

Parish Council Liaison Meeting -28/01/2021

Presentation by United Utilities on the Haweswater Aqueduct Resilience Programme (HARP)

Questions asked via Zoom chat on the night

Cllr. David Peat:

Apart from Waddington Fell Quarry where will other surplus materials go please

United Utilities Response:

Our planning application is based on all tunnel excavation arisings (spoil) from the Proposed Bowland and Marl Hill tunnels being transferred to Waddington Fell Quarry for use in the restoration of the quarry.

Other construction waste materials that are unsuitable for use in the quarry will be transferred to licenced sites elsewhere via the proposed access routes, but these will be negligible in quantity in comparison.

Cllr Stephen Atkinson:

Please repeat the vehicle movement information please

United Utilities Response:

We have tried to provide a more comprehensive breakdown as follows. These figures form the basis of the transport assessment that will be submitted as part of the planning applications.

The figures show the predicted number of vehicle movements between the A59 and Slaidburn Road, north of Waddington. No movements of spoil are included in these numbers as these would occur outside of the village between the tunnelling sites and Waddington Fell Quarry. The numbers provided are two-way movements i.e. outward and return journeys.

The anticipated total construction vehicle movements between the A59 and Slaidburn Road, north of Waddington is circa.120,000. The approximate split of these movements is anticipated to be 60% heavy goods vehicles (HGV) and 40% light vehicles.

Of the HGV movements (i.e. circa.72,000 vehicle movements) 90% (circa. 65,000) are anticipated to be below 3.5m in height such as articulated flatbed HGV's etc. (i.e. able to pass beneath the railway bridge in Clitheroe).

Vehicle movements are anticipated to occur over three broad periods;

- A. enabling works (circa 12 months)*
- B. main construction (circa 42 months with a peak period of activity of 12 to 18 months when both tunnels are in progress)*
- C. commissioning/reinstatement (circa 35 months)*

Indicative figures for each of these periods are summarised below:

Light Vehicles

Broad Project Phase	Average per week	Max per week	Min per week	Average per Hour	Max per Hour	Min per Hour
A	92	104	66	7.4	8.3	5.3
B	187	298	96	15.0	23.8	7.7
C	59	96	0	4.8	7.7	0.0

HGVs below 3.5m high

Broad Project Phase	Average per week	Max per week	Min per week	Average per Hour	Max per Hour	Min per Hour
A	100	208	68	2.7	5.5	1.8
B	255	548	106	6.8	14.6	2.8
C	100	186	0	2.7	5.0	0.0

HGVs above 3.5m high

Broad Project Phase	Average per week	Max per week	Min per week	Average per Hour	Max per Hour	Min per Hour
A	26	85	0	0.7	2.3	0.0
B	28	226	0	0.7	6.0	0.0
C	3	92	0	0.1	2.5	0.0

The site working hours will be 07:00 – 19:00 Mon to Friday and 07:00 – 13:00 on Saturdays. We anticipate that during these hours HGV movements will occur for typically a total of 37.5 hours per week and light vehicle movements for a total of 12.5 hours per week. This is to allow for periods of restriction around busy times such as school drop off and collection. The numbers we have provided average out the movements across these hours. In practice, the vehicle movements may not be evenly distributed over the permitted movement hours and there may be periods of higher frequencies in the day (followed or preceded by quieter periods). During the main construction phase when both tunnels are in progress this could occasionally be as high as 30 vehicle movements per hour.

Over the full duration of the project the anticipated average predicted number of delivery movements between the A59 and Slaidburn Road is around 5 per hour (2 to 3 each way). This is based upon the total HGV movements, circa.72,000) and assumes a total project duration (including reinstatement works) of circa 376 weeks: $72,000 / (376 \times 37.5) = 5.1$ vehicle movements per hour

Cllr. Alan Schofield:

My related Q to David Peat's is when will LCC planning authority permission be obtained (for the extraction of spoil etc from the tunnels and removal to Waddington Fell Quarry and/or to other sites)?

United Utilities Response:

The planning application for amendments to the approved restoration scheme for Waddington Fell Quarry to allow importation of material from the Proposed Bowland and Marl Hill tunnels was submitted by the quarry operator at the end of January. Lancashire County Council's target for determination of applications for major development is within 13 weeks of valid receipt.

Cllr. Robert Buller:

I have a concern over potential long-term footpath closures as a result of the temporary road (5years+) I would hope footpath access could be maintained and managed across the proposed route.

United Utilities Response:

Our intention will be to maintain access along all Public Rights of Way impacted by the proposed works, either via a managed crossing point or a short distance temporary diversion, as appropriate. Details of such proposed measures will be included in the planning applications to be submitted to Ribble Valley Borough Council.

Cllr Stephen Atkinson:

What carbon mitigation measures are proposed such as the planting of trees

United Utilities Response:

Please also refer to response below on “Linked to tree planting - what opportunities are there to enhance tree population, e.g. with die back resistant ash etc.”

The proposed tunnels have been designed so as to operate by gravity flow, minimising carbon emissions associated with pumping. In addition, measures such as utilising surplus excavated arisings at Waddington Fell Quarry have the benefit of reducing carbon associated with tipper lorries travelling longer distances to reach material destination sites. We will be stipulating that the Contractor shall work to support delivery of the commitments contained in United Utilities’ Environmental Policy and our procurement approach has been developed to encourage a reduction in energy use and CO2 emissions during the detailed contractor design, planning and construction phases. Our procurement approach also includes plans to measure, manage and minimise impacts.

Cllr Stephen Atkinson:

Slow Moving HGV vehicles produce delays when travelling up hill, would it be possible to convoy groups of HGV vehicles every half hour

United Utilities Response:

As part of the planning application we will submit a Traffic Management Plan which will set out the basis for how vehicle movements will be undertaken safely. Moving vehicles in convoys is an option that has been discussed with Lancashire County Council Highways department, but it does present a logistical challenge and there may be an increased risk from drivers trying to overtake long convoys. At present the use of convoys is not something we are specifying, but the traffic management plan will include the establishment of a community forum to ensure that any issues encountered by residents can be escalated and resolved in partnership with our Contractor and the Council.

Cllr. Ged Mirfin:

How will UU manage the process of engagement with RVBC on an ongoing basis? Will we see regularised meetings being diarised to address issues as and when they occur.

United Utilities Response:

We would welcome the opportunity to attend a regular Ribble Valley Borough Council Parish Council Liaison Committee meeting if desired. In addition, we will remain in close communication with local stakeholders, including Parish Councils and Ward Councillors and attend meetings as required. We also propose to establish of a community forum to ensure that any issues encountered by residents

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can be escalated and resolved in partnership with our Contractor, Ribble Valley Borough Council and Lancashire County Council.

John Hymas:

Linked to tree planting - what opportunities are there to enhance tree population, e.g. with die back resistant ash etc.

United Utilities Response:

We are committed to achieving a 10% net gain in biodiversity as a result of the proposed Programme of Works, in an aim to leave the natural environment in a measurably better state than before. This would be achieved through reinstatement of the working area, with enhancement where practicable. We are developing proposals for additional offsetting on UU owned sites within the RVBC area. Management would be put in place for 30 years post development and monitoring would be undertaken and reported to the planning authority. These proposals would include for the planting of native trees, in addition to the creation of other habitats impacted by the proposed works.

Cllr. Alan Schofield:

When are the planning applications to RVBC likely to be submitted for the compounds etc?

United Utilities Response:

We are aiming to submit two planning applications to Ribble Valley Borough Council, covering the three proposed compound sites and associated works, in June 2021.

Cllr. Ged Mirfin:

What about crisis management? what happens if a major accident occurs or if something goes wrong? How will this work?

United Utilities Response:

Prior to commencement of development (2023 at the earliest) the appointed contractor will be required to produce an emergency response plan. A Construction Environmental Management Plan would also be produced by the contractor to address the response to potential environmental incidents.

Cllr. Ged Mirfin:

What about insurance issues if groups of Ribble Valley residents need to claim against UU on a collective/singular basis?

United Utilities Response:

In the unlikely event that any insurance claims are made against United Utilities or our Contractors they would be assessed on a case by case basis.

Cllr Stephen Atkinson:

The Smaller tunnel underneath Waddington fell, please can you confirm the vehicle route for spoil

United Utilities Response:

The Proposed Marl Hill Tunnel would be launched from a proposed compound north of Waddington, which we are referring to as the Braddup Compound. All excavated arisings (spoil) would be brought to the surface at the launch site and, on this basis, the proposed route for haulage of surplus

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excavated arisings would be north on Slaidburn Road between the proposed compound access and the existing entrance to Waddington Fell Quarry (the destination site).

Cllr. Ged Mirfin:

Who will be the contact points? How will Communications be handled? How will this information be advertised?

United Utilities Response:

All queries in relation to the Proposed Programme of Works should be directed to HARPStakeholderRelations@uuplc.co.uk in the first instance and one of our team will get in touch. We will be publishing an update to our online exhibition site in the next month or two in order to provide clarity on the proposed scheme we will be seeking permission for and to explain how we have sought to take on board all the valuable comments we have received during the pre-application period. There will also be a statutory period of consultation as part of the planning application process, wherein comments may be submitted to the Local Planning Authority for consideration. During construction, the contractor will employ a member of staff responsible for customer liaison. We also propose to establish of a community forum to ensure that any issues encountered by residents can be escalated and resolved in partnership with our Contractor, Ribble Valley Borough Council and Lancashire County Council.

Cllr. David Peat:

South from Clitheroe what is route to Burnley or Hyndburn please?

United Utilities Response:

The existing pipeline running between the existing Marl Hill and Haslingden tunnels would be unaffected and as such there are no works proposed between the Clitheroe and Hyndburn areas.

Cllr. Simon Hore:

If all the material from the tunnel excavation goes to the quarry what will be the main vehicle movements through Waddington and Clitheroe?

United Utilities Response:

The majority of predicted vehicle movements along the proposed haulage routes would be associated with the delivery of materials to site. For example, this would include concrete rings to the line the Proposed Tunnels and stone and surfacing materials for temporary haul routes and compound areas. In addition, it will be necessary to deliver plant and personnel to the proposed compound sites. We are seeking to limit the number of light vehicles along the local highway network by incorporating a temporary park and ride site, located opposite the Ribblesdale Cement Works.

John Hymas:

How will light pollution from main drilling sites be controlled into this dark skies area?

United Utilities Response:

We are preparing a Lighting Strategy to be submitted in support of our planning applications. The Lighting Strategy will set out measures to be adhered to by the Contractor undertaking the works in order to mitigate impacts on residential, ecological or landscape receptors. Such measures will include adopting the lowest safe lighting levels possible for task being undertaken, limiting the hours of lighting where practicable and controls over the specification and direction of lights to be used.

Cllr. David Peat:

I see that the most southerly and eastern Parishes involved are Clitheroe/ Chatburn and Sawley so how does HARP bridge that gap to Hyndburn.

United Utilities Response:

As per the earlier response, the existing pipeline running between the existing Marl Hill and Haslingden tunnels would be unaffected and as such there are no works proposed between the Clitheroe and Hyndburn areas.

Cllr. Alan Schofield:

Will there be in the foreseeable future a corresponding project for improved resilience, if necessary, for the other significant aqueduct south from the Lake District – i.e. the Thirlmere

United Utilities Response:

Although constructed earlier than the Haweswater Aqueduct United Utilities has not identified any need in the foreseeable future for any rehabilitation works to that asset.

Cllr. Louise Edge:

I anticipate lots of complaints from my ward about pot holes on the A59, due to the increased volume of HGV's, what plans are there to help fund highways repair

United Utilities Response:

We will be submitting a Construction Traffic Management Plan in support of our planning applications, which will outline the measures we intend to adopt to minimise degradation of the local highway network as a result of our proposed works. Measures we will employ as a minimum include undertaking a pre-entry photographic survey of the haulage route(s) in order to provide a baseline against which post-construction reinstatement can be undertaken. We are liaising closely with the Highway Authority regarding the content of the Construction Traffic Management Plan. We also propose to establish of a community forum to ensure that any issues encountered by residents can be escalated and resolved in partnership with our Contractor, Ribble Valley Borough Council and Lancashire County Council.

A. Robinson:

Would any of the spoils be available to the local farmers/businesses?

United Utilities Response:

Our planning application is based on all surplus excavated material from the Proposed Bowland and Marl Hill Tunnels being transferred to Waddington Fell Quarry. The material is classed as a construction waste so has to be disposed of at a suitably permitted facility.

Cllr Liz Haworth (Waddington): Whilst you've spoken about transport routes and potential issues, please can you cover off the numbers and volumes of vehicles including size that are to be travelling through Waddington Village and related areas, for all attendees to be clear

United Utilities Response:

Light vehicles will represent 40% of vehicle movements and these will include the following

- Crew buses
- Cars

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- *Transit type pick up's.*

HGV's will represent 60% of vehicle movements and these will include the following

- *20 tonne 8 wheel tipper lorries*
- *Tankers*
- *Road sweepers*
- *40' Articulated flatbed lorries*
- *Skip wagons*
- *Concrete wagons*
- *Cranes*
- *Low loaders*
- *Multi axle low loaders for TBM transport*

Cllr. Louise Edge:

An assessment of impact per parish would be useful, Clayton-le-Dale from what I understand mostly traffic related

United Utilities Response:

All of the traffic highlighted above will access the construction areas via the A59 which passes through Clayton Le Dale. Although this is a trunk road with sufficient capacity for the volume of traffic generated we do recognise that people may notice more frequent movement of larger construction traffic, with more lorries and vans accessing our construction sites. We do understand that construction projects like this are inconvenient and we'll do all we can to minimise disruption while this important work takes place.

Cllr. Brian Holden:

How much spoil please?

United Utilities Response:

The total volume of spoil from the proposed tunnels is anticipated to be = 631,177 m³ / 1,577,943 tonnes.