embedded, good practice and essential mitigation measures, and are reversible in nature. 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.
- 89) Taking these factors into account, the likelihood of there being significant intra-project effects on receptors within or adjacent to the planning application boundary is low. Intra-project effects have therefore been discounted from further consideration in the cumulative effects assessment process.

5.2 Inter-Project Effects

- 90) The inter-project cumulative effects assessment considered major developments within 2 km of the Alternative Facility, which is considered to be the maximum Zone of Influence for cumulative effects. The Zone of Influence represents the geographical area over which the potential environmental impacts associated with construction, operation or decommissioning of the Alternative Facility could occur. The inter-project cumulative effects assessment also considered the HARP consented schemes, as well as all sections of the HARP Programme of Works.
- 91) The major development search identified a shortlist of four major developments, which were considered most likely to trigger cumulative effects due to their geographical location and/or the nature/scale of the development. Screening was undertaken in respect of each environmental aspect reported in the EIA, for each of the shortlisted major developments. This screening exercise concluded that there would be no likely significant cumulative effects arising from the Alternative Facility in combination with other major developments in the local area.

- 92) Consideration of cumulative effects arising from the Alternative Facility in combination with the consented schemes identified that there are no local cumulative effects to consider over and above those addressed in the HARP Programme of Works.
- 93) In relation to the other Proposed Sections of the HARP Programme of Works, these are some considerable distance from the Alternative Facility. Therefore, there is very limited scope for certain types of impact to extend beyond their local respective Zones of Influence. A review of topics likely to give rise to notable cumulative effects at a regional level highlighted biodiversity loss, surplus materials, construction vehicle movements, carbon emissions and tree loss. Cumulative assessment of these topics concluded that they would not give rise to any material additional or new cumulative effects in combination with the Proposed Programme of Works, over and above that reported in the Environmental Statements for the Proposed Programme of Works.

6. Summary of Likely Significant Residual Effects

6.1 Topics with Significant Effects

- 94) After taking into account the embedded design measures, good practice, and proposed essential mitigation identified for the Alternative Facility, no significant residual effects are predicted for most environmental topics. Significant residual landscape and amenity effects are predicted during construction, operation and decommissioning as follows:
- During construction, there would be a noticeable and uncharacteristic change to a moderate proportion of the local landscape, which would give rise to a significant adverse effect to local landscape character. This effect would continue into operation and decommissioning, reducing to not significant, once the site has been reinstated and mitigation planting has established
 - During construction and decommissioning, activities would be clearly apparent at some locations close to the site, leading to a significant adverse effect on users of footpaths FP0301008, FP0301005 and FP0348005, users of Pimlico Link Road, and users of Salthill Quarry Local Nature Reserve (during construction only).

6.2 Conclusion

- 95) 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 Alternative Facility would reduce the number of private vehicles and light duty vans using the local road network north of the Alternative Facility to access the three compounds serving the consented schemes and will reduce impacts on road users and local communities by managing the timing and flow of HARP-related HGVs.
- 96) On completion of the seven-year operational phase of the Alternative Facility, the site would be decommissioned and returned back to agricultural land. Adverse residual environmental effects are generally minor, due to embedded, good practice and essential mitigation measures, and would be reversible in nature. 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.
- 97) The Alternative Facility, as part of the HARP Programme of Works, will ultimately provide for a resilient, sustainable water supply to serve the needs of the North West.

Figures

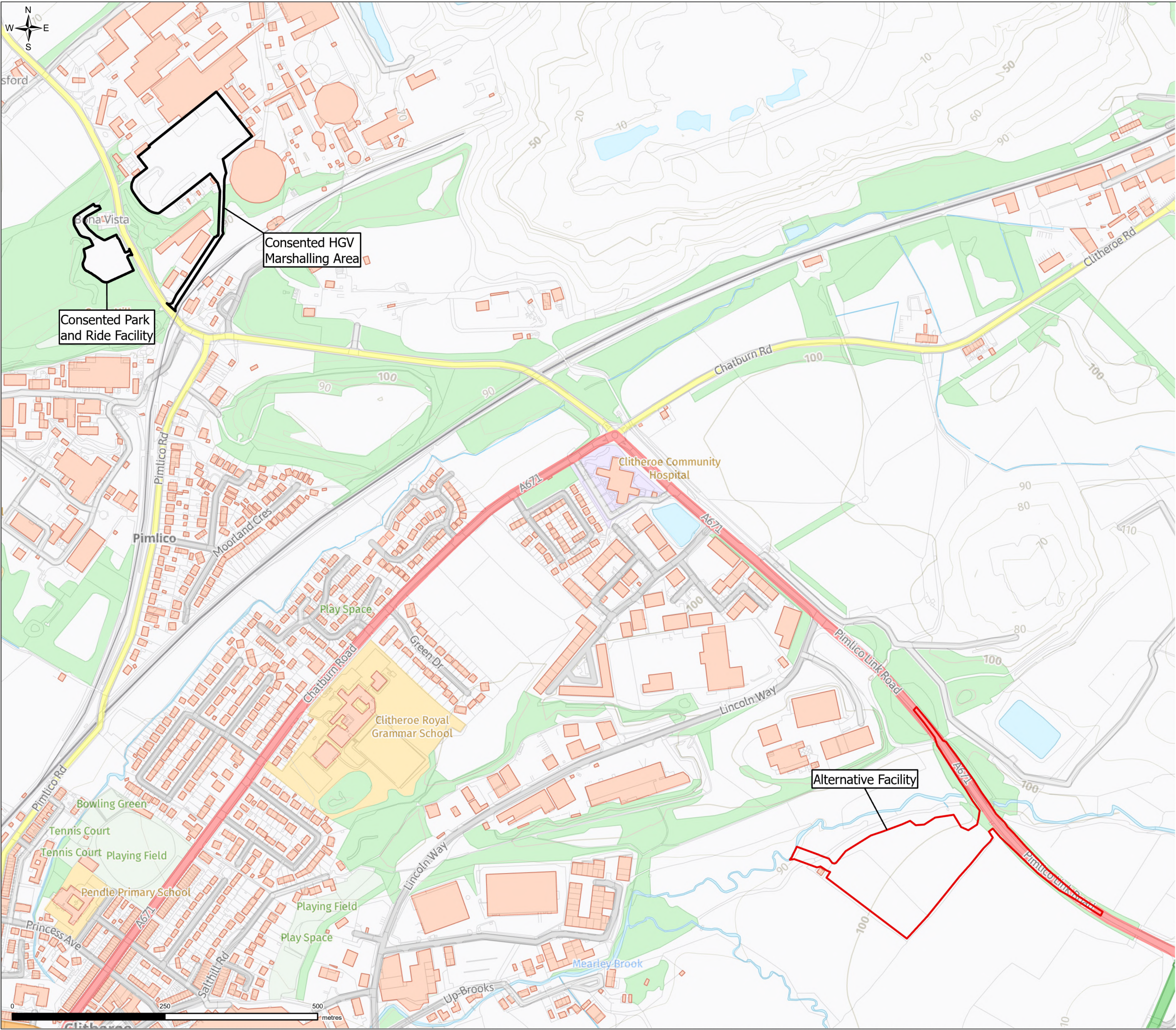
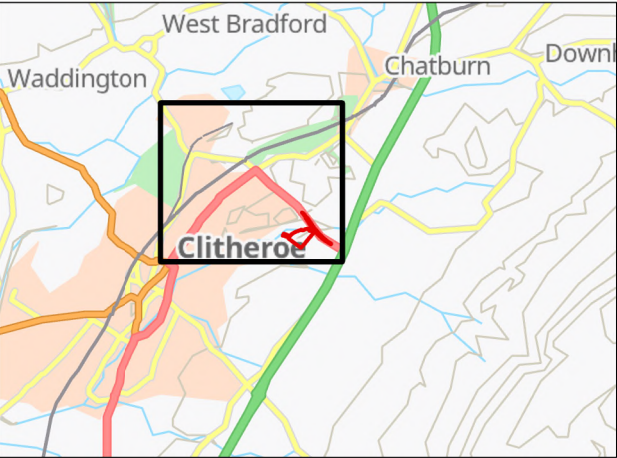


FIGURE 1
LOCATIONS OF THE CONSENTED PARK AND RIDE / HGV
FACILITY AND THE ALTERNATIVE FACILITY
PAGE 1 OF 1

- Legend
- Alternative Temporary Park and Ride and Heavy Goods Vehicle Marshalling Area Planning Application Boundary
 - Consented HGV Marshalling Area and Park and Ride Facility



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VERSION	AUTH	CHKD	REVD	REASON FOR ISSUE	DATE



UNITED UTILITIES WATER LIMITED
HAWESWATER AQUEDUCT RESILIENCE PROGRAMME
ALTERNATIVE TEMPORARY PARK AND RIDE AND HEAVY GOODS VEHICLE MARSHALLING AREA
ENVIRONMENTAL STATEMENT VOLUME 1

SCALE 1:6,000	SHEET SIZE A3
DRAWING NUMBER RVBC-P&R-ES-NTS-01	REVISION 0

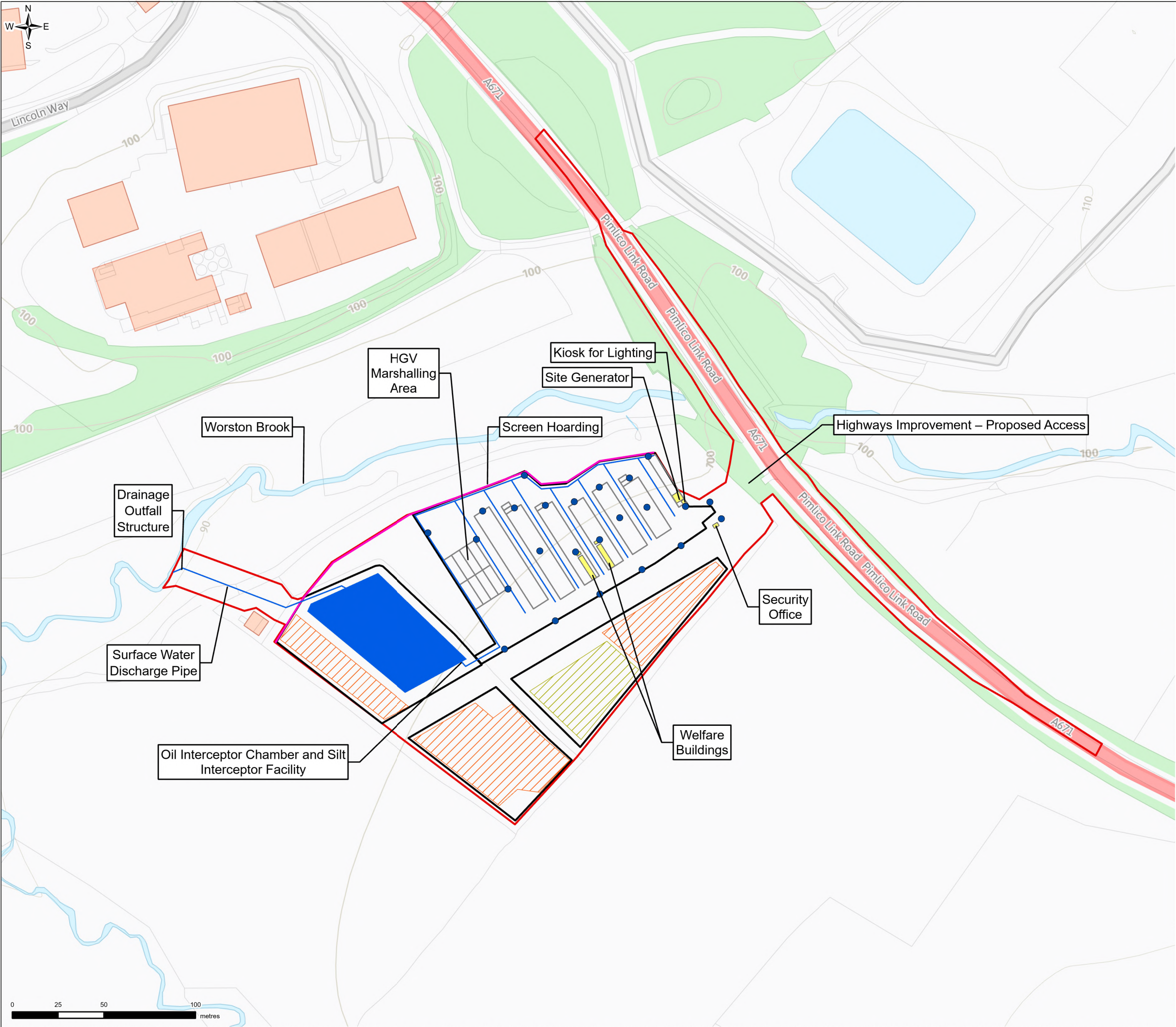
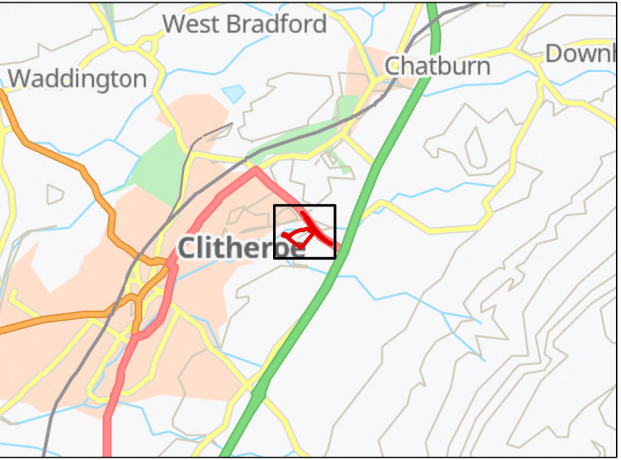


FIGURE 2
ALTERNATIVE FACILITY GENERAL LAYOUT
PAGE 1 OF 1

- Legend
- Alternative Temporary Park and Ride and Heavy Goods Vehicle Marshalling Area Planning Application Boundary
 - Weldmesh Fence eg. 'Paladin'
 - Indicative Proposed Topsoil Storage Area
 - Indicative Proposed Subsoil Storage Area
 - Surface Drainage Attenuation Area
 - Surface Water Drainage Pipes
 - Temporary Site Buildings
 - Screen Hoarding
 - Parking Spaces
 - Indicative Location of Proposed Lighting Column
 - Goalpost Structure to Allow Safe Passage of Vehicles Under Overhead Powerlines

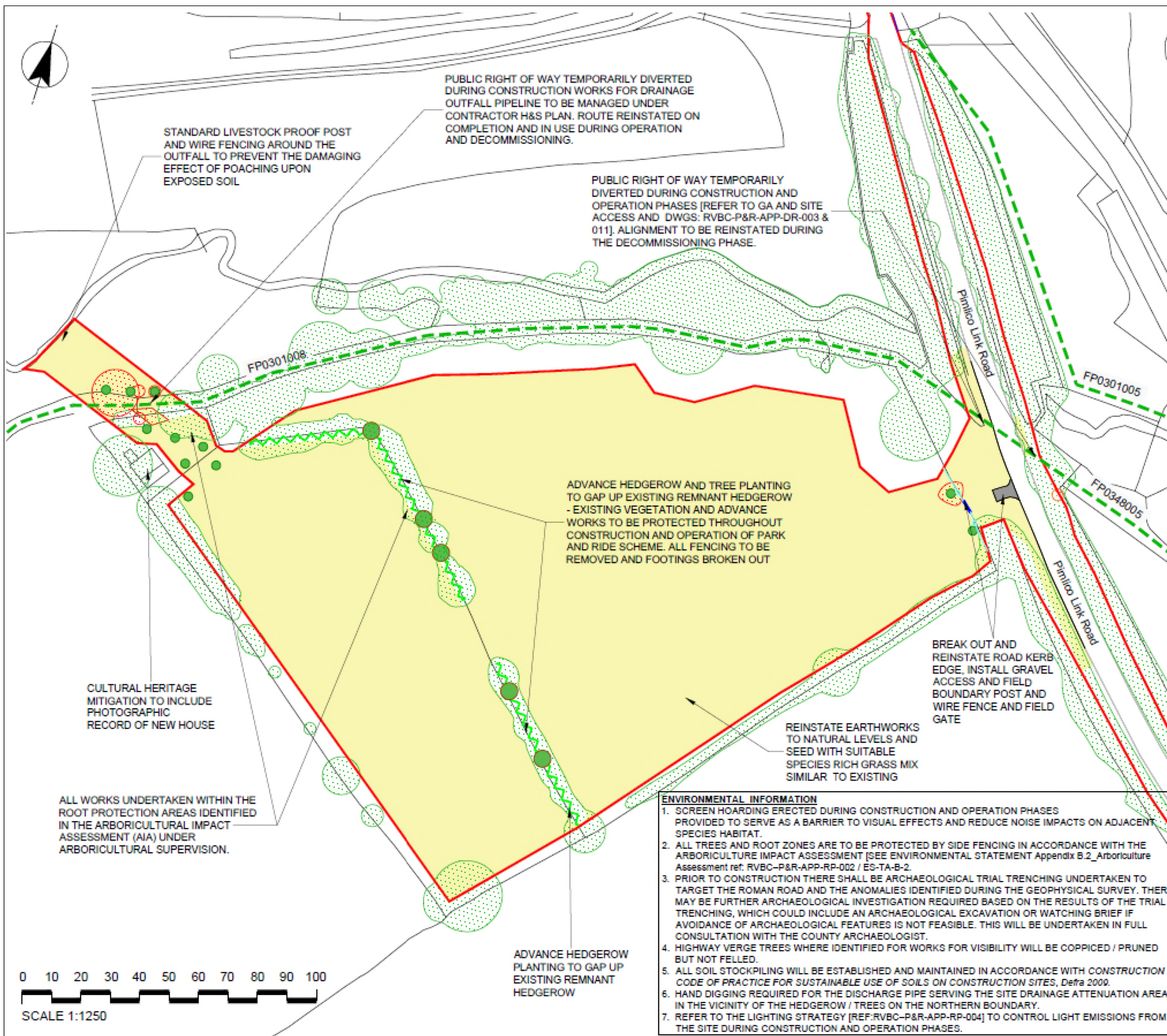


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VERSION	AUTH	CHKD	REVD	REASON FOR ISSUE	DATE



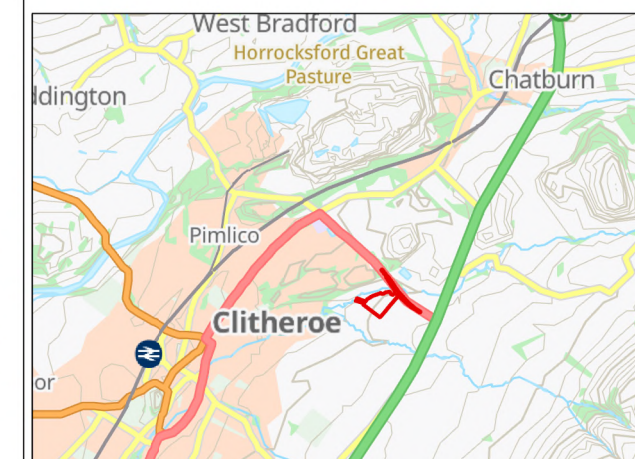
UNITED UTILITIES WATER LIMITED
HAWESWATER AQUEDUCT RESILIENCE PROGRAMME
ALTERNATIVE TEMPORARY PARK AND RIDE AND HEAVY GOODS VEHICLE MARSHALLING AREA
ENVIRONMENTAL STATEMENT VOLUME 1

SCALE 1:2,000	SHEET SIZE A3
DRAWING NUMBER RVBC-P&R-ES-NTS-02	REVISION 0



- KEY**
- Planning Application Boundary
- EXISTING**
- Retained woodland / other vegetation
 - Existing Public Right of Way
 - Existing kerblines
- EXISTING VEGETATION REMOVAL**
- Existing tree removed
 - Existing tree removed for H&S reasons
 - Existing hedge section removed
- PROPOSED ADVANCE PLANTING**
- Advance native hedgerow planting
 - Advance individual tree planting
- PROPOSED RESTORATION PLANTING**
- Proposed species rich grass seeding
 - Proposed individual tree planting (post operation)
- PROPOSED RESTORATION WORKS**
- Proposed highway kerb reinstatement
 - Proposed gravel access reinstatement
 - Proposed post and wire fence reinstatement
 - Proposed field gate reinstatement

- NOTES**
- ALL DIMENSIONS AND LEVELS IN METRES AOD UNLESS NOTED OTHERWISE.
 - REFER TO PROPOSED SECTIONS DRAWINGS (RVBC-P&R-APP-DR-006 TO 8)
 - REFER TO PROPOSED GENERAL ARRANGEMENT PLAN (RVBC-P&R-APP-DR-003) FOR DETAILS OF OPERATIONAL PHASE DEVELOPMENT.
 - TO BE PRINTED IN COLOUR.



0	JP	KH	AS	NON-TECHNICAL SUMMARY	28/02/2025
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UNITED UTILITIES WATER LIMITED
HAWESWATER AQUEDUCT RESILIENCE PROGRAMME
ALTERNATIVE TEMPORARY PARK AND RIDE AND HEAVY GOODS VEHICLE MARSHALLING AREA
ENVIRONMENTAL STATEMENT VOLUME 1

SCALE 1:1250	SHEET SIZE A3
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