

HARP
80061155

DOCUMENT NO.
80061155-STB-ZZZZZ-NA-PL-
T-00005

**HAWESWATER AQUEDUCT
RESILIENCE PROGRAMME
(HARP): RIBBLE VALLEY -
CUSTOMER AND
STAKEHOLDER LOCAL
ENGAGEMENT PLAN**

STRABAG UK LIMITED

Revision	Date of issue	Prepared by	Checked by	Approved by	Changes
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1. INTRODUCTION AND PURPOSE

The Haweswater Aqueduct Resilience Programme will replace six sections of tunnel running from Cumbria to Greater Manchester. The Programme will ensure that the aqueduct remains resilient for over 100 years. Transporting 570 million litres of water daily to 2.5 million customers across Cumbria, Lancashire and Greater Manchester. This Ribble Valley Customer and Stakeholder Local Engagement Plan sets out how STRABAG will engage with customers, communities, elected representatives, local authorities, statutory bodies and local interest groups affected by the HARP programme of works in Ribble Valley. Ensuring that communities and stakeholders are kept up to date on the programme of works, impacts are minimised and complaints and enquiries are handled efficiently and transparently

The plan has been prepared to support the discharge and ongoing implementation of relevant planning conditions, Section 106 Agreement obligations and highways commitments associated with the Bowland and Marl Hill tunnel replacement sections in Ribble Valley. It explains what engagement will take place, who will be involved, how feedback will be captured, and how complaints will be managed and escalated. This plan will be updated annually or to reflect any significant changes to programme or community impacts, to ensure it remains reflective of the construction programme and the needs of the community. Further updates will be carried out by STRABAG's Community Liaison Officer and shared with the Local Planning Authority.

This document should be read alongside the approved planning permissions, together with documentation subsequently submitted to discharge their conditions including, Section 106 agreements, Construction Traffic Management Plans, the Construction Phasing Plan, and Construction Environmental Management Plan.

Planning permissions 3/2021/0660 and 3/2021/0661, granted by Ribble Valley Borough Council each contain the following condition:

“Prior to the commencement of any of the enabling works a Stakeholder and Customer Communications Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall include clear objectives and processes on how the work will be delivered to mitigate impacts of the development to the communities. The Plan shall be kept continually under review during the lifetime of the development to ensure it is reactive to matters affecting the communities at that time. Communications thereafter shall be coordinated by the community liaison officer in accordance with the approved plan.

REASON: The development hereby approved will impact on the local communities and clear communication is needed throughout all aspects of the development”

2. RIBBLE VALLEY LOCAL CONTEXT

The Ribble Valley works relate to the Bowland and Marl Hill tunnel replacement sections of the HARP programme of works. The area includes rural villages, agricultural land, the Forest of Bowland National Landscape, river corridors, public rights of way, local businesses, tourism destinations and sensitive ecological and landscape receptors.

The key Ribble Valley locations covered by this plan are listed broadly north to south:

- Newton in Bowland Compound - Bowland Section launch site
- River Hodder temporary crossing and associated works
- Bonstone Compound - Marl Hill Section reception site
- Braddup Compound - Marl Hill Section launch site
- River Ribble temporary crossing and associated works
- Park and Ride / HGV marshalling facility on land off Pimlico Link Road (it should be noted that this site falls outside of the above referenced planning permissions, and thus associated content within this plan is provided for information only)
- Offsite highways works
- Approved construction traffic routes and affected communities in Ribble Valley.

2.1. NEWTON IN BOWLAND COMPOUND - BOWLAND SECTION LAUNCH SITE

The Newton in Bowland Compound is the tunnel launch site for the Bowland tunnel replacement section. Engagement in this area will focus on the construction programme, compound establishment, impact mitigation measures, working hours, traffic movements, environmental mitigation, public rights of way, restoration and local access.

2.2. RIVER HODDER TEMPORARY CROSSING

The River Hodder temporary crossing is required to support safe and efficient construction access and to reduce reliance on narrow local roads where practicable. Engagement will explain why the crossing is required, when works are expected, working hours, what environmental controls are in place, restoration and how river users, fishing interests, walkers, landowners and nearby communities will be kept informed.

2.3. BONSTONE COMPOUND - MARL HILL SECTION RECEPTION SITE

The Bonstone Compound is the tunnel reception site for the Marl Hill tunnel replacement section. Engagement will focus on local access, construction activity, working hours, environmental mitigation, public rights of way, restoration, traffic movements and the relationship with the wider Marl Hill works.

2.4. BRADDUP COMPOUND - MARL HILL SECTION LAUNCH SITE

The Braddup Compound is the tunnel launch site for the Marl Hill Section, located north west of Waddington. Engagement will explain the phasing of compound establishment, construction activity, local access arrangements, working hours, traffic management, environmental protection, public rights of way, and restoration.

2.5. RIVER RIBBLE TEMPORARY CROSSING

The River Ribble temporary crossing is required to support construction access and movement of materials. Engagement will explain pre crossing and post crossing traffic arrangements, likely duration of use, environmental controls, public rights of way arrangements, working hours, restoration and the intended benefits of reducing pressure on existing local routes.

2.6. PARK AND RIDE / HGV MARSHALLING FACILITY

A park and ride and HGV marshalling facility is proposed on land off Pimlico Link Road. It will support the coordination of HGV movements and provide staff parking with onward shuttle transport to relevant compounds. The facility must be available in advance of main construction activities that depend on it. Engagement will cover the timing of works, access, working hours, wheel washing, traffic management, restoration, lighting, noise, screening and operational arrangements.

2.7. OFFSITE HIGHWAYS WORKS AND CONSTRUCTION TRAFFIC ROUTES

There are several highway improvement schemes in the Ribble Valley area ahead of main construction works starting. These road improvements will help to reduce the impact of construction traffic on the approved Construction Traffic Routes (CTRs) during main construction. Ahead of starting any highways improvement scheme we will ensure that we engage with local communities, restoration stakeholders and road users to make sure they are aware of the works that are taking place, the duration, working hours and any traffic management.

3. PLANNING, S106 AND HIGHWAYS ENGAGEMENT REQUIREMENTS

The Ribble Valley works are performed to the requirement of a number of planning permissions, Section 106 agreements, Section 59 highways agreement, a Section 278 highways agreement and associated construction management documents. Engagement will be aligned with these obligations.

3.1. ASPECTS TO BE REFLECTED WITHIN THE HARP APPROACH TO ENGAGEMENT

- Community Liaison Group arrangements- referred as the Community Engagement Group in planning.
- Local Authority Partnership Forum arrangements, including the combined approach to highways stakeholder engagement agreed with Ribble Valley Borough Council and Lancashire County Council

- Parish council meeting attendance and regular local updates
- Construction Traffic Management Plan commitments, including communication of construction traffic routes, restrictions, HGV movements, road condition concerns and temporary traffic management
- Section 278 highways agreement requirements, including the process for recording and managing highways related customer concerns
- Public rights of way communications, including routes kept open, diverted, temporarily closed or reinstated
- Environmental mitigation, landscape management, biodiversity net gain, watercourse protection and monitoring
- Working hours, construction impacts and advance notification of potentially disruptive activities
- Community facilities contributions and local legacy opportunities.

3.2. HOW REQUIREMENTS WILL BE EVIDENCED

- Meeting agendas, minutes and action logs for the Community Liaison Group, and Local Authority Partnership Forum
- A stakeholder and customer contact log, including enquiries, complaints, actions, owners and close out dates
- A highways concern log maintained in line with the Section 278 agreement.
- Copies of letters, newsletters, email bulletins, website updates, signage content and exhibition materials
- A forward engagement lookahead aligned to the Phasing Plan and construction programme
- Feedback updates summarising themes raised by communities, elected members, parish councils, businesses and statutory bodies.

4. ENGAGEMENT FRAMEWORK AND GOVERNANCE

Engagement will be proactive, phased, locally specific and responsive. It will be structured around four commitments: clear information, working with communities, seeking views and feedback, and addressing enquiries and concerns. Specific key engagement timing will be determined by the engagement trigger plan detailed below. Stakeholders and residents will be mapped based on level of impact and proximity to the works with a wider radius used for more impactful pieces of work including highways works.

4.1. ENGAGEMENT TRIGGER PLAN

The Engagement Trigger Plan defines the specific construction activities that require enhanced, proactive stakeholder and customer engagement due to their potential impact on local

communities, transport networks, businesses, and sensitive receptors. These triggers ensure STRABAG provides timely, transparent, and targeted communications.

For each trigger event, STRABAG will implement structured engagement measures including advance notification, stakeholder briefings, targeted communications, and ongoing liaison to minimise disruption and maintain stakeholder confidence.

4.1.1. START OF WORKS AND MOBILISATION OF WORKS

The mobilisation of works may introduce changes to land use, vehicle movements, noise levels, and site access arrangements. Where compound mobilisation and highway works occur during the same time period, we will combine our engagement activities to provide information about both. However, if these activities take place at different times, we will share as much information as possible about the upcoming phase of work in advance and conduct separate engagement closer to the start of each activity to provide full details.

Prior to mobilisation, STRABAG will issue advance notifications to affected residents, businesses, landowners, and stakeholders explaining the purpose of the compound, duration of use, operating hours, and expected activities. Engagement will include direct communication with local authorities, ward members, parish members and key stakeholders, as well as clear site signage displaying contact information. Where Compounds or traffic routes are located near sensitive receptors such as residential areas, schools, or businesses, STRABAG will undertake targeted engagement and implement mitigation measures to minimise disruption.

4.1.2. TRAFFIC MANAGEMENT CHANGES

Traffic management measures, lane restrictions, and changes to access arrangements, may affect local communities, businesses, public transport, and emergency services. STRABAG will engage early with highways authorities, emergency services, and transport operators to agree traffic management arrangements. Advance notification will be provided to affected stakeholders, including residents and businesses along affected routes, explaining the nature, duration, and purpose of traffic management measures. Clear Signage, digital communications, and stakeholder briefings will be used to ensure road users and local communities are informed. Where required, STRABAG will maintain ongoing liaison with highways authorities to monitor impacts and implement mitigation measures.

4.1.3. TBM LAUNCH AND RECEPTION ACTIVITIES

Tunnel Boring Machine (TBM) launch and reception activities represent key programme milestones and involve increased site activity, delivery of large plant components, and specialist construction operations. STRABAG will provide advance notification to stakeholders regarding these activities, including expected timing, duration, and potential impacts such as increased vehicle movements or extended working hours. Engagement will include coordination with local authorities, regulators, and affected stakeholders. These activities will also be communicated as positive programme milestones, reinforcing the strategic importance of the tunnel replacement works and programme progress.

4.1.4. NIGHT TIME WORKING PERIODS

Night time working will be required to safely undertake certain construction activities or to minimise impacts on daytime traffic and operational infrastructure. Where night time working is necessary, STRABAG will provide advance notification to affected stakeholders explaining the reasons for night working, duration, and mitigation measures being implemented to minimise disturbance. Engagement will include targeted communication with nearby residents and sensitive receptors, and monitoring will be undertaken to ensure compliance with agreed working hours and environmental requirements.

4.1.5. TEMPORARY WORKS AFFECTING WATERWAYS OR PUBLIC RIGHTS OF WAY (PROW)

Temporary works such as haul roads, temporary bridges, or access arrangements affecting waterways or Public Rights of Way may impact recreational users, landowners, and local communities. STRABAG will engage with relevant stakeholders, including local authorities, landowners, and user groups, to communicate planned works, temporary restrictions, and alternative access arrangements. Advance notification and clear signage will be provided to ensure safe and continued access wherever possible. Mitigation measures will be implemented to minimise disruption and ensure safe passage for pedestrians, cyclists, and other users.

4.1.6. COMMUNITY ASSET IMPACTS (SPORTS FACILITIES, SCHOOLS, AND COMMUNITY EVENTS)

Construction activities may affect community assets such as sports facilities, schools, community centres, and local events. STRABAG will undertake targeted engagement with facility operators, schools, and community representatives to coordinate works and minimise disruption. This may include adjusting working methods, scheduling activities around key events where practicable, and providing advance notification of any impacts. STRABAG will ensure community impacts are appropriately mitigated.

4.1.7. REINSTATEMENT AND DEMOBILISATION

Reinstatement and demobilisation activities mark the completion of construction works and the restoration of affected land, roads, and access arrangements. STRABAG will communicate demobilisation activities and reinstatement works to stakeholders, providing clarity on timelines and restoration measures. Stakeholders will be informed when compounds are removed, and access is fully restored. Completion communications will also highlight programme achievements, infrastructure improvements, and community benefits delivered through the works.

4.2. ENGAGEMENT DELIVERY FOR TRIGGER EVENTS

For each engagement trigger event, STRABAG will implement appropriate engagement measures including:

- Advance written notification to affected stakeholders
- Targeted engagement with directly affected residents, businesses, and landowners
- Stakeholder briefings and meetings where required
- Digital communications and website updates
- Site signage and contact information
- Monitoring of stakeholder feedback and complaints
- This structured trigger based engagement approach ensures stakeholders are informed in advance of high impact activities, supports compliance with customer service requirements, and minimises disruption throughout the tunnel replacement programme.

4.3. ENGAGEMENT TEAM STRUCTURE

STRABAG will implement the following structure to support engagement within the Ribble Valley

- Senior Communications and Engagement Manager – Senior manager to plan and structure engagement and communications, this is a HARP wide role.
- Community Liaison Officer – a dedicated stakeholder officer to carry out engagement activities within the Ribble Valley.
- Communications Officer – a HARP wide role to support the Community Liaison Officer to produce wider communications messages and materials.

The STRABAG team will also work closely with United Utilities' Customer, Stakeholder and Communications team to ensure that engagement is coordinated and tailored for community needs.

4.4. PROVIDING CLEAR INFORMATION

Stakeholders, residents and businesses will receive timely, accurate and accessible information about upcoming works, likely impacts and mitigation measures through a range of mediums including

- Direct mail newsletters and addressed stakeholder letters – used to communicate to those in the most impacted areas ahead of works starting, updating on progress of works or communication of changes to work.
- Door knocking before potential trigger events.

- Site signage, advance warning signs and hoardings
- Website updates and social media posts linked to construction milestones
- Local press and parish newsletter content
- Email bulletins to Community Liaison Group members, councillors and parish councils
- Public exhibitions and roadshows where works are likely to generate significant interest or concern

4.5. WORKING WITH COMMUNITIES

The programme team will maintain open and constructive relationships with local stakeholders and community representatives, using existing local knowledge to shape engagement.

- Community Liaison Group meetings – Quarterly or as required.
- Local Authority Partnership Forum meetings – Meet at least every two months following the first meeting or as otherwise agreed with the group.
- Parish council updates – Quarterly or as required to update on works
- School engagement and safety assemblies / Safety assemblies would take place with schools identified closest to works sites or traffic routes as soon as possible when works start.
- Site visits and briefings for elected representatives to celebrate key milestones.
- Social value and volunteering activities aligned to local priorities – ad hoc as opportunities are identified based on community need and programme demands. A programme of activities will be developed.

4.6. SEEKING VIEWS AND FEEDBACK

Feedback will be gathered before and during relevant phases so that local insight can inform engagement, mitigation and construction planning where reasonably practicable.

- Targeted engagement on traffic management and public rights of way arrangements aligned with work, location and impacts. This will include activities such as hosting events to gather feedback and door knocking.
- Customer and stakeholder surveys during and after key activities These will be collected through door knocking, online forms and direct mail.
- Feedback forms at exhibitions and roadshows to detail how useful the event was and how future events could be improved.
- One to one meeting with farmers, landowners and directly affected businesses whose land we need to use or access.
- Regular engagement with environmental, fishing, cycling, walking and tourism groups.

4.7. ADDRESSING ENQUIRIES AND CONCERNS

Enquiries and complaints will be logged, triaged, assigned and closed out through agreed service levels and escalation routes.

- United Utilities Integrated Control Centre (ICC) will be the published point of contact. Residents will be able to direct questions, queries or complaints to the team by telephoning 0345 672 3723, quoting project reference 80061155. All contacts will then be forwarded to the programme's Engagement team.
- Named Community Liaison Officer will be the point of contact for stakeholders
- The programme engagement team will use a shared inbox to ensure customer contacts are not missed when they are sent through and any follow up contacts from customers can be fully tracked and logged with ICC.
- Escalated complaints will be reviewed by United Utilities. Any highways concerns received will be logged and shared with the Lancashire County Council as aligned with the Section 278 agreement

4.8. DRUMBEAT ENGAGEMENT

Forum / route	Purpose	Core participants	Output
Community Liaison Group (CLG) – Coordinated by Cascade Infrastructure, quarterly meetings mixture of online and in person meetings.	Local forum for affected communities to raise questions, understand upcoming works and provide feedback.	Parish councils, local residents, businesses, interest groups, project team, local authority officers as appropriate, United Utilities, Cascade and STRABAG.	Meeting notes, action log, local issues register and communications lookahead.
Local Authority Partnership Forum (LAPF) – Meet at least once every two months from the first meeting or as otherwise agreed with the group.	Coordinated forum for local authority, highways and project interfaces, including the combined Highways Stakeholder Group agreed with RVBC and LCC.	Ribble Valley Borough Council, Lancashire County Council, United Utilities, Cascade and STRABAG.	Planning, highways and engagement actions; concern log review; programme coordination.
Parish council attendance – These meetings are typically arranged as required, usually held in person, and organized by the Parish Council. Attendance is coordinated and agreed upon in advance.	Regular attendance or written updates to keep parish councils informed.	Relevant parish councils and project representatives.	Local updates, questions and actions.

5. PHASING AND PROGRAMME APPROACH

The programme will distinguish between enabling works, highway works, temporary river crossings, compound establishment, tunnelling preparation, main construction, operation of temporary facilities, removal and reinstatement. This distinction will be reflected in public-facing materials to avoid confusion.

Phase	Indicative focus	Engagement requirement
Planning and preparation	Confirm phasing, materials, stakeholders, venues, exhibition content and contact routes.	Prepare materials early enough for review and issue invitations in advance.
Enabling and highways works	Early access, surveys, utilities, temporary works, construction of crossings and traffic management.	Neighbour briefings, parish updates, CLG updates, direct letters, advance notice, route information, PRow information, landowner liaison and highways concern process.
Compound establishment	Site setup, access, lighting, noise screening, staff parking, HGV marshalling and environmental controls.	Neighbour briefings, parish updates, CLG updates, direct letters, advance notice, route information, PRow information, landowner liaison and highways concern process.
Main construction	Tunnelling, material movements, compound operations and environmental monitoring.	Regular lookahead updates, issue tracking, survey feedback and meeting cadence.
Removal and reinstatement	Removal of temporary works, restoration and demobilisation.	Restoration updates, close-out engagement and legacy reporting.

6. CONSTRUCTION TRAFFIC ROUTES AND HIGHWAY WORKS

It is recognised that due to the rural nature of the road network, construction traffic routes and road works are among the most sensitive aspects of the Ribble Valley works. Engagement will explain approved routes.

- The difference between arrangements before and after the River Ribble and Hodder temporary crossing is available, HGV management, road safety, road condition monitoring and how concerns will be raised and resolved.
- Use the latest approved Section 278 and Construction Traffic Management Plan (CTMP) construction traffic routings and management processes. Construction traffic routes will be detailed within the Construction Traffic Management Plans to be submitted to the Local Planning Authority for their approval.

- Provide separate route information for pre-Ribble and Hodder crossing and post Ribble and Hodder crossing arrangements, including expected duration of each arrangement.
- Explain where temporary crossings, marshalling facilities and shuttle transport reduce pressure on rural roads.
- Ensure that it is explicitly stated where different speed limits apply within compounds, on haul roads, or on public highway routes. This is to avoid any ambiguity or misinterpretation. Use advance signage, route maps, parish updates, targeted letters and digital updates for affected communities, businesses and road users.
- Coordinate highways concerns through the agreed Lancashire County Council concern log and the LAPF.
- Highway improvements along the B6478 between Waddington and Newton-in-Bowland to facilitate access to:
 - Bonstone Reception Site
 - Braddup Launch Site
 - Newton-in-Bowland Launch Site

The B6478 runs north from Waddington, providing access to Braddup to the northwest, then continues northeast toward Bonstone, before reaching Newton-in-Bowland further to the north.

7. STAKEHOLDER MAPPING AND ENGAGEMENT APPROACH

We will maintain a stakeholder map which will remain live and will be reviewed before each phase of construction. The table below provides the core Ribble Valley stakeholder categories and the proposed approach.

Stakeholder group	Key interest / concern	Primary engagement channels	Action / mitigation approach
Residents in Newton in Bowland, Waddington, West Bradford, Grindleton, Chatburn, Clitheroe and affected rural communities	Traffic, noise, working hours, access, lighting, local disruption and clarity of programme.	Letters, newsletters, CLG updates, parish updates, door knocking, site neighbour briefings, website updates, Community Liaison Officer.	Provide phase-specific lookaheads, advance notice of potentially disruptive works, clear complaint routes and mitigation updates.
Community Liaison Officer	Building trust and relationships, understanding community needs, promoting	Public meeting and forums, focus groups, local media, community	Early identification, open communication, stakeholder involvement, collaboration, conflict

	inclusivity encouraging participation, monitoring and evaluating impact, advocating for the community, balancing organisational goals with community interests	representatives or ambassadors	resolution, adaptability, education and awareness, monitoring and feedback, implementation of solutions, follow-up.
Farmers and landowners	Access to land, livestock safety, soil protection, drainage, fencing, accommodation works and land reinstatement.	Named land access contacts, Community Liaison Officer, Dalcour Maclaren land agents, one-to-one meetings, written agreements and statutory notices.	Maintain direct liaison, agree access arrangements, explain works timing and escalate issues promptly.
Parish councils and local elected representatives	Programme, highways, community concerns, public information and escalation routes.	Parish meetings CLG, written briefings and issue logs.	Provide consistent briefing notes, actions and responses to community issues.
Ribble Valley Borough Council and Lancashire County Council	Planning conditions, S106 commitments, highways, PRow, environmental controls and public communications.	LAPF, technical meetings, planning submissions, highways concern log and formal correspondence.	Align engagement with planning and highways requirements and maintain auditable records.
Environmental, river and fishing groups	Watercourse protection, river access, ecology, protected species and monitoring.	Briefings, site walkovers, CLG attendance, technical updates and incident communication routes.	Share environmental controls, monitoring approach and points of contact.
Walking, cycling and access groups	PRow changes, route safety, signage, cycling impacts and active travel routes.	PRow notices, maps, CLG, targeted briefings and on-site signage.	Provide clear route information and advance notice of closures or diversions.
Local businesses, tourism and hospitality	Access, customer confidence, route disruption, business continuity and local economic impact.	Business briefings, letters, newsletters, exhibitions, local media and direct contact.	Provide business-as-usual messaging where appropriate and escalate significant concerns.
Schools and young people	Road safety, construction awareness and local disruption.	School briefings, safety assemblies, letters to parents where appropriate and parish channels.	Coordinate communications before works affecting school travel patterns.

Emergency services	Access, temporary traffic management and emergency route resilience.	Direct briefings, advance notification, LAPF/highways routes and emergency contact information.	Provide lookahead of works, restrictions and emergency contact routes.
Community groups and digital/community networks	Understanding of works, opportunities for two-way feedback and local channels.	CLG, local newsletters, parish channels, social media and third-party channels.	Use locally trusted channels and seek parish advice on best reach.

8. CONSTRUCTION PHASE PLAN

1. Highway Improvement Works, River Ribble Crossing and Haul Road

Construction Sub-Phase	Works ¹
Phase 0 - Pre-enabling works Anticipated start of works - Q3 2026	• Vegetation Clearance • Archaeological investigations
Phase 1 – Enabling and site establishment works Anticipated start of works – Q4 2026	• Highways Improvement Works (including site accesses and the defined off-site highways works which are to be delivered under s278 agreements to be agreed with the Highways Authority) • Establish temporary site access(es) • Topsoil removal • Construction of temporary site access haul road • Export / Import of fill material, compaction and asphalt works • Installation of temporary bridge crossing over the River Ribble • Construction of temporary drainage to manage surface water • Erection of temporary fencing (e.g., heras, livestock fencing, hoarding) • Installation of temporary security related infrastructure (barriers, ANPR systems, CCTV etc) • Construction of temporary internal site roads • Installation of site welfare offices and utility connections • Establish site workshops • Establish temporary site drainage systems for water management • Installation of tree/vegetation protection measures • Public Rights of Way Diversions
Phase 2 - Commencement of substantive excavation works	<i>Not applicable for Ribble Crossing.</i>
Phase 3 – Tunnelling Works	<i>Not applicable for Ribble Crossing.</i>
Phase 4 - Connection Works	<i>Not applicable for Ribble Crossing.</i>

Phase 5 – Site reinstatement Anticipated start of works – Q3 2032	• Surface permanent works (e.g. boundary treatment) • Site re-landscaping works • Reinstatement of the temporary road modification works • Construction site equipment and facilities demobilisation • Topsoil replacement • Vegetation plantation for reinstating
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¹ Please note that the dates are subject to change, especially in the later stages. The dates of the activities are indicative and may be subject to change

Any necessary updates will be made by resubmitting the phasing plans.

2. Highways Works, Hodder Crossing and Haul Road

Construction Sub-Phase	Works¹
Phase 0 - Pre-enabling works (prior to the commencement of development) Anticipated start of works - Q3 2026	• Vegetation Clearance
Phase 1 – Enabling and site establishment works Anticipated start of works – Q4 2026	• Highways Improvement Works (including the site accesses and the defined off-site highways works which are to be delivered under s278 agreements to be agreed with Highways Authority) • Establish temporary site access(es) • Constructing temporary site access haul road • Topsoil removal • Export / Import of fill material, compaction and asphalt works • Installation of temporary bridge crossing over the River Hodder • Construction of temporary drainage to manage surface water • Erection of temporary fencing (e.g. heras, livestock fencing, hoarding) • Installation of temporary security related infrastructure (barriers, ANPR systems, CCTV etc) • Construction of temporary internal site roads

	• Installation of site welfare offices and utility connections • Establish site workshops • Construction of canopy muck bay area • Establish temporary site drainage systems • Installation of tree/vegetation protection measures • Public Rights of Way diversions
Phase 2 – Commencement of substantive excavation works	<i>Not applicable for Hodder Crossing</i>
Phase 3 – Tunnelling Works	<i>Not applicable for Hodder Crossing</i>
Phase 4 - Connection Works	<i>Not applicable for Hodder Crossing</i>
Phase 5 – Site reinstatement Anticipated start of works – Q2 2034	• Surface permanent works (e.g. boundary treatment) • Site re-landscaping works • Reinstatement of the temporary road modification works • Construction site equipment and facilities demobilisation • Topsoil replacement • Vegetation plantation for reinstating

¹ The works listed are not exhaustive.

Note that the dates are subject to change, especially in the later stages. Any necessary updates will be made by resubmitting the phasing plans.

Please note that the dates of the activities are indicative and may be subject to change. The construction phasing plan for the Alternative park and ride will be developed in due course alongside the Local Planning Authority

3. Main Construction Compound¹

Phase	Anticipated start of works
Bonstone Compound	Phase 0 Q4 2026 - Pre-enabling works (prior to the commencement of development) Phase 1 Q1 2028 - Enabling and site establishment works Phase 2 Q1 2028 - Commencement of substantive excavation works

	Phase 3 Q2 2028 - Tunnelling Works Phase 4 Q2 2030 - Connection Works Phase 5 Q1 2031 - Site reinstatement
Braddup Compound	Phase 0 Q4 2026 - Pre-enabling works (prior to the commencement of development) Phase 1 Q4 2029 - - Enabling and site establishment works Phase 2 Q4 2029 - Commencement of substantive excavation works Phase 3 Q4 2029 - Tunnelling Works Phase 4 Q2 2030 - Connection Works Phase 5 Q2 2030 - Site reinstatement

Phase	Anticipated start of works
Newton in Bowland Compound	Phase 0 Q4 2026 - Pre-enabling works (prior to the commencement of development) Phase 1 Q2 2027 - - Enabling and site establishment works Phase 2 Q2 2027 - Commencement of substantive excavation works Phase 3 Q1 2028 - Tunnelling Works Phase 4 Q1 2028 - Connection Works Phase 5 Q2 2033 - Site reinstatement

¹Further additional details, including the works within each construction phase, will be submitted to the local planning authority when this information is developed prior to commencement of works at each main construction compound.

Should there be any substantive updates to compounds required, an updated phasing plan will be submitted to the LPA prior to commencement of works at each main construction compound.

9. FORWARD ENGAGEMENT LOOKAHEAD

A lookahead of key engagement activity for the programme.

Timing	Activity	Purpose	Key message / output
August - September 2026, subject to confirmation	MP and elected member briefing letters	Provide early programme update and explain governance forums.	Contractor on board, surveys and preparation progressing, key dates to be confirmed, CLG being established and offer of briefing meeting.
May - September 2026	Local councillor and parish council updates	Invite participation and explain how local issues will be managed.	Introduce CLG and confirm how feedback will be logged.
July- August 2026	CLG invitations and first meetings	Establish engagement forums and agree cadence.	Terms of Reference circulated with invitations; action log opened.
Autumn 2026	Public exhibitions / targeted briefings on river crossings and highways improvements.	Explain works, phasing, traffic arrangements and environmental controls.	Clear distinction between enabling works, crossings and main construction.
Autumn 2026	Newton in Bowland Compound establishment public exhibitions	Explain approved routes and how concerns will be recorded.	Route maps, lookahead updates, signage plan and concern log route.
Summer - Autumn 2026	Establish farmer and landowner one to one meetings	Confirm access, accommodation and works information.	Named contacts and regular check-ins.
Autumn 2026	Park and Ride / HGV marshalling engagement	Explain timing, purpose, access, lighting, noise and traffic management.	Facility must be in place before dependent main construction activity.
Autumn -Ongoing throughout programme	Neighbour, business and community notifications before works	Provide advance notice before relevant construction phases.	Door knocking, letters, newsletters and digital updates.
Ongoing throughout programme	Parish council attendance and CLG/LAPF updates	Maintain transparent dialogue and issue resolution.	Programme lookahead, mitigation updates, feedback and actions.
From 2032 ¹	Public exhibitions, letters, newsletters, briefings about site reinstatement works	Provide update on the plans for site reinstatement works	Information about what we are doing, how long it will

		across for River Ribble crossing	last, what to expect and any mitigations.
Winter 2033	Public exhibitions, letters, newsletters, briefings about site reinstatement works	Provide update on the plans for site reinstatement works across for River Hodder crossing	Information about what we are doing, how long it will last, what to expect and any mitigations.

¹ Please note that the dates are subject to change, especially in the later stages. Any necessary updates will be made by resubmitting the phasing plans.

10. RELATED DOCUMENTS AND REFERENCES

10.1. RELATED DOCUMENTS

- Approved planning permissions and decision notices
- Section 106 agreements
- Construction Traffic Management Plans
- Phasing Plan submitted to Ribble Valley Borough Council
- Local Authority Partnership Forum governance and action logs
- Latest approved construction traffic route plans

11. DEFINITIONS AND ABBREVIATIONS

Term	Definition
CLG	Community Liaison Group
CTMP	Construction Traffic Management Plan
CTR	Construction Traffic Route
HARP	Haweswater Aqueduct Resilience Programme
HGV	Heavy Goods Vehicle
LAPF	Local Authority Partnership Forum
LCC	Lancashire County Council
PRoW	Public Right of Way
RVBC	Ribble Valley Borough Council



S106	Section 106 agreement
S278	Section 278 highways agreement

