

Alternative Temporary Park and Ride and Heavy Goods Vehicle Marshalling Area Statement of Community Involvement

Document no: RVBC-P&R-APP-RP-003
Revision: 1

United Utilities Water Limited

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Haweswater Aqueduct Resilience Programme
04 March 2025





Alternative Temporary Park and Ride and Heavy Goods Vehicle Marshalling Area Statement of Community Involvement

Client name: United Utilities
Project name: Haweswater Aqueduct Resilience Programme
Project no: B27070EP
Document no: RVBC-P&R-APP-RP-003
Revision: 1
Date: 04 March 2025
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Executive summary

A temporary Park and Ride and Heavy Goods Vehicle Marshalling Area facility was previously consented as part of United Utilities' Haweswater Aqueduct Resilience Programme (HARP) - Bowland and Marl Hill Sections, and located within the Ribblesdale Cement Works in Clitheroe. However, the owners of Ribblesdale Cement Works have 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, and which is the subject of this current planning application.

The selected temporary, alternative Park and Ride and Heavy Goods Vehicle Marshalling Area facility (the 'Alternative Facility'), is located on the western side of the A671 Pimlico Link Road approximately 1.75 km north-east of Clitheroe town centre.

This Statement of Community Involvement (SoCI) summarises the engagement process that included a public drop-in event on 7 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. The SoCI also summarises the feedback from these events/communications and highlights United Utilities' response to feedback.

In summary, the concern about the volume of traffic currently along A671 Pimlico Link Road, lack of footpath and its junction with the A59 were 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 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.

In conclusion, the Alternative Facility has been thoroughly tested through public engagement and stakeholder involvement in advance of the formal planning submission, and any feedback made on the proposal has been given due consideration in the development of the proposal.

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1. Introduction

1.1 Purpose of the Report

- 1) This Statement of Community Involvement (SoCI) has been prepared by Jacobs UK Limited on behalf of United Utilities, to support the planning application for a proposed Alternative Temporary Park and Ride and Heavy Goods Vehicles (HGV) Marshalling Area (the 'Alternative Facility').
- 2) The SoCI identifies the public and other stakeholder groups that were involved during the development of the proposed Alternative Facility and how they were engaged in this process. It also outlines the feedback from this engagement process, providing an analysis and response to this feedback.
- 3) The SoCI should be viewed in conjunction with other planning application supporting information such as the Planning, Design and Access Statement (Ref: RVBC-P&R-APP-RP-001), the Planning Drawings and the Environmental Statement (ref: RVBC-P&R-APP-RP-002).

1.2 Haweswater Aqueduct Resilience Programme

- 4) 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 and divided into five sections. The corresponding series of nine planning applications, across seven local planning authorities, have now all received planning permission.

1.3 Background to the Proposed Alternative Facility

- 5) A temporary Park and Ride and a Heavy Goods Vehicle Marshalling Area facility were previously consented in January 2024, as part of the HARP Bowland and Marl Hill Sections, and located within the Ribblesdale Cement Works in Clitheroe. Specifically the facility would act as a car park for private cars and light goods vehicles transporting construction personnel from a wide labour catchment area to Clitheroe and using minibuses to transport staff to the construction compounds. This would significantly reduce the volume of traffic on the local road network, including traffic travelling towards and through Waddington. It would also allow heavy goods vehicles (HGVs) to be marshalled before being released in small convoys at prescribed times of the day to reduce local traffic impacts, particularly at peak times, whilst specifically avoiding school drop off/pick up times, thereby reducing disturbance to local communities.
- 6) The landowner has confirmed however, 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. The location for the 'Alternative Facility' is the subject of this current planning application. The Alternative Facility would also provide the same function as the consented facility and the relevant documentation has been updated accordingly and submitted as part of this current planning application.

1.4 Selection of the Alternative Facility

- 7) United Utilities evaluated a full range of site 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.

- 8) The preferred Alternative Facility is located on the western side of the A671 Pimlico Link Road approximately 1.75 km north-east of Clitheroe town centre. The site sits within a predominantly rural setting, albeit with commercial land uses approximately 300m to the north, and would be constructed on open land that is currently agricultural pasture and occupy an area of 3.78 ha.
- 9) In addition to areas for vehicle parking and HGV marshalling, the proposals would include temporary welfare accommodation, surface water attenuation features, areas to stockpile soil stripped from the site and a widened site access onto the A671 Pimlico Link Road. In addition, two public rights of way (PRoW) (refs: FP0301008 and FP0348005) that cross the site and that would need to be temporarily closed and locally diverted.

1.5 Programme for the Alternative Facility

- 10) Subject to planning permission being granted, construction of the Alternative Facility is scheduled to start in January 2026 and be completed in October 2026. This would allow the Alternative Facility to enter operation towards the end of 2026 and which would be operational for up to seven years i.e. until late 2033, which corresponds to the construction phase of the consented schemes. The site would then be decommissioned and it is anticipated to take approximately 12 months i.e. until late 2034, and would include reinstatement and landscaping (subject to seasonal timing) back to the pre-construction condition.

1.6 Structure of the SoCI

- 11) The following chapters of the SoCI are:
 - **Chapter 2:** The regulatory framework
 - **Chapter 3:** Stakeholder involvement
 - **Chapter 4:** Community involvement
 - **Chapters 5:** Consultation feedback
 - **Chapter 6:** Summary and Conclusion.

2. Regulatory Framework

2.1 Background

- 12) Ribble Valley Borough Council (RVBC) is the Local Planning Authority, with Lancashire County Council (LCC) being the 'upper tier' authority for Ribble Valley and therefore a statutory consultee in the planning process with regard to certain aspects.
- 13) Following legal advice and consultation with RVBC, it was determined that the Alternative Facility required a separate planning application, as it lies outside the red line boundary of the previously consented schemes.
- 14) 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.

2.2 Policy Guidance

- 15) Paragraph 39 of the National Planning Policy Framework emphasises the importance of consultation during the pre-application phase, stating that:

"early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community".

- 16) Likewise, Section 4.1 of the RVBC SoCI states that:

"the Council believes that it is better for developers to talk to those who may be affected and refine their proposals while they are at a formative stage. The benefits of early community involvement include:

- *addressing problems before the planning application is submitted may reduce the chance of a refusal of permission;*
- *refinements to the proposals are made at an early stage, preventing abortive work;*
- *in the long run, reducing the time to reach a successful outcome".*

2.3 Proportionate Approach

- 17) The proposed Alternative Facility forms part of the much larger HARP programme of works (relating to the Bowland and Marl Hill sections), which has attracted much stakeholder and community interest. Therefore a comprehensive, whilst proportionate process of engagement with stakeholders and the local community has been undertaken and outlined in the following chapters, and which is also in accordance with United Utilities thorough approach to customer involvement.

3. Stakeholder Engagement and Feedback

3.1 Introduction

- 18) As part of the engagement process, United Utilities have been in touch with many political and other stakeholder bodies, and these exercises are described in the following sections.

3.2 Engagement with Local Politicians/Groups

Members of Parliament

- 19) 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 RVBC Councillors

- 20) A briefing by United Utilities representatives with RVBC Councillors, and attended by representatives of the RVBC planning department, was held on 28 November 2024, which outlined the proposals for the Alternative Facility. The main concerns raised regarding the proposed Alternative Facility, related to:

- Concern about traffic build up along A671 Pimlico Link Road and the need for a roundabout at the A671 Pimlico Link Road/A59 junction
- Signage on the A59 for HGVs to make sure they take the correct traffic route to prevent HGVs getting stuck.

Town/Parish Councils

- 21) United Utilities met and gave a presentation to the following local parish councils about the Alternative Facility:

- Clitheroe Town Council on 23 September 2024 - Generally positive about the Alternative Facility, though had questions/comments about HGV movements, HGV signage, operational hours and the reinstatement of both the Alternative Facility and the local highway (which would be returned to pre-existing conditions)
- Worston and Mearley Parish Council on 30 September 2024 – Generally positive about the scheme, though had questions about the wider HARP traffic routes (which was clarified in terms of operational hours), traffic safety (particularly around the A671 Pimlico Link Road / A59 junction), current issues with vehicles queuing back to the community hospital particularly around 8-9am and 5.30pm, and vehicles overtaking and potential for this to get worse as a result of the Alternative Facility. A suggestion was also put forward for a new roundabout at the junction of the A671 Pimlico Link Road / A59. The parish council also raised the opportunity for potential footway/cycleway improvements along the A59 and A671 Pimlico Link Road.

It was explained that traffic surveys had been undertaken and an associated traffic assessment would be included as part of the planning application submission

United Utilities sought advice from these councils on potential venues for the planned public drop in event and discussed possible distribution areas for letters advertising the event

- Chatburn Parish Council on 21 October 2024 - Raised concerns about the A671 Pimlico Link Road / A59 junction and the need for a roundabout, as the A59 is the main link between Ribble Valley and Yorkshire and is very busy. In addition they asked for better road signage and raised concerns about the existing condition of A671 Pimlico Link Road

- Grindleton Parish Council on 03 December 2024 - The group were generally positive about the proposed HARP works and asked a number of questions about wider HARP works, though did not have any additional concerns regarding the proposed Alternative Facility's proposed location.

3.3 Engagement with Statutory Consultees/Stakeholders

- 22) HARP Ribble Valley Local Authority Partnership Forum (with representatives from RVBC Planning Department and LCC Highways) were briefed about the Alternative Facility on 12/09/2024 and 28/01/2025. The Forum accepted the need for the Alternative Facility and mentioned that the local MP -Jonathan Hinder, had been in touch with regard to the footway/cycleway improvements along A671 Pimlico Link Road.
- 23) Table 3.1 lists Statutory Consultees who were engaged in the pre-application consultation process and specifically involved during the EIA Scoping exercise.

Table 3.1 – Statutory Consultee engagement

Group	Consultation	Feedback
Ribble Valley Borough Council (RVBC)		
Planners	Meetings on: 2/02/24, 13/06/24, 05/11/24 and 25/11/24	Agreed the content and form of the planning application and the approach to Environmental Impact Assessment work
Landscape	Contacted on: 14/08/2024 and 25/09/2024	• Agreed the proposed methodology and the selected viewpoints • Requested ongoing contact during planning process
Environmental Health (Air Quality)	Contacted on: 04/09/2024	• No significant feedback, but wished to be kept appraised during the planning process
Environmental Health (Noise and Vibration)	Contacted on: 28/08/2024	• No significant feedback, but wished to be kept appraised during the planning process
Tree Officer	Meeting on: 25/11/24. Tree officer also visited the site on 26/11/24.	Agreed an approach to veteran tree safeguarding and selective pruning to trees in the proposed site's visibility splay. The tree officer also requested that gappy hedgerows around the site should be enhanced - preferably during the construction phase
Lancashire County Council (LCC)		
Highways	Meetings on: 30/08/24, 30/10/24 and 03/12/24	LCC Highways: • Raised no notable concerns with the proposed traffic and movement methodology • Commented on the proposed site access which has been taken into account as part of the evolving design

		Requested ongoing contact during the planning process
Archaeological Advisor	Contacted on: 29/08/2024, 07/11/2024 and an EIA screening response (15/11/2024)	The County Archaeological Advisor advised that: - The impact on the Roman road, with the proposed mitigation (which should also include a walkover survey), is likely to have a 'medium significance' (even if well preserved) - Agreed the Written Scheme of Investigation (by ECUS) for the Geophysical Survey - Requested ongoing contact with the County Archaeological Advisor throughout the planning process
Lead Local Flood Authority (LLFA)	Meeting on 24/10/24	The LLFA confirmed its requirements for a flood risk assessment and drainage strategy to support the planning application
Public Right of Way Officer (PRoW)	Contacted on 25/11/2024	The PRoW officer confirmed they had no concerns about the proposed temporary PRoW closures and local diversions

3.4 Summary

- 24) Amongst the political stakeholders there was general understanding and appreciation of the need for an Alternative Facility and those who expressed an opinion did not think that the location was inappropriate, though some:
- Expressed concern about the impact upon the existing volume of traffic along A671 Pimlico Link Road and the junction with the A59 and the preference for a roundabout at the junction
 - Expressed concern about the existing condition of A671 Pimlico Link Road
 - Requested improvements to the footway/cycleway provision along the A671 Pimlico Link Road
 - Queried the hours of operation and the proposed HGV movements
 - Requested signage on A59 for HGVs to make sure they take the correct traffic route.
- 25) Amongst the Statutory Consultees, with the adoption of certain identified aspects in the design, there were no specific concerns with the proposals Alternative Facility. However, they were keen to continue to be involved as part of the planning process and to review the details when they were submitted as part of the Planning Application.

4. Public Engagement and Feedback

4.1 Public Drop-in Event

- 26) Further to the last chapter regarding consultation with local politicians/groups and other key stakeholders, in terms of engaging with the local community a Public Drop-in Event was organised and held on 7 November 2024 (between 15:00-19:00) at the Lancashire Federation of Young Farmers Club, Ribblesdale Centre, Lincoln Way, Clitheroe. There were a number of exhibition display boards describing the proposals (see Appendix A1) and a table of maps showing the location of the Alternative Facility in relation to the surrounding area. The event was attended by various representatives from United Utilities who explained the proposals and were there to answer any questions (see Figure 4.1).

Figure 4.1 – Public Engagement at the Drop-in event

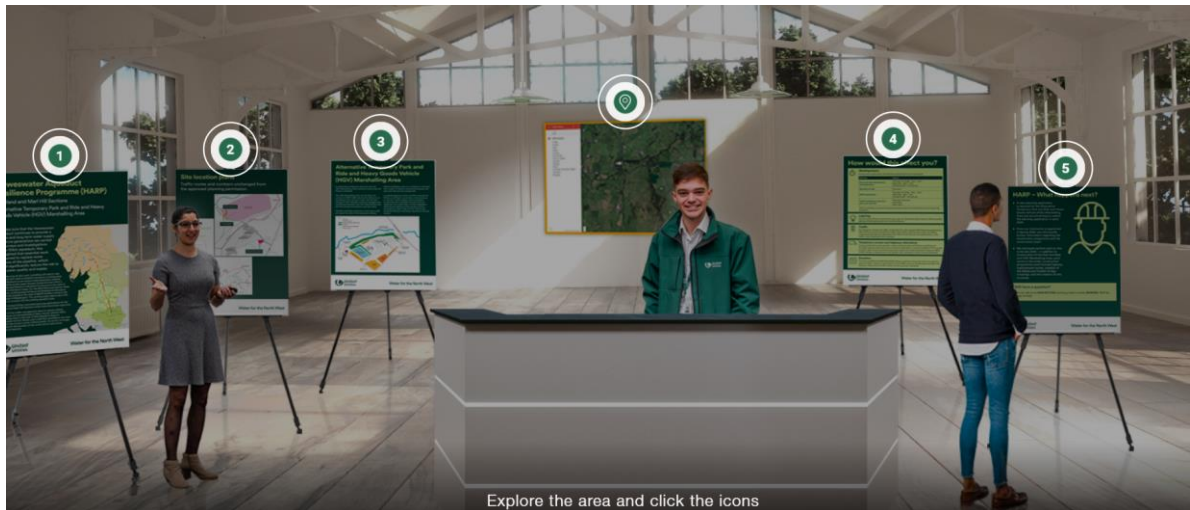


- 27) The drop in event was advertised by:
- Letters (see Appendix A2) were sent to local residents about the public event (see Appendix A3 for the distribution areas)
 - A poster for the public drop-in event (see Appendix A4) was issued to the two MPs and Clitheroe Town Council, Worston and Mearley, Chatburn, Grindleton/West Bradford, Newton and Waddington parish councils for them to put up on their notice boards.
- 28) A meeting of the River Hodder and Ribble Liaison Group was also held on the 6 November 2024 where an update on the Park and Ride and HGV Marshalling Area facility was provided.

4.2 United Utilities Website

- 29) In addition, a dedicated section, for the proposed Alternative Facility was added to the HARP website, (www.harpinformation.co.uk) (see Figure 4.2), which had virtual images of the information boards from the drop-in session.

Figure 4.2 – HARP Alternative Facility Website



- 30) On the website, an interactive map shows the location of the Consented Facility, the Alternative Facility and the traffic routes to the wider HARP compounds.
- 31) There was also an area for the general public to provide feedback on the website information, which was open until 22 November 2024.

4.3 Feedback

Public Drop-in Event

- 32) An attendee sign in sheet was provided at the event, so that a record of attendance could be kept. 43no. people signed the sheet and of those attendees who indicated how they heard about the event, 11no. via letter, 9no. by social media and 3no. by word of mouth.
- 33) During the event people were also encouraged to fill out feedback forms (see Appendix A5), 16no. were completed during the event and the feedback was as follows:
- Of those who responded, most thought that the level of information provided was acceptable, though one suggested the maps should have been clearer
 - All those who responded thought that the team was able to answer all the queries
 - In terms of the concerns, the main issue raised was the A671 Pimlico Link Road junction with the A59 bypass with several respondents suggesting that a roundabout here would help. Other concerns raised regarding the proposed Alternative Facility included:
 - Concern about a lack of footpath from Clitheroe Community Hospital roundabout to the end of A671 Pimlico Link Road which is a bigger issue since the opening of recent housing estates. The road is also used for walking by local employees and for leisure uses, and that the proposed increased traffic would make this situation worse
 - The condition of A671 Pimlico Link Road is not good and the need to improve this before work is started

- Avoid peak time travel, e.g. school opening and closing times
- Overall, the rating of the information at the event was on average 3.6 out of 5, and all of those who expressed a preference thought the United Utilities staff were able to answer all queries.

HARP Website

34) People visiting the website were able to give their feedback online and this Consultation ended on 22 November 2024. 7no. responses were received and the main feedback was:

- All the respondents heard about the virtual event by letter
- All the respondent found the information provided was helpful, with a couple saying it was very helpful and a couple saying it was fairly helpful
- In terms of comments on the Alternative Facility, the feedback expressed:
 - Concern about the increase in traffic along A671 Pimlico Link Road
 - Concern about the increase in traffic using the junction of A671 Pimlico Link Road and the A59, and that a roundabout at this junction would improve traffic flow and safety for all road users
 - Concern about the effect the site would have on wildlife in this location the site is on the boundary of the nature reserve
 - Concern about pedestrian safety as there is no footpath between Chatburn Road roundabout and A671 Pimlico Road, as it's a well-used walking route
 - Will the roads be cleaned of any debris?
- Concern that the compound is located close to Worston Brook, its possible effect on the adjacent beech trees and the impact upon this peaceful countryside backwater
- Concern about the impact upon possible destruction of the ancient trackway
- Concern about detrimental impact upon residential properties, and specifically the need for the Alternative Facility to be away from any residential properties to avoid noise, disruption and visual impacts.

4.4 Summary

35) Most members of the public who attended the drop-in session or completed the online form considered that the information provided was helpful. As with the political stakeholders, the key concern is with regard to the current level of traffic along A671 Pimlico Link Road and the junction with the A59. Other concerns related to:

- Concern about the lack of a footway along A671 Pimlico Link Road and more traffic would make the need greater
- The state of the A671 Pimlico Link Road
- Extra vehicle movements at peak times
- Concern about the environmental impact and the impact along the current PROWs
- Concern about detrimental impact on residential properties.

5. Response to Comments

- 36) United Utilities are appreciative to those residents and stakeholders who took part in the scheme's engagement exercises and provided their feedback.
- 37) All 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.
- 38) The concern about the volume of traffic currently along A671 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 are summarised in table 5.1.

Table 5.1 – 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 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	In terms of the hours of operation of the Alternative Facility they are as follows:

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	Feedback	United Utilities Response
	movements at peak hours	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. In terms of the proposed HGV movements at peak hours during construction the HGV movements would be 7 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>

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	Feedback	United Utilities Response
		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 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 and removed during the

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	Feedback	United Utilities Response
		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.

6. Summary and Conclusion

The SoCI has described the engagement with key stakeholders and local residents, and summarised the feedback from them during this process. This engagement process was in response to the need to find another location for the temporary Park and Ride and Heavy Goods Vehicle Marshalling Area facility as part of the Haweswater Aqueduct Resilience Programme (HARP) - Bowland and Marl Hill Sections.

The SoCI also summarises feedback from the engaged parties and the response of United Utilities to these issues raised. Overall, the key feedback was concerns associated with the A671 Pimlico Link. In response, United Utilities clarified 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. 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.

In summary, the Alternative Facility has been thoroughly tested through public engagement and stakeholder consultation in advance of the formal planning submission, and any comments made on the proposal have been given due consideration in the development of the proposal.

Appendix A. Public Engagement Information

Appendix A1 – Images of the information boards from the drop-in session

Haweswater Aqueduct Resilience Programme (HARP)

Bowland and Marl Hill Sections

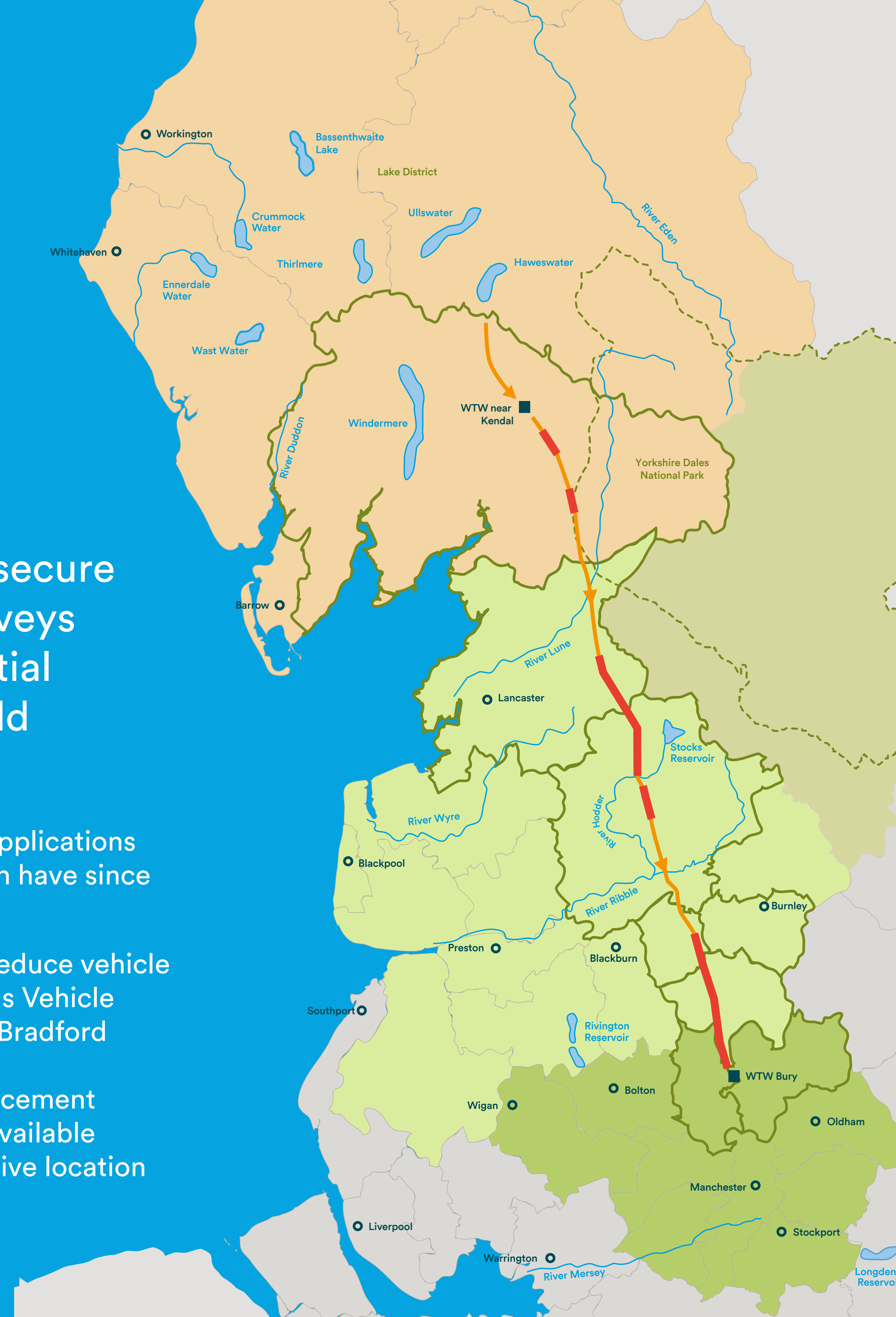
Alternative Temporary Park and Ride and Heavy Goods Vehicle (HGV) Marshalling Area

To make sure that the Haweswater Aqueduct continues to provide a secure and long term water supply for future generations we carried out surveys and investigations of the 110km aqueduct, this highlighted that essential work is required to replace some sections of the pipeline, which would significantly reduce the risk to both water quality and supply.

To enable us to do this work, tunnelling will need to take place and we'll need to establish temporary working areas. For the Bowland tunnel section these temporary working areas will be at the Lower Houses Compound near Wray in Lancaster and Newton-in-Bowland Compound to the west of Newton-in-Bowland village. For the Marl Hill tunnel section these temporary working areas will be at the Braddup and Bonstone compounds located to the west of B6478 Slaidburn Road to the north west of Waddington. The working areas need to be in this location to connect into the existing aqueduct pipe.

In 2021 United Utilities submitted planning applications for the Bowland and Marl Hill Sections which have since been approved.

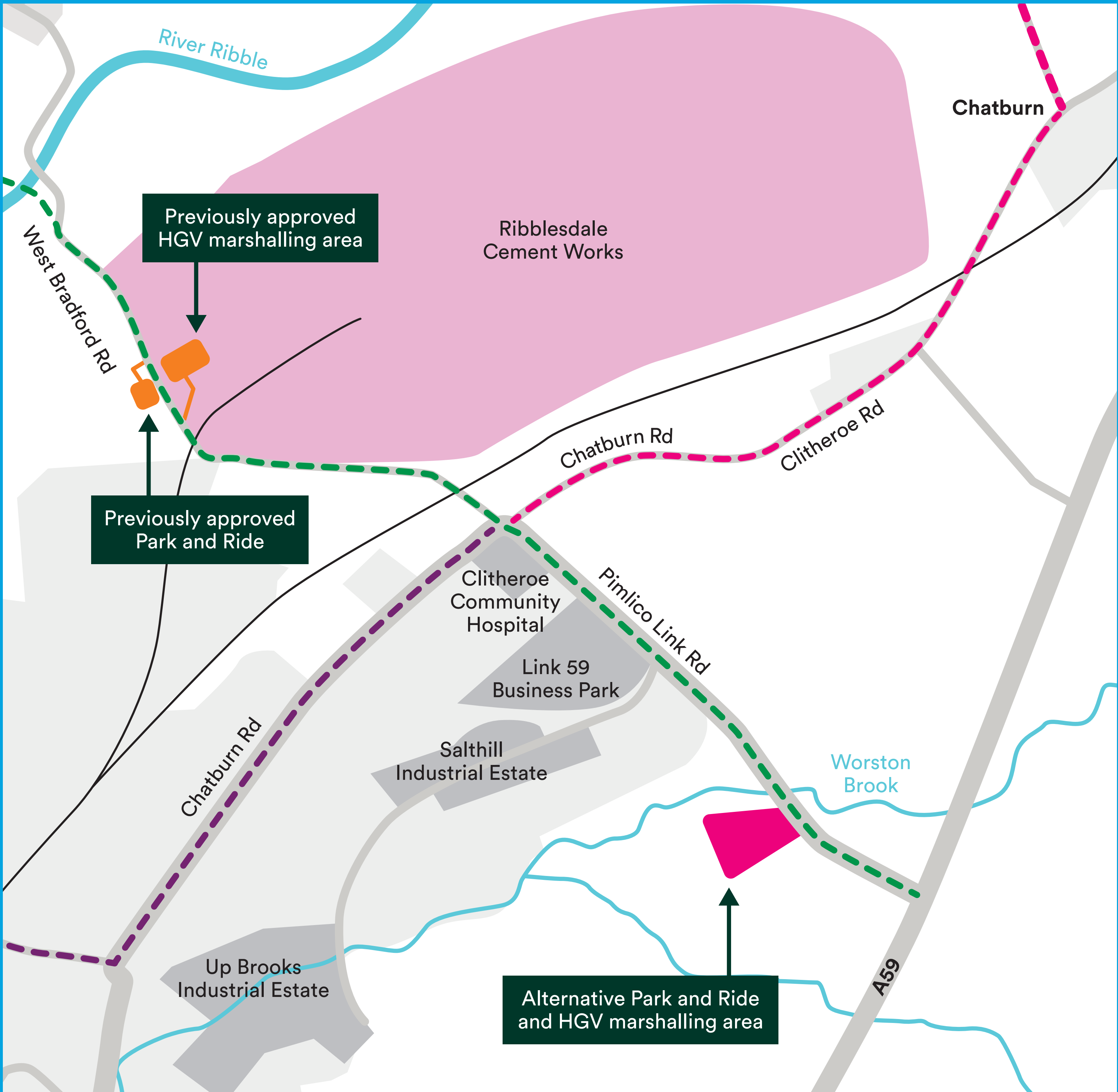
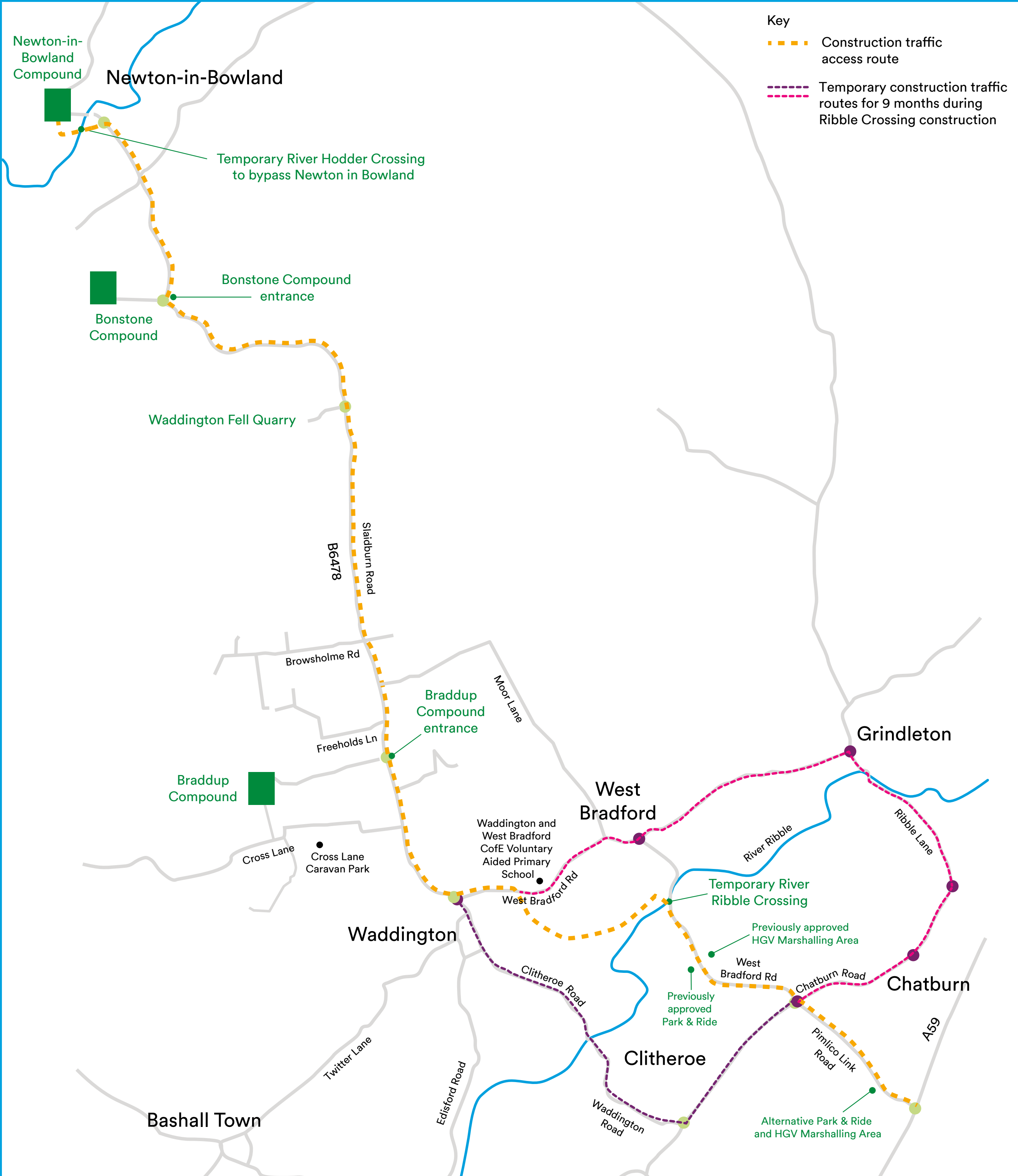
As part of the traffic management plans to reduce vehicle movements we had proposed a Heavy Goods Vehicle (HGV) Marshalling Area to the east of West Bradford Road at Ribblesdale Cement Works and a staff Park and Ride to the west opposite the cement works. Unfortunately, the land is no longer available for the duration of the works and an alternative location is required.



10/24/SD/10511-1

Site location plans

Traffic routes and numbers unchanged from the approved planning permission.



10/24/SD/10511-2

Alternative Temporary Park and Ride and Heavy Goods Vehicle (HGV) Marshalling Area

An alternative temporary park and ride and HGV Marshalling Area would be constructed off Pimlico Link Road.

The HGV Marshalling Area would allow the control of HARP traffic leaving the A59 prior to travelling to the narrower local road network. Groups of HGV vehicles would be managed and coordinated between the HGV Marshalling Area and the compound locations and vice versa.

The Park and Ride would see construction staff arriving at the site in their personal vehicles before travelling to site on a minibus to minimise the number of vehicle movements between the park and ride and the compounds.

Localised highway works would be required on Pimlico Link Road in proximity to the entrance to the site, further design and consultation is required with Lancashire County Council Highways but would likely include vegetation thinning and lighting of the access junction. A temporary public right of way closure and localised diversion would be required at the site access.



10/24/SD/10511-3

How would this affect you?



Working hours

During main construction, the following operational hours would apply.

Activity	Hours
Park and ride construction working hours	Monday to Friday - 7am – 7pm Saturday - 7am – 1pm Sunday & BH – No activity
Security on site	24 hours
HGV movements	Monday to Friday - 7am – 7pm* Saturday - 7am – 1pm Sunday & BH – No activity
Staff travelling to and from park and ride site	Monday-Saturday 6am-8am 6pm-8pm

**HGV marshalling is paused during peak school travel time restrictions set out in planning conditions.*



Lighting

The site will be lit from dusk till dawn every day for operational safety reasons. Where possible lighting will be angled away from sensitive features.



Traffic

No change to numbers of traffic movements from the original HARP planning applications. Staff vehicles would come off the traffic route earlier reducing the number of vehicle movements past the new alternative site. HGVs would also be controlled earlier on the traffic route travelling to site in groups.



Temporary access and highway alterations

During construction and operation, access would be taken off Pimlico Link Road and localised highway alteration works would be undertaken to improve visibility of the access. A public right of way would be temporarily closed and locally diverted to improve safety. Further design is ongoing and to be agreed with Lancashire County Council Highways.



Duration

The Park and Ride and HGV Marshalling Area would be a temporary site to be used for approximately 7 years for the duration of the HARP works on the Bowland and Marl Hill Sections. Following the HARP works the site would be reinstated.

10/24/SD/10511-4

HARP – What happens next?

- A new planning application is required for the Alternative Temporary Park and Ride and Heavy Goods Vehicle (HGV) Marshalling Area and we are aiming to submit the planning application in early 2025.
- Once our Contractor is appointed in Spring 2025, we will provide further information regarding the construction programme and the construction team.
- We anticipate earliest start on site to be late 2025 – in addition to construction of the Park and Ride and HGV Marshalling Area, early works to the wider construction programme could include highway improvement works, creation of the Ribble and Hodder bridge crossings, and the creation of site accesses.
- See our website www.harpinformation.co.uk for more details on the HARP proposals and further opportunity to provide feedback on the Alternative Temporary Park and Ride and Heavy Goods Vehicle (HGV) Marshalling Area proposals.



Still have a question?

You can call us on **0345 672 3723** quoting project number 80061155.
We'll be happy to help.

If you want to find out more about the wider Haweswater Aqueduct Resilience Programme please visit the website by scanning the QR code below



10/24/SD/10511-5

Appendix A2 – Letters to local residents

Project No. 80061155

21 October 2024

Hello,

Haweswater Aqueduct Resilience Programme (HARP)

Public drop-in session for alternative temporary Park and Ride and HGV marshalling area – off Pimlico Link Road

You may be aware of our plans to replace sections of the Haweswater Aqueduct which transports drinking water from Cumbria, through Lancashire and into Greater Manchester, supplying communities along the route.

You can find out more by visiting our website at www.harpinformation.co.uk

In 2021 we submitted planning applications for the Bowland and Marl Hill Sections. These have now been approved.

As part of the traffic management plans to reduce vehicle movements we had proposed a Park and Ride and Heavy Goods Vehicle (HGV) Marshalling Area at Ribblesdale Cement Works. This land is no longer available for the duration of the works and an alternative location is required.

We are therefore proposing to construct an alternative temporary Park and Ride and HGV marshalling area off Pimlico Link Road to minimise traffic in the surrounding areas. This would be for the use of vehicles associated with our HARP construction works in the Ribble Valley area only.

We would like to invite you to come and find out more about our plans for the Park and Ride and HGV marshalling area, and speak to members of the team at a public drop-in event.

Details of our public drop-in

- **Venue:** Lancashire Federation of Young Farmers Club, Ribblesdale Centre, Lincoln Way, Clitheroe, BB7 1QD (Next to Clitheroe Auction Mart). what3words.com/premises.stems.ripen
- **Date:** Thursday 7 November 2024.
- **Time:** From 3:00pm until 7:00pm our team will be available - pop in and see us.

Keeping in touch with us

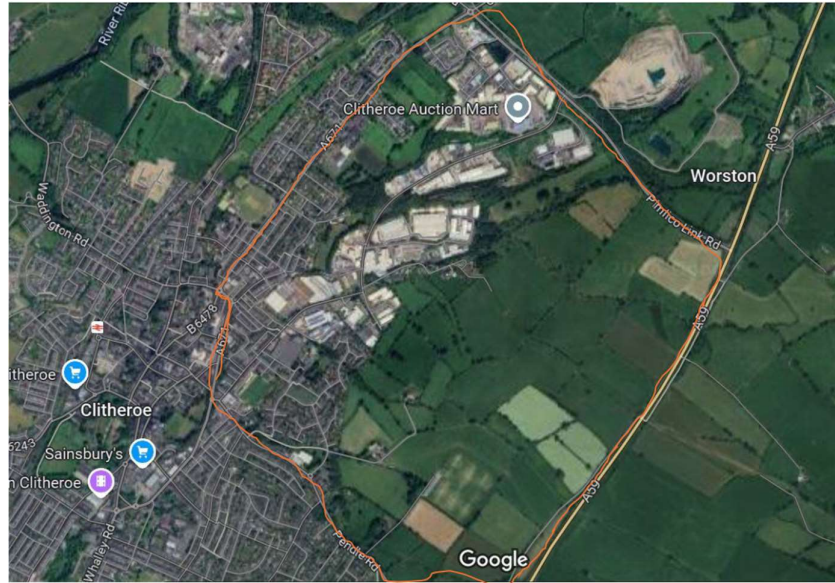
We hope you can come to see us at the drop-in session, but if you can't make it you can also view our proposals on our website and provide feedback at www.harpinformation.co.uk. If you have any further queries, please give us a call on 0345 672 3723 quoting project reference 80061155. If you prefer you can also contact us via our social media channels, and we'll be happy to help.

Thank you,

Customer Services

Appendix A3 – Local residents letter distribution areas

Area 1



Area 2



Area 3



Appendix A4 – Poster for the public drop-in event



Water for the North West

Haweswater Aqueduct Resilience Programme (HARP) Update

Alternative Temporary Park and Ride and Heavy Goods Vehicle (HGV) Marshalling Area drop-in session

Alternative Temporary Park and Ride and HGV Marshalling Area – drop in session

For the Bowland and Marl Hill tunnel sections an alternative park and ride and HGV marshalling area is required off Pimlico Link Road as the previously approved facility at Ribblesdale Cement Works is no longer available for the duration of the works.

We're holding a drop-in session so you can come and see the plans and speak to members of the project team.

Thursday 7 November

Lancashire Federation of Young Farmer's Club,
Ribblesdale Centre, Lincoln Way, Clitheroe, BB7 1QD
Opposite the Auction Mart
[What3Words///premises.stems.ripen](https://www.what3words.com/premises.stems.ripen)

From 3:00pm until 7:00pm – come and see us!

We're here to help

You can also view the original HARP proposals and view and provide feedback on the alternative park and ride and HGV marshalling area proposals by visiting www.harpinformation.co.uk or you can always call us on 0345 672 3723 quoting project number 80061155. We'll be happy to help.

Appendix A5 - Public Drop-in event feedback form.

Feedback form

Thank you for attending our event today. We hope you've found it interesting and have all the information you need about our project.

Could you spare a few moments?

We are keen to find out more about your thoughts on today's exhibition.

How did you hear about today's event?

- ☐ Local newspaper ☐ Letter or leaflet ☐ Email or text ☐ Website ☐ United Utilities Social media advert
☐ Other (please state)

In terms of the information provided, how would you rate today's exhibition?

- | | | | | |
|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| 1 | 2 | 3 | 4 | 5 |
| Not at all helpful | Fairly helpful | Helpful | Very helpful | Extremely helpful |
| ☐ | ☐ | ☐ | ☐ | ☐ |

Please tell us what additional information you would liked to have seen here today.

Were our team able to answer all your queries?

☐ Yes ☐ No

Do you have any comments or further queries?

If you would like us to get in touch about your comments/query, please provide your contact details and indicate if you would prefer to be contacted by phone or email.

Any information will be processed in line with our privacy policy which can be viewed at unitedutilities.com/privacy

Name	
Address	
Email	
Telephone	

Thank you for your feedback. We'll continue to provide further updates as our plans or project work progress. Please hand this form to a member of the project team.