

Signed Manager Officer
Date		

Report to be read in conjunction with the Decision Notice.

Application Ref:	3/2021/0390	 <p>Ribble Valley Borough Council www.ribblevalley.gov.uk</p>
Date Inspected:		
Officer:	JM	
DELEGATED ITEM FILE REPORT:		OBSERVATIONS TO ANOTHER PLANNING AUTHORITY

Development Description:	Consultation on LCC application LCC/2021/0015 (viewable via LCC website) for revised and enhanced restoration scheme incorporating tunnel arisings from the Haweswater Aqueduct Resilience Programme (HARP) namely the Bowland and Marl Hill tunnel sections.
Site Address/Location:	Waddington Fell Slaidburn Road Waddington

ASSESSMENT OF PROPOSED DEVELOPMENT:
<p>Observations/Consideration of Matters Raised/Conclusion:</p> <p>This application is a formal consultation request from Lancashire County Council in relation to planning application LCC/2021/0015 which relates to enhanced restoration scheme incorporating tunnel arisings from the Haweswater Aqueduct Resilience Programme (HARP). The enhanced restoration scheme requires approximately 1,575,000 tonnes of arisings and excavated material from the Bowland and Marl Hill sections of the HARP.</p> <p>The proposed quantity of engineering fill to import (approx. 1,575,000 tonnes) does not meet the total, potential, capacity of The Site (if considering capacity to be infilling to original ground levels). Therefore, only parts of The Site would accept materials from the HARP. The importation of materials for restoration purposes would not occur from any sources other than the HARP.</p> <p>The HARP project is scheduled to take approximately 6 years to complete and is planned to commence in 2023 should permission be granted . The proposal seeks consent for 10 years from the proposed HARP commencement date, i.e. until 2033 to complete the enhanced restoration scheme at Waddington Fell Quarry. This timescale would accommodate other, non-importation, restoration works at such as compacting 8 of material and landscaping.</p> <p>In relation to highway issues this would be subject to the advice of LCC highways on this application and as well as any conditions on any subsequent planning application. The applicant has indicated that the anticipated two-way HGV movements are as follows:</p> <ul style="list-style-type: none"> • For a one-year period when the Bowland and Marl Hill tunnels are being driven simultaneously: Maximum number of HGVs entering the site on any one day = 171 • During this period, the average predicted number of HGVs entering the site in any one day = 103 • For an additional 2-year period when the Bowland tunnel is being driven in isolation : Maximum number of HGVs entering the site on any one day = 96 • During this period, the average predicted number of HGVs entering the site in any one day = 64 It is anticipated that the maximum figures quoted above would only be achieved on 2 to 3 days every 3 to 4 weeks. <p>In relation to water management it is not proposed to alter the surface water drainage regime from that of the existing, approved restoration scheme and the revised restoration scheme retains several</p>

ponds at The Site and incorporates water bodies, as per the current approved scheme.

In relation to noise the plant is a considerable distance away from residential properties with the nearest t potentially sensitive receptor to noise from the proposed enhanced restoration scheme is over 1km from the area intended for infilling. Therefore, it is not considered that there would be any unacceptable noise impacts from the proposed operations however no response has been received from the Councils EHO.

In relation to Landscaping issues the proposal is not materially different from the exiting approved restoration scheme and may actually provide a more natural appearance.

It is considered that subject to stringent planning conditions in relation to landform and controls in relation to traffic movement from the tunnel arisings no objection be raised.

RECOMMENDATION:

No objections