Ward: Ramsbottom and Tottington - Ramsbottom

Item 1

Applicant: United Utilities

Location: Land to east of M66 motorway, connecting Rochdale Road, Edenfield to Woodgate Hill WTW Compound, Bury

Proposal: Proposed works for and use of replacement section of aqueduct, including earthworks and ancillary infrastructure including: new valve house buildings and kiosk with permanent vehicular access provision; installation of tunnel shafts and open cut connection areas within a temporary construction compound, to include site access, storage areas, plant and machinery, drainage infrastructure and a residents' parking area. In addition, mine grouting works, to facilitate main tunnelling works.

Application Ref: 66947/Full **Target Date:** 30/07/2021

Recommendation: Minded to Approve

This application is presented to the Committee as an application that has been submitted in accordance with Directive 2011/92/EU of the European Parliament and of the Council of 13 December 2011 on the assessment of the effects of certain public and private projects on the environment and the Town & Country Planning (Environmental Impact Assessment) Regulations 2017.

The Recommendation is Minded to Approve subject to referral to the Secretary of Sate for consideration and completion of s106 legal agreement in relation to Bio-diversity net Gain, ensuring public access to land / car parking and provisions relating to pedestrian access.

Description

Overview

The application forms part of the overarching development of the Haweswater Aqueduct Resilience Programme (HARP), which involves the replacement of 6 underground tunnel sections of the 110 kilometre Haweswater Aqueduct that runs from Haweswater in the Lake District to Bury as part of the fresh water provision for Greater Manchester. The Haweswater Aqueduct carries water from the Haweswater Reservoir to a water treatment works near Kendal and then southwards to the borough of Bury. The HARP works comprise five new tunnel sections totalling a length of 53 kilometres across 7 different Local Planning Authorities. As such, a series of planning applications have been submitted for the scheme. The works in Bury form part of the Proposed Haslingden and Walmersley Section (PHWS) and applications have been submitted to neighbouring Hyndburn Borough Council, Rossendale Borough Council and this authority. An Environmental Statement to cover the PWHS has been submitted.

Each tunnel section would for constructional purposes have a driveshaft compound and reception shaft compound operating during the construction works. At the compounds connections between the existing aqueduct and the proposed tunnel sections would be constructed. Tunnelling would commence following the creation of the shafts from the driveshaft compound towards the reception compound. In broad terms the last driveshaft compound would be at Woodgate Hill, Bury. Spoil is removed from behind the tunnelling machine and as such the waste spoil would be extracted in Rossendale.

Background to the application/need for the proposed works

The existing Haweswater Aqueduct became operational in the 1950s and transfers water from the Haweswater Reservoir in the Lake District National Park to a water treatment works near Kendal for treatment. From the water treatment works, the aqueduct conveys treated water to customers in Greater Manchester, Cumbria and Lancashire. Inspections carried out by United Utilities uncovered areas of concern in the single line sections of the aqueduct. It is anticipated that the condition of these sections will continue to deteriorate and would impact upon water supplies. As a statutory water services undertaker, United Utilities is required to supply drinking water that is safe and of a quality acceptable to customers.

United Utilities has been looking at different solutions, including:

- targeted repairs of the tunnel sections that are in the worst condition;
- replacement of the tunnel sections in the worst condition and provide targeted treatment for water quality
- construct new water treatment works at Bury and in the Ribble Valley and convert the aqueduct into a 'raw water' supply
- replacement of all Haweswater Aqueduct tunnel sections
- replacement of all Haweswater Aqueduct tunnel sections and provide additional water sources, including additional abstraction requirement).

The solutions were subject to Environmental and Social costings, Environmental Assessment, Habitat Regulations Assessment and Water Framework Directive Assessment to support the decision making. The preferred option to replace all the tunnel sections was approved by the Secretary of State in 2019.

The line of the tunnel within Bury extends from Rochdale Road near to the settlement of Turn. In this location the boundary with Rossendale Borough Council meanders around the proposed tunnel route resulting in three short length within the Metropolitan Borough of Bury. The pipeline then passes back into the Metropolitan Borough of Bury at Walmersley Golf Club and to the east of the M66 motorway, and then runs in parallel with the M66 until it reaches the existing Woodgate Hill WTW.

Woodgate Hill WTW compound is located off Castle Hill Road, to the east of the M66, approximately 2km from Bury Town Centre. The surrounding area comprises the urban areas of Bury and Walmersley to the west of the M66, and Fairfield, Jericho and Heap Bridge to the south of the compound.

Proposed Development

The proposed development involves the works to construct a replacement section of aqueduct, including earthworks and ancillary infrastructure, including the following:

- New valve house buildings and kiosk with permanent vehicular access provision;
- Installation of tunnel shafts and open cut connection areas within a temporary construction compound, to include site access, storage areas, plant and machinery, drainage infrastructure and a residents' parking area.
- Mine grouting works, to facilitate main tunnelling works and grouting at some surface levels.

In Bury, the proposed development would provide 2.6 kilometres of replacement pipeline and would connect to the existing infrastructure. To enable the construction of the tunnel, the following temporary works would be required above ground:

- The proposed Woodgate Hill compound, serving tunnelling activities for the PWHS
- Woodgate Hill mine grouting area - to fill the existing voids in this area of former mine workings

- White Carr Lane (minor culvert works) – for construction access to White Carr Lane Mine Grouting Area (Rossendale)

The Woodgate Hill compound would be in place for 5 years with an estimated commencement date of 2025. The Woodgate Hill mine grouting area would be in place for 12 months with an earliest commencement date of 2023.

In Bury, the following permanent works are proposed at the Woodgate Hill compound:

- 2 access/valve house buildings with surrounding fencing and hardstanding.
- a kiosk and air valves to be provided at the downstream connection point
- stone access roads to the new access/valve house buildings and kiosk

Proposed tunnel section

The proposed development would replace 2 existing tunnel sections with an single tunnel, which would be 3.5 metres in diameter. The proposed tunnel would be constructed using a tunnel boring machine (TBM) below ground, which would work from Haslingden to the reception compound at Woodgate Hill in Bury. Once the new section of the aqueduct has been constructed, tested and commissioned, the sections of the old aqueduct would be decommissioned.

Temporary compound

The Woodgate Hill compound would house a reception shaft to receive the tunnel boring machine from Haslingden Road compound in Rossendale. The main construction area would require:

- the creation of a new temporary site access from Castle Hill Road
- Temporary car park for use by local residents affected by parking restrictions during construction works.
- Earthworks to create level areas and the creation of platforms for working machinery and haul routes where necessary
- Extensive areas of open cut works to connect into the existing infrastructure
- Temporary site cabins for offices, welfare, workshops and stores
- Car parking and commercial vehicle storage
- Plant, including a transformer, a generator, fuel tanks and large crane to lift the tunnel boring machine out of the main shaft.
- Traffic circulation routes
- Provision of a compound surface run off drainage and attenuation tank
- Material storage areas
- Site herras fencing, including hoarding to 2.4 metres
- Shaft providing the connection to the Greater Manchester supply.
- Lighting

Mine grouting area

Mine grouting areas are required to minimise the potential for future mine collapse and to stabilise workings. Voids within the mine workings are infilled by introducing a liquid grout into them, which is delivered under pressure from ground prior to the area being tunnelled. This requires the drilling of a series of boreholes, through the soils and into bedrock to intersect the abandoned mine workings. Where possible, angled drilling is proposed to avoid disturbance of sensitive areas such as woodland, watercourses and Public Rights of Way (PROW).

The Woodgate Hill mine grouting area is 1250 metres long by 75 metres wide and would be accessed from the temporary access to the compound above and is anticipated to take 12 months to complete.

Permanent buildings/works

The proposed valve house and access buildings (north and south) would be constructed from brick with a profiled metal roof and would be located to the south and south east of the reservoir.

- A kiosk, measuring 7.5m x 7.5m and approximately 3.4m high and made of green painted steel (see drawing ref: 80061155-01-UU-TR5-97-DR-C-00042)
- An access/valve house building (north), measuring 12m x 6m and approximately 4.7m high to the top of the pitched roof, with grey roof cladding and brick walls (see drawing ref: 80061155-01-UU-TR5-97-DR-C-00043)
- An access/valve house building (south), measuring 11m x 8.5m and approximately 5m to the top of the pitched roof, with grey roof cladding and brick walls (see drawing ref: 80061155-01-UU-TR5-97-DR-C-00044)

In terms of location there are two covered reservoirs on site. From reviewing the planning drawing the kiosk is south east of the western most covered reservoir. The two access/valve house buildings are to the east of the western most covered reservoir. (Refer to planning drawing 80061155-01-JAC-TR5-97-DR-C-00008). The existing operational stone access road will be extended to the new access/valve house buildings and kiosk.

Other Works

Tree and hedging removal would be required for site preparation and access works. There are no known PRoWs affected by the Woodgate Hill WTW compound.

Woodgate Hill MGA – There are a number of footpaths and bridleways in the vicinity of the Woodgate Hill mine grouting area, PRoW 42 would be temporarily closed, whilst Footpath 43 would remain open; though access gates would be in place where a section of this footpath is intersected by the construction access into the vertical drilling areas north and south of the footpath.

There would be limited material and waste arising as this would be a reception shaft and the shaft providing the connection to the Greater Manchester supply circa 25m deep. The bulk of the surplus material would be treated and removed from the Woodgate Hill WTW Compound. Material from the construction of the shafts, open-cut pipework and the connecting tunnel would be removed from site via the temporary access road to Castle Hill Road for disposal at a licensed facility or appropriate re-use.

Documentation

Given the scale and nature of the scheme, the application is accompanied with an Environmental Statement (ES). The ES covers many differing topics and the regulations seek to enable the ES to be objective in its consideration by identifying impacts, quantifying those impacts, considring mitigations and determination the likely effects of those mitigations in turn.

Topics covered within the ES include

- Landscape and Arboriculture
- Water Environment (including fluvial geomorphology, surface water quality and groundwater)
- Flood Risk
- Ecology
- Cultural Heritage
- Soils, Geology and Land Quality
- Materials and Waste
- Public Access and Recreation
- Communities and Health

- Major Accidents
- Transport Planning
- Noise and Vibration
- Air Quality and Climate Change
- Cumulative Effects and Interaction of Effects

Plans, reports and matrices have been submitted to demonstrate the scheme, its impacts and mitigations and summary documents where appropriate.

An extensive consultation process has been undertaken including notification of pre-application proposals by the developer and use of various interfaces to accommodate responses and comments as required by planning regulations.

In the run up to the submission scoping was undertaken to determine the main issues and characteristics of the development such that they can formulate the ES content. Numerous meetings have also taken place with statutory and non statutory consultees, again to inform the ES content.

Relevant Planning History
50274 - 54km of part buried part over land pipeline connecting Woodgate Hill Reservoir in Bury to Prescot Reservoir, Knowsley (approx 9.51 km in Bury). Approved with conditions - 26 November 2008.

Publicity
Statutory Consultation and Publicity
Under the EIA Regulations, the application was advertised in accordance with the following provisions:
Article 13 Publicity - Site notices 19/5/21 and press Notice on 20/5/21;
Regulation 19 - Secretary of State Notification 6/1/22;
Reg 25(5) - Receipt of Supplementary Environmental information - Press notice 3/3/22.

610 neighbouring properties were notified by means of a letter on 11 May 2021. As a result of this publicity three responses have been received.

1 letter of support has been received, which raised the following issues:
- Rochdale and Bury Bridleways Association would like to thank United Utilities and the HARP team for listening to our concerns and incorporating into their plans measures that have been suggested to ensure the safety of equestrians using the PROW and other routes in the areas in which they will be working whilst refurbishing the Haweswater Aqueduct.

2 letters have been received, which have raised the following issues:
- Thank UU for listening to resident concerns about parking and amending the application before submitting.
- Concerns about the volume of traffic that will be using Castle Hill Road (CHR) in terms of large vehicles for both deliveries/ removals and visitors/ workers accessing the site. Consideration to using the existing site entrance on 2nd Avenue/ 6th avenue for at least some of the traffic to reduce the impact on CHR.
- Castle Hill Road is poorly surfaced and traffic is noisy particularly when travelling at speed. The road surface needs to be improved and traffic calming measures/ speed limit in place to reduce potential noise pollution
- Consideration needs to be given to working with residents when work starts, particularly given the length of the programme. I would like reassurances of how we can get action

and the recourse available if there are problems such as early/ late working, traffic problems, noise etc.

The objectors and supporter have been notified of the Planning Control Committee meeting.

Statutory/Non-Statutory Consultations
Natural England - No objections
Traffic Section - No objections subject to conditions and completion of agreements.
Drainage Section - No response.
Environmental Health - Contaminated Land - No objections, subject to the inclusion of conditions relating to contaminated land.
Environmental Health - Air Quality - No objections, subject to the inclusion of conditions relating to mitigation measures.
Environmental Health - Pollution Control - No objections subject to conditions
Public Rights of Way Officer - No objections subject to conditions and completion of agreements.
Conservation Officer - No objections.
Waste Management - No response.
Environment Agency - No objections subject to conditions
Designforsecurity - No objections.
United Utilities - No response.
The Coal Authority - No objections, subject to the inclusion of conditions relating to coal mining.
Transport for GM - No objections
GM Ecology Unit - No objections, subject to the inclusion of conditions relating to bird nesting, bats, badgers, invasive species, ecological compensation, habitat and landscape management plans, ecological clerk of works and a legal agreement to secure the off-site habitat creation works proposed in the Environment Statement under biodiversity netgain.
Natural England - No objections.
GM Archaeological Advisory Service - No objections, subject to the inclusion of conditions relating to archaeology.
Rochdale MBC - No objections.
Rossendale Borough Council - No response.
Minerals and Waste Planning Unit - No response.

Pre-start Conditions - Applicant agreed with pre-start conditions.

Unitary Development Plan and Policies

EN1/1	Visual Amenity
EN1/2	Townscape and Built Design
EN1/3	Landscaping Provision
EN1/11	Public Utility Infrastructure
EN2	Conservation and Listed Buildings
EN2/1	Character of Conservation Areas
EN2/2	Conservation Area Control
EN3/1	Impact of Development on Archaeological Sites
EN3/2	Development Affecting Archaeological Sites
EN3/3	Ancient Monuments
EN5	Flood Protection and Defence
EN5/1	New Development and Flood Risk
EN6	Conservation of the Natural Environment
EN6/1	Sites of Nature Conservation Interest SSSI's NNR's
EN6/2	Sites of Nature Conservation Interest LNR's
EN6/3	Features of Ecological Value
EN6/4	Wildlife Links and Corridors

EN6/5	Sites of Geological Interest
EN7	Pollution Control
EN7/1	Atmospheric Pollution
EN7/2	Noise Pollution
EN7/3	Water Pollution
EN7/4	Groundwater Protection
EN7/5	Waste Water Management
EN8	Woodland and Trees
EN8/2	Woodland and Tree Planting
EN9	Landscape
OL1	Green Belt
OL1/2	New Buildings in the Green Belt
OL1/5	Mineral Extraction and Other Development in the Green Belt
OL4	Agriculture
OL4/1	Agricultural Land Quality
RT3/4	Recreational Routes
HT2/3	Improvements to Other Roads
HT1	A Balanced Transportation Strategy
HT2/4	Car Parking and New Development
HT2/6	Replacement Car Parking
HT4	New Development
HT6	Pedestrians and Cyclists
HT6/2	Pedestrian/Vehicular Conflict
HT6/1	Pedestrian and Cyclist Movement
GMMWP	Greater Manchester Minerals and Waste Plan
NPPF	National Planning Policy Framework

Draft National Policy Statement for Water Resource Infrastructure (Nov 2018) - These policies were published and issued for consultation by DEFRA with specific intentions of need for the development of water resource projects in England. This provides a primary basis for considerations under the planning regime in particular those that fall under National Infrastructure Projects. those not falling under this regime, such as the current application is a matter for LPA's to consider rather than the Secretary of State. This therefore has capability of being a material planning consideration (NPPF para 5).

National Infrastructure Assessment 2018 and National Infrastructure Strategy(2020)
The NPPF at para. 6 confirms that other statements of government policy may be material when preparing plans or deciding applications. The National Infrastructure Commission provides impartial advice on major long-term infrastructure priorities. The 2018 assessment aims to set out the next 30 year plan and recommendations, which this scheme is a part of. The NPPF reference therefore embraces other policy objectives thus these are capable of being material planning considerations.

Phasing of Works
The construction Programme of Works is to be split into a number of phases

Enabling Works
- Vegetation clearance
- Site Access improvements
- Public Rights of Way temporary diversions
- Earthworks (to prepare the compounds)
- Establishing compound working areas including drainage and lighting
- Mine Grouting Activities
- Diversion of statutory undertakers’ equipment where required

Construction Works
▪ Shaft construction
▪ Management of material/ surplus arisings
▪ Tunnel construction
▪ Construction of valve house and other necessary facilities
▪ Open-cut pipework construction (for connection to existing United Utilities infrastructure)

Commissioning Works
- Commissioning of new aqueduct and transition into operation
- Land reinstatement
- Decommissioning of existing Haweswater Aqueduct and reinforcement work.

Not all of these activities will commence at the same time but will by the use of conditional controls enable the scheme to be implemented in phases such that impacts are minimised and that there is a smooth transition between one stage and the next.

Assessment:
Principle (Green Belt) and Visual impacts/impact upon openness
The assessment shall be split into above ground works and below ground works.

Above ground
The application site is located in the Green Belt and as the proposals include above ground compounds and valve buildings, paragraphs 149 and 150 are relevant.

Paragraph 149 of the NPPF states that the construction of new buildings would be inappropriate in the Green Belt. Exceptions to this are:
- buildings for agriculture and forestry;
- the provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it;
- the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;
- the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;
- limited infilling in villages;
- limited affordable housing for local community needs under policies set out in the development plan (including policies for rural exception sites); and
- limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would:
- not have a greater impact on the openness of the Green Belt than the existing development; or
- not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority.

Paragraph 150 of the NPPF states that certain other forms of development are also not inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it. These are:
- mineral extraction;
- engineering operations;
- local transport infrastructure which can demonstrate a requirement or a Green Belt location;

- the re-use of buildings provided that the buildings are of permanent and substantial construction;
- material changes in the use of land (such as changes of use for outdoor sport or recreation, or for cemeteries and burial grounds); and
- development, including buildings, brought forward under a Community Right to Build Order or Neighbourhood Development Order.

Policy OL1/2 states that the construction of new buildings in the Green Belt is inappropriate development, unless it is for one of more of the following purposes:
- agriculture and forestry
- essential facilities for outdoor sport and outdoor recreation, for cemeteries, and for other uses of land which preserve the openness of the Green Belt and which do not conflict with the purposes of including land within it;
- limited extension, alteration or replacement of existing dwellings, provided that this would not result in a disproportionate additions over and above the size of the original dwelling, or, in the case of replacement existing dwellings, the new dwelling is not materially larger than the one it replaces;
- limited infilling in existing villages.

Policy OL1/5 states that within the Green Belt other development, not including buildings, will be inappropriate unless:
- it maintains openness and does not conflict with the purposes of including land in the Green Belt;
- in the case of mineral extraction, it does not conflict with the purposes of including land in the Green Belt, and high environmental standards will be maintained and the site well restored.

Proposals for other development not falling into one of the above categories is inappropriate development and is, by definition, harmful to the Green Belt. Any development proposal considered to involve inappropriate development will only be permitted in very special circumstances.

Proposed tunnel section, temporary compound and mine grouting works - The existing tunnel is located within the Green Belt and as such, the proposed tunnel section would inevitably be located within the Green Belt. The proposed construction of the underground tunnel sections, the mine grouting works and the temporary compounds associated with these works would be engineering operations, which is appropriate development in the Green Belt.

Compound Set up
The compound would be based around the Woodgate Hill reception shaft and would involve the creation of a temporary access off Castle Hill Road. The existing access off Second Avenue access/Sixth Ave would be used for up to 12 weeks whilst the new access off Castle Hill road would be constructed and for initial mine grouting works required prior to installation of the new access.

A temporary car park for local residents is included on Castle Hill Road. This reflects the potential for traffic restrictions where parking is displaced during the construction works. The car park would be accessed off a temporary access from Castle Hill Road.

Temporary cabins for offices, welfare and stores would be created as well as parking and vehicle storage in association with the development. Plant would be required, generators, fuel tanks, large crane and traffic circulation routes. Waste material would be carted from

site to appropriate reception sites and a surface water run off drainage scheme would be created to contain materials from the site.

Works ongoing at the Woodgate Hill WTW Compound would be for approximately 5 years. At Woodgate Hill MGA approximately 12 months and White Carr Lane MGA approximately 6 months.

Woodgate Hill WTW Compound totals approximately 172,000 m2 within which there is a hoarded main works reception compound of approximately 7,000 m2. In addition within Woodgate Hill WTW Compound there are areas for anticipated shorter term occupation including areas for connection works, potential additional storage, temporary surface water outfall location and area for access to existing UU infrastructure.

The access road would be approximately 7m wide within a 30m wide red line planning boundary corridor. The access road is approximately 375m long with potential provision of approximately 450m2 for a parking area for local residents adjacent to Castle Hill Road (only to be constructed if required).

The key consideration is that this element of the scheme is critical to the creation of the reception shaft that facilitates the boring machine. The works would be on site for not an insignificant period of time but are temporary, with the whole supporting infrastructure to be removed from the site and the land restored when complete.

Therefore, as a principle, given the nature of the proposed development and the way that this would be created and removed would not have a significant adverse impact upon the openness and character of the Green Belt and would be in accordance with Policies OL1/5 of the Bury Unitary Development Plan and the NPPF.

Permanent buildings/works - The proposed valve house buildings, access/valve house buildings, kiosk, air valves and access would not comply with the exceptions listed in paragraph 149 of the NPPF and as such, would be inappropriate development.

Paragraph 147 of the NPPF states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.

Paragraph 148 of the NPPF states that when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.

- The works would comprise the tunnelling,
- A kiosk, measuring 7.5m x 7.5m and approximately 3.4m high and made of green painted steel (see drawing ref: 80061155-01-UU-TR5-97-DR-C-00042)
- An access/valve house building (north), measuring 12m x 6m and approximately 4.7m high to the top of the pitched roof,
- An access/valve house building (south) measuring 11m x 8.5m and approximately 5m to the top of the pitched roof, with grey roof cladding and brick walls (see drawing ref: 80061155-01-UU-TR5-97-DR-C-00044)
- Air valves to be provided at the downstream connection point (see drawing ref: 80061155-01-UU-TR5-97-DR-C-00047)
- Hard surfaced vehicular access and surfacing area for the new access/valve house buildings and kiosk.

The applicant sets out their case for very special circumstances in addressing inappropriate development and correctly relates these to the buildings and access ways above ground. Paras 143 and 145 of the NPPF confirms that these works amount to inappropriate development and therefore have the ability to harm and should only be allowed where harm is clearly outweighed by other considerations.

Given that the purpose of Green Belt is to safeguard against unrestricted sprawl and to prevent towns from merging the above surface works are required to be sited close to the infrastructure that they serve. The siting and nature of the proposed aqueduct is to serve the population at large with fresh water supply but for this to happen, very specific requirements of buildings, housing valves and supporting infrastructure must run alongside the aqueduct. This is therefore specific and very special by its very nature. The works can only be deemed to be related to the underground infrastructure and are relatively conservative in their size and design. The buildings would not give propensity to urbanisation and have little relevance to unrestricted sprawl or the merging of neighbouring towns. As such it is considered that the proposals comply with OL5/1 and the NPPF on these points.

Public Rights of Way
There are no known PRoW affected by the Woodgate Hill WTW compound, however there is a private right of access from Woodgate Hill Road to Ridings Farm that would be maintained.

Proposed tunnel section, temporary compound - The existing tunnel is located within the Green Belt and as such, the proposed tunnel section would inevitably be located within the Green Belt. The proposed construction of the underground tunnel sections, the mine grouting works and the temporary compounds associated with these works would be engineering operations, which is appropriate development in the Green Belt.

Mine grouting works
Mine grouting areas are proposed to minimise the potential for future mine collapse and to stabilise the workings at the tunnel horizons. Voids within the mine workings are therefore to be infilled by introducing a liquid grout into them, under pressure, from ground surface prior to the area being tunnelled. This requires the drilling of a series of bore holes, through the soils and into bedrock to intersect the target mineral horizons and abandoned mine workings. Wherever possible, angled drilling is proposed to avoid disturbance of sensitive areas such as woodland, watercourses and PRoWs.

The Woodgate Hill mine grouting area (see drawings BMBC-HW-APP-004-13_02 and 03) is approximately 1250m long and 75m wide. Note that part of the access to the White Carr Lane mine grouting area (in Rossendale) is within Bury and shown on drawing BMBC-HW-APP-004-13_01.

Woodgate Hill mine grouting area would be accessed via the new proposed temporary access from Castle Hill Road used to access the main Woodgate Hill WTW Compound. For up to 12 weeks the existing operations access road to Woodgate Hill WTW from Sixth Avenue via Second Avenue would be used whilst the access is being constructed. Some initial mine grouting works are also required in advance of the construction of the access.

Due to the nature of the works, the proposed mine grouting would be a shorter duration than the construction of the main tunnel. It is estimated that the grouting would take approximately 12 months to complete and would commence in circa 2023.

There are a number of footpaths and bridleways in the vicinity of the Woodgate Hill mine grouting area, PRoW 42 would be temporarily closed, whilst Footpath 43 would remain open; though access gates would be in place where a section of this footpath is intersected by the construction access into the vertical drilling areas north and south of the footpath

The mine grouting works would have temporary surface implications. However once completed, the works visually would have no impacts upon openness. Therefore, the proposed development would not have a significant adverse impact upon the openness and character of the Green Belt and would be in accordance with Policies OL1/5 of the Bury Unitary Development Plan and the NPPF.

Design and layout
The proposed development would retain two access valve houses and a kiosk to operate the proposed aqueduct. The proposed access valve houses would be located to the east of the existing access road and would be constructed from brick with a grey pitched roof. There would be 3 louvres on two elevations and a single access, which would consist of a double set of doors in the gable elevation. The proposed development would be of a functional design and would not be a prominent feature in the streetscene.

The proposed valve kiosk would be located to the west of the existing access road and would be constructed from steel and painted green. Again, there would be louvres in two elevations and a single door. The proposed building would be of a practical design and would not be a prominent feature in the streetscene.

The proposed buildings would be over 130 metres from residential properties. As such, given the distance involved, the proposed development would not have an adverse impact upon the amenity of the neighbouring properties in terms of loss of light or privacy.

Therefore, the proposed development would be in accordance with Policies EN1/2 and EN1/11 of the Bury Unitary Development Plan.

Landscape and Arboriculture
NPPF - Section 12: Achieving well-designed places sets out the Governments approach for creating high quality buildings and places with an emphasis on good design. Paragraph 131 places emphasis on good design promoting 'high levels of sustainability' and 'weight should be given' when determining proposals that demonstrate this.

Section 15: Conserving and Enhancing the Natural Environment states the importance of contributing and enhancing the natural and local environment.

Paragraph 170 sets out that 'policies should contribute to and enhance the natural and local environment by 'protecting and enhancing valued landscapes…recognise the intrinsic character and beauty of the countryside'.

Paragraph 180 sets out that polices and decisions should ensure new development is appropriate for its siting, including that developments should 'limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation'.

Bury UDP Policy EN8: Woodland and Trees states that it will 'support the retention of trees, woods, copses and hedgerows and encourage natural regeneration and new and replacement tree planting'. Policy EN9: Landscape states that 'the Council will seek to protect, conserve and improve the landscape quality of the Borough'.

The ES includes a Landscape Visual Impact Assessment and it considers that the impacts arising from the scheme. It confirms that impacts would be significant where workings are to occur such as from the implementation of grouting works or the siting of compounds. This is to be expected. Such impacts would be prominent from short range and somewhat filtered by features within the compounds and on-going operations. In relation to residential views, the closest relationships such as from Castle Hill Road would be subject to more direct

relationships to development such as proximity to the temporary resident car park, access track whilst longer range views of the compounds would be mitigated by distance, topography and intervening vegetation. Overall, public users of PROWS or users of highways would experience the greatest of change due mainly to proximity. However the impacts are not considered to be prolonged or so significant to require mitigation, not least due to the temporary nature of impacts.

The clearance of vegetation would be required for site preparation and access widening works. These works would be completed outside of seasonal ecological constraints and re-instated as per the detail on the Environmental Masterplan (ref: HBC_RBC_BMBC-HW-FIG-020-001).

In total, the scheme would require 38 aboricultural features are at risk of removal which are of moderate to low quality; 20 individual trees, 16 tree groups, one hedgerow and one woodland. 77 aboricultural features are considered to be encroached upon but retained including a grade 'A' tree, a veteran tree and measures would be included to protect these features including exclusion zones, protective and precautionary measures. As detailed within the SEI there would be a further 1 arboricultural feature at risk of removal and 5 retained with protection measures associated with Woodgate Hill mine grouting area if considering the full loss in Bury.

The ES is clear in highlighting the losses and their locations. Assessments are also made that understands their significance. The impacts along the route are highly driven through routing of the aqueduct, locations of grouting, compound siting and access. The proposals would lead to inevitable loss somewhere along the route but the locations and actions have been minimised as much as reasonably possible. It is a requirement to understand the planning balance of the loss against the wider benefit of the proposals and whether the changes would be long lasting or not. The loss of woodland would be replaced and enhanced through the BNG proposals.

Penny Bennett was commissioned on behalf of Bury, Rossendale and Hyndburn Councils to independently assess the proposals in terms of landscape impacts. Comments were made in relation to the formulaic approach adopted within the ES and a lack of analysis of the different landscape character areas, details of mitigation planting e.g. trees, hedges etc.

The applicant submitted an update to the ES called Supplementary Environmental Information (SEI) documents. Its purpose was to directly respond to comments made by the respective LPAs and consultees on this and other issues. The SEI reinforced that the proposals are both seeking to restore affected land to 'the as was situation' and when read in conjunction with the Ecology elements of the proposals, deliver enhancement and uplift through Biodiversity Net Gain (BNG).

Overall, the nature of the impacts are considered to be not so harmful given the planning balance of the necessity of the scheme, the achievable ability to mitigate and the overall wider public benefit. The mitigations include replacement planting, land restoration and BNG. This would ensure at minimum of 10% net gain for lost biodiversity and a management period of 30 years on land within the control and ownership of the applicant.

On this basis, the impacts arising from the proposals within the ES are clear and mitigation is reasonable to ensure suitable off set. The proposals are therefore, with conditional controls through the use of planning conditions and any accompanying provision within a s106 agreement, compliant with EN8/2, EN1/1, EN6/4 of the Bury UDP and Chapter 15 of the NPPF.

Water impact issues

The Flood Risk Assessment (ES Appendix 8.1) identifies that the Proposed Haslingden and Walmersley Section is classified as water transmission infrastructure and is therefore considered within the NPPF to be a water compatible development that is suitable in all areas of flood risk providing that it is safe, can operate in times of flood and does not increase flood risk elsewhere.

The Flood Risk Assessment concludes that the level of flood risk to the Proposed Haslingden and Walmersley Section is generally low from all sources of flooding. The application contains an overview of appropriate flood design principles, standards and best practice to be considered at later stages of the design process. With this appropriate embedded mitigation within the design of these assets and activities the Proposed Haslingden and Walmersley Section would remain safe from flooding and would not impact flood risk elsewhere.

Regarding sustainable drainage systems, the applicant's Land Drainage Statement sets out that the nature of the Proposed Haslingden and Walmersley Section is such that permanent above ground development is relatively minor with the main impacts of the development proposals being associated with the proposed temporary construction works. Therefore, ground infiltration methods such as swales and basins are not considered practical where proposed development land is to be returned to previous use on completion of development. Nevertheless, the proposals seek to discharge surface run off as high up the hierarchy of drainage options as reasonably practicable.

The proposals reference that drainage components, including culverts, the location(s) of which are shown on the accompanying mine grouting area drawings (for Bury - ref: BMBC-HW-APP-004-13_01). It is intended for details of works affecting watercourses, site drainage proposals including surface water and groundwater management, culvert details and mitigation, to be confirmed in response to planning conditions which would require details to be submitted for acceptance prior to the relevant construction phase.
A Sustainable Drainage (SuDS) proforma has been completed and is included as within the application documentation.

The Environment Agency have been consulted on the proposals and were a part of the working group through the pre-application discussions. They confirm that they have no objections to the proposals but due to the lack of certain details, considered and recommended that conditions would resolve their concerns. These included surface water flows, quality control and management; discharge controls to any watercourses; decommissioning; aquatic ecology; valve access points and BNG.

In conclusion, with embedded mitigation implemented, the Proposed Haslingden and Walmersley Section is predicted to be safe from flooding and would not increase the risk of flooding elsewhere and with appropriate controls maintain an appropriate relationship of the works to the water environment. Therefore, it would comply with Paragraphs 155-163 of the NPPF and Policy EN5 of the Bury UDP.

Ecology
Chapter 9A and 9B of the ES together with the Habitats Regulation Assessment and SSSI Report considers the potential terrestrial and aquatic ecology impacts associated with enabling works, construction, commissioning and operational phases along the route of the Proposed Haslingden and Walmersley Section. The section below describes the relevant effects for the Bury section which includes the Woodgate Hill WTW Compound and Mine Grouting Area.

The ES confirms that construction activities, for the enabling phase, in the absence of embedded and site specific mitigation have the potential to cause: physical loss of non-designated habitats (both permanent and temporary); damage, degradation or modification of retained habitats; fragmentation and isolation of retained habitats/network; habitat loss, exclusion, obstruction of movement and habitat fragmentation for mobile species; hydrological changes through ground disturbance; killing, injury or entrapment risk of fauna; disturbance of species through noise, dust, visual or vibration effects; and risk of introducing or spreading invasive species.

The ES confirms that construction activities in the absence of additional mitigation have the potential to cause: damage / degradation / modification of retained habitats as a consequence of changes to groundwater quality or pathways (flows/levels); damage / degradation / modification of retained habitats as a consequence reduced surface water quality from site run-off including sedimentation, or hydrological/geomorphological impacts including wash-out/erosion effects or encroachment within root protection areas of retained hedgerows and trees; killing, injury or entrapment risk of fauna; and disturbance of species through noise, dust, visual, lighting or vibration effects.

A series of broad based embedded mitigation measures are proposed to help reduce the significant impacts of construction on ecological features. These include targeted pre-construction surveys undertaken by an experienced ecologist to ensure previous data are still relevant, supervision of ecologically sensitive works by an Ecological Clerk of Works, temporary fencing to avoid incursion into sensitive adjacent habitats, implementation of the Environment Agency's Pollution Prevention Guidelines and adherence to industry-standard environmental safeguards as detailed in the CCoP and Arboricultural Method Statement (AMS). In addition, construction works would be undertaken wherever practicable outside of breeding and/or hibernation seasons (e.g. for birds, bats and amphibians) and not during the night time near sensitive habitats and species (e.g. for bats). Wherever practicable, all habitats would be restored to pre-construction conditions with elements of enhancement included where feasible.

Activities which may be required during the commissioning phase, such as access to valve house buildings and maintenance/inspections of the pipeline at well structure points, are unlikely to be of a scale, duration or nature that would give rise to significant ecological effects on ecology features. The commissioning discharges would be via existing United Utilities infrastructure. No impacts on aquatic ecology are expected from commissioning flows. As such the scheme would be compliant with NPPF Chapter 15 and EN6/3 and EN6/4 of the Bury UDP..

Highways issues

Chapter 16 of the ES details an assessment of traffic and transport impacts on the local and strategic road networks from traffic associated with the proposed compounds and mine grouting areas required for the Proposed Haslingden and Walmersley Section during the construction period. The method of assessment has been agreed through discussions with the Local Highways Authority and National Highways as the Strategic Highways Authority

The assessment of traffic and transport impacts takes into account a representative construction period which reflects concurrent construction for the Proposed Haslingden and Walmersley Section. It comprises materials brought into the site for the purposes of construction, as well as materials removed from the site as waste. Assumptions have been made on the origins of imported material and the destinations of exported material, tunnel ring deliveries and other material deliveries according to possible locations of suppliers and resources. Vehicle routeings have been defined by primary routes of the local road network as well as the Strategic Road Network providing north-south access.

In total, 9 traffic surveys were collected by Tracsis within the Proposed Haslingden and Walmersley Section during October and November 2019 over a 12-hour period on the local highway network, with data gathered for the Strategic Road Network through WebTRIS and DfT counts. A spreadsheet model was produced to assess the impacts of construction traffic against background flows, relative to the thresholds prescribed within the *Institute of Environmental Management and Assessment (IEMA)* Guidance on assessment of traffic environmental impacts. This has identified locations which are sensitive to changes in traffic noise particularly if tolerance thresholds are exceeded during the construction period when set against the baseline position (either 10% HGVs increase above existing or 30% total traffic).

There are no specific issues identified by the ES or Transport Assessment which considers that impacts would generally be “negligible to slight” when reviewed against the key indicators of severance, pedestrian delay and amenity. Larger volumes of traffic associated with construction are generally present where background traffic is already high therefore the overall impact of the Proposed Haslingden and Walmersley Section during construction is identified as minimal.

A mitigation strategy is proposed to reduce potentially slight impacts over a short period of time in locations which are most sensitive to an increase in traffic. They aim to ensure that effects on local receptors are limited, noting that the works are progressive and of mainly short term duration at a single location. The mitigation strategy includes:

- A CTMP has been produced which the contractor would update to include the most suitable access routes to / from locations chosen by the contractor(s) for the import of materials and the export of waste, to be agreed with the local highways authorities and National Highways;
- An Interim Travel Plan would help manage vehicle trips to / from the compound areas, which would ensure that car parking demand does not exceed beyond the limits of the compound onto neighbouring streets
- a Highways Stakeholder Group has been identified to ensure that concurrent construction operations associated;
- The need of with other major sites do not create significant cumulative impacts during any periods where parts of the local highway network may be closed due to the Proposed Haslingden and Walmersley Section.

The Transport Assessment has demonstrated that whilst some locations are sensitive to traffic increases the amount of additional traffic expected at these locations would only result in a slight change in local amenity. Furthermore, any impacts would only occur for a temporary period during construction and would not significantly increase journey lengths.

Transport fore Greater Manchester (TfGM) and the Local Highway Authority (LHA) have been consulted on the proposals. TfGM have no objections to the scheme.

The LHA has localised concerns in relation to ensuring that pedestrian access can be provided along part of Castle Hill Road, the provision of a pedestrian refuge, how any displaced car parking would be dealt with and damage to highway surfacing infrastructure through increased usage.

The scheme provides for a pedestrian refuge along the required length of Castle Hill Road by using the applicant's adjoining land. This would be delivered through a legal agreement. The displaced parking facility would be provided by a small car park close to the entrance of Castle Hill Road for use by local residents. The applicant is offering and is accepted that an Extraordinary agreement under s59 of the Highways Act 1980 would be undertaken and this

is drafted. This would provide for a secured bonded fund to draw upon should works be required through the implementation of the scheme to public highways.

The provisions set out as mitigation are considered to be acceptable and would where necessary be conditioned or contained within appropriate legal agreements.

The quantum and direction of traffic arising from the scheme's implementation are understood and have been discussed at length through the pre-application discussions and these have manifested themselves within the application. Overall, the methodology of the implementation is such that since the drive of the tunnelling would being a southerly direction, the impact arising from traffic would be significantly reduced. The main impacts would be from the creation of the compounds, staffing accessing and the creation of the reception shaft at Woodgate Hill.

Initially access would be via Sixth Avenue but the longer term routing would be from Woodgate Hill following the creation of an access. The applicant considered use of 2nd Avenue and 6th Avenue for the proposed works. These would be used initially whilst the new Castle Hill Road access road is constructed but were not deemed to be suitable for longer term use throughout the project which has been supported by Bury Highways team. The main concerns raised relating to the use of 2nd Avenue and 6th Avenue were with regard to the denser nature of the residential street, narrower width and steeper gradient compared to Castle Hill Road. Also 2nd Avenue is directly opposite a school with a school crossing patrol which was an added concern with this option.

The detailed programme of the works is unknown at this stage until a Contractor has been appointed. At that stage residents would be fully informed of the exact durations and start dates. The proposed works would not be continuous over the full 7 years (as stated by an objector). The timing of some activities is constrained by the remainder of the project – for example, mine grouting needs to take place prior to tunnel construction and final connections cannot take place until the tunnel is complete. More clarity on actual timing would be available once a Contractor is appointed.

Grouting would also be implemented as described above, which is a necessity and an area of Bentley Lane would also be impacted upon. Routing here is more problematic and narrow.

These factors have been considered and the wider public benefit weighs significantly in favour of temporary impacts. Public Rights of Way and Bridleways have been considered throughout and appropriate staff and community groups have been involved, resulting in changes for the positive and localised measures to be introduced where these are required. There would be localised impact upon amenity, users and a result of increased traffic movements through the implementation of the scheme. However, these would be temporary for the constructional phases but would cease upon completion.

In consideration of the reasons behind the scheme and the wider public benefits, the temporary nature of the scheme's implementation impacts and the direct routing to the main working area, the LHA and LPA have no objections and consider that the scheme is compliant with UDP Policies HT2, HT2/1, HT2/2 , HT2/3, HT2/4, HT2/6, HT4, HT6, HT6/1, HT6/2, NPPF Chapter 8.

Air quality
The ES has assessed the impact of the proposed development upon air quality and climate change agenda in the context of estimated carbon emissions.

Two assessment areas have been looked at:

- Local air quality up to 10km from the pollutant sources – relating to pollutants with the potential to affect human health and ecosystems at a local level during the construction phase.
- Dust during the construction phase up to 350m from the construction areas. A worst-case approach has been adopted to define the required level of good practice dust mitigation measures, to avoid any significant effects (i.e. it was assumed that all activities undertaken at the construction sites were categorised as high risk).

Assessment of the operational phase is not required as there are no known operational phase sources of air pollution.

The air quality assessment included consideration of the following aspects:

- Dust emissions generated by earthworks and construction-related activities during the construction phase.
- Exhaust emissions of pollutants to air from road vehicles (e.g. cars, vans, buses and lorries) on the local road network during the construction phase.
- Exhaust emissions from electrical generation plant (i.e. diesel generators) during the construction phase.

The main pollutants of concern have been identified as being the combustion emissions typically arising from vehicle traffic and industry, and are primarily oxides of nitrogen (NOx), nitrogen dioxide (NO?) and particulate matter (PM10 and PM2.5). The emissions expected from on-site generators which include ammonia (NH3) and sulphur dioxide (SO2) have also been included as potential pollutants.

The detailed dispersal modelling results indicate that emissions to air from the diesel generators and exhaust emissions of pollutants from road vehicles are unlikely to result in any significant air quality effects at sensitive human locations or the designated sites in the assessment.

Appropriate dust mitigation measures have been identified to prevent significant impacts occurring at off-site locations. These measures are considered to be normal good practice that would be adopted by the contractor as part of the Construction Code of Practice.

The Environmental Health Section has no objections, subject to the inclusion of a condition relating to air quality mitigation measures.

Therefore, the proposed development would not have a significant adverse impact upon air quality and would be in accordance with Policy EN7/1 of the Bury Unitary Development Plan.

Noise and vibration

The proposed development would generate noise and vibration through tunnelling to construct the aqueduct and the associated mine grouting works. These have been assessed in the Environmental Statement and has considered the impacts upon residential, non-residential properties and community assets

Noise arising from the activities at the southern reception shaft Woodgate Hill WTW compound has been assessed as 23 locations around the compound. The noise levels predicted would not give rise to significant effects at the majority of the residential properties close to the proposed compound. However, noise levels would be exceeded at properties to the west of the southern edge of the proposed compound and would impact on those on Castle Hill Road and Chaffinch Drive. In addition, there would be an impact during short duration enabling works and reinstatement works when piling and trenching are carried out and during tunnelling works on Sundays at Hole Bottom Cemetery Memorial Garden.

Mitigation measures include:

- temporary noise barriers during the enabling and reinstatement work, piling and open cut works near Hole Bottom Cemetery Memorial Garden and the affected residential properties
- partial or full enclosure of the pumps when undertaking work in close proximity to sensitive properties or community assets
- pneumatic hand tools would be fitted with efficient silencers
- Mine grouting - all pumps and generators located in the compounds and grouting areas would be screened with partial or full enclosure of items, where reasonably practicable
- Mine grouting - a 3 metre high topsoil mound would be located within the working area along the western edge of the three mine grouting areas and would provide screening for properties and community assets.

The proposed mitigation measures would reduce the impact of the proposed development for the majority of properties. However, there would be a moderate noise impact at No. 46 Chaffinch Drive during the connections, open cut works and piling and moderate noise impact at Hole Bottom Cemetery Memorial Garden during the enabling/reinstatement works, open and cut works. In addition, 108 Castle Hill Road would experience some moderate noise impact during enabling and reinstatement works.

Further comments will be reported from Environmental Health - Pollution Control Section in the Supplementary Report.

The ES stated that there was the potential for significant effects to residents some 40 metres from the southern edge of the compound during vibratory compaction works and the installation of sheet piling during trenching works. The SEI had provided further information on groundborne vibrations and it concluded that significant impacts, both in terms of human response and structural damage, resulting from groundborne vibration associated with the tunnelling works are not predicted. However, it may be perceptible at some properties. As such, the proposed development would not have a significant adverse impact upon the amenity of the neighbouring properties with regard to groundborne vibration.

Cumulative effects

Chapter 19 presents an assessment of the potential for likely significant cumulative effects of the Proposed Haslingden and Walmersley Section. Part 1 of Schedule 41 of the EIA Regulations requires consideration of the cumulative effects of a development. IEMA (2011) notes that impacts can act together in an additive and/or synergistic manner to result in cumulative effects, i.e. impacts may overlap or act in combination with each other,

In the scoping exercise cumulative effects were stated to be required to be considered as is set out by the EIA Regulations and NPPF.

The scheme has looked at both the impacts arising from the development itself and those together with other non-related schemes and how these may impact. Each chapter of the ES considers different topic impacts as reflected in this report. To understand other non-related impacts, the applicant has looked at extant and schemes being implemented in the locality to add to the consideration of cumulative effects.

Each individual impact has appropriately commented upon cumulative effects individually in relation to the scheme applied for and also how other permissions elsewhere would have a relationship, if at all and whether these would create unacceptable cumulative impacts.
In relation to the Bury element, the routing is such that LPA areas to the north including Rossendale and Hyndburn have been considered and also to the east, Rochdale LPA area.

The ES considers the overall project cumulative effects to be:

- Biodiversity loss
- Surplus materials
- Construction vehicle movements
- Tree loss

The combined biodiversity loss associated with the Proposed Programme of Works represents an additional potentially significant effect. To address this, United Utilities has committed to protecting certain habitats on construction compounds as well as habitat improvements equating to approximately 10% Biodiversity Net Gain. Given the mitigation in place across the Proposed Programme of Works and the overall net gain, the residual effect of the combined biodiversity loss is not considered to be significant. This also reflects the responses made by the consultee responses.

A review of all 'long 'list' proposed developments along all proposed sections of the Proposed Programme of Works identified that all proposals were 'local' in scope i.e. their environmental and social influence was confined to local areas and local communities. There were no third-party developments or proposed land allocations that could foreseeably act cumulatively with the Proposed Programme of Works and give rise to additional cumulative effects, over and above the likely significant environmental effects already described in the ES.

A staged assessment of cumulative effects has been undertaken for the Proposed Haslingden and Walmersley Section. These stages of assessment have included the consideration of local proposed developments and land allocations, identified with the assistance of local planning authorities, against the likely significant effects of the Proposed Haslingden and Walmersley Section. Where cumulative effects with local proposed developments and land allocations have been identified, none has been identified as giving rise to the risk of greater effects than those already considered in the individual topic assessments.

Combined effects across the full Proposed Programme of Works (i.e. all developments being undertaken as part of the Haweswater Aqueduct Resilience Programme) have been assessed. The combined potential habitat loss was assessed to constitute an additional potentially significant effect. Mitigation has been identified in the form of habitat protection and a commitment to generate a 10% Biodiversity Net Gain across the Proposed Programme of Works which would reduce the residual effect to not significant.
No developments have been identified that would act cumulatively with the Proposed Programme of Works at a regional level.

This cumulative assessment therefore concludes that following mitigation there are no residual likely significant cumulative effects associated with the Proposed Haslingden and Walmersley Section.

Residual Effects
Chapter 21 of the ES covers this issue as required by the EIA Regulations. The ES has broken the impacts down area dependently and provided commentary on each thus listing:

- Chapter of discussion
- Compounds
- Phase
- Commentary on residual effects

With Bury relationships, the following is stated:

Landscape and Arboricultural:

Haslingden Road Compound, New Hall Hey Compound
Townsend Fold WTW Compound and White Carr Lane Mine Grouting Area

Enabling Works:
A noticeable and moderately uncharacteristic change to a small proportion of Rossendale Moorland Fringe LCA (Table 6.11)

- A dominant and uncharacteristic change across a large proportion of the view (Table 6.15: Haslingden Road Compound, New Hall Hey Compound Townsend Fold WTW Compound and White Carr Lane Mine Grouting Area, and Table 6.16: White Carr Lane Mine Grouting Area)
- A noticeable and uncharacteristic change across a moderate part of the view (Table 6.15: Haslingden Road Compound, New Hall Hey Compound Townsend Fold WTW Compound and White Carr Lane Mine Grouting Area, and Table 6.16: White Carr Lane Mine Grouting Area)

Construction
A substantial and moderately uncharacteristic change to a moderate or small proportion of the Rawtenstall TCA, Haslingden TCA and Irwell Valley South LCA (Table 6.19)
▪ A dominant and uncharacteristic change across a large proportion of the view (Table 6.22)
▪ A noticeable and uncharacteristic change across a moderate part of the view (Table 6.22)
Operation (in year 1 of operation)

A noticeable and uncharacteristic change across a moderate part of the view (Table 6.40). This would reduce to non-significant once mitigation planting becomes established.

Woodgate Hill WTW Compound, and Woodgate Hill Mine Grouting Area
Enabling Works
A noticeable and moderately uncharacteristic change to a moderate proportion of the Gorsey Brow LCA (Table 6.12)

- A noticeable and moderately uncharacteristic change to a small proportion of Rossendale Moorland Fringe LCA (Table 6.12)
- A dominant and uncharacteristic change across a large proportion of the view (Table 6.17)
- A noticeable and uncharacteristic change across a moderate part of the view (Table 6.17)

Woodgate Hill WTW Compound,
Construction

- A substantial and moderately uncharacteristic change to a large proportion of the Gorsey Brow LCA (Table 6.20)
- A substantial and moderately uncharacteristic change to a small proportion of the Knowl and Rooley Moors, Fringes and Foothills (Table 6.20)
- A dominant and uncharacteristic change across a large proportion of the view (Table 6.23)
- A noticeable and uncharacteristic change across a moderate part of the view (Table 6.23)

Commissioning

- A noticeable and moderately uncharacteristic change to a moderate proportion of the Gorsey Brow LCA (Table 6.26)

- A dominant and uncharacteristic change across a large proportion of the view (Table 6.29)
- A noticeable and uncharacteristic change across a moderate part of the view (Table 6.29)

Water Environment:
Woodgate Hill WTW Compound Enabling Works
Groundwater Dependent Terrestrial Ecosystems (GWDTE):
▪ Woodgate Hill WTW North (Table 7.39)
▪ Woodgate Hill WTW South (Table 7.39)
Operation
- Fluvial Geomorphology and Surface Water Quality:
- Discharge of groundwater ingress from the decommissioned Haweswater Aqueduct into the River Roch (Table 7.39)

Woodgate Hill WTW Compound
Decommissioning (of existing aqueduct) Groundwater:
- Changes to baseflow in Gypsy Brook during decommissioning of the existing aqueduct (Table 7.39)

Noise and Vibration
Woodgate Hill WTW Compound
Enabling Works
- Hole Bottom Cemetery Memorial Garden community asset where moderate adverse noise impact magnitudes (resulting in moderate significance effects) are predicted during enabling works/reinstatement works and open cut and piling works (Section 17.9)
- 108 Castle Hill Road (representative of ~9 residential properties on Castle Hill Road), where moderate adverse noise impact magnitudes (resulting in moderate significance effects) are predicted during enabling works/reinstatement works (Section 17.9)

Construction
46 Chaffinch Drive (representative of ~20 residential properties in the vicinity of Chaffinch Drive), where moderate adverse noise impact magnitudes (resulting in moderate significance effects) during connections, open cut works and piling. Moderate adverse vibration impacts are predicted during piling, resulting in moderate significance effects (Section 17.9)

Woodgate Hill WTW and Woodgate Hill Mine Grouting Area
Enabling Works
- Potential for combined significant effects during grouting works and enabling works at the Woodgate Hill WTW Compound, where noise levels in the vicinity of Chaffinch Drive are predicted to increase by 1 dB if concurrent mine grouting and enabling works are undertaken (Section 17.9)

White Carr Lane Mine Grouting Area
- White Carr Farm residential property, where moderate adverse noise impact magnitudes (resulting in moderate significance effects) are predicted during enabling works, drilling & grouting and reinstatement works (Section 17.9)

Woodgate Hill Mine Grouting Area
Enabling Works
- Hole Bottom Cemetery Memorial Garden community asset, with moderate adverse noise magnitude (resulting in moderate significance effects) predicted during enabling works, drilling & grouting and reinstatement works, and during enabling works at

Riddings Farm Cottage, Hercules Farm, Birchen Bower Farm and 46 Chaffinch Drive (and during reinstatement works at Riddings Farm Cottage). Major adverse noise magnitude (resulting in major significance effects) predicted at Riddings Farm Cottage, Hercules Farm, Birchen Bower Farm and 46 Chaffinch Drive during drilling & grouting works, and during site reinstatement works at Hercules Farm and Birchen Bower Farm (Section 17.9)

No Residual Effects upon:
Flood Risk
Ecology – Terrestrial
Ecology – Aquatic
Cultural Heritage
Solis, Geology and Land Quality
Minerals and Waste
Public Access and recreation
Communities and Health
Major Accidents
Transport Planning
Air quality
Cumulative Effects / Arisings from other development

Each aspect of the development's topics has been thoroughly and objectively assessed in relation to residual effects. It is considered that there would not be any disagreement with the findings. Consultations carried out and the use of conditions and agreements would maintain the proposals to operate within reasonable and acceptable planning scope as required through this assessment and that the residual impacts would be acceptable as set out.

Conclusion
United Utilities manages the water supply network across the North West of England and has a statutory duty to supply drinking water that is safe and of a quality suitable for its consumers.

The existing Haweswater Aqueduct is approximately 110km long and consists of a number of underground water supply pipelines taking raw water from the Haweswater Reservoir in the Lake District National Park to a water treatment works (WTW) near Kendal, where it is treated (potable water) and then to United Utilities' customers in Cumbria, Lancashire and Greater Manchester.

Following detailed inspections of the tunnel sections of the existing aqueduct between 2013 and 2016, a number of the sections showed evidence of degradation that could lead to leakage and a risk to water quality. United Utilities is therefore proposing the Haweswater Aqueduct Resilience Programme (HARP) in order to replace the six existing underground tunnel sections, totalling a length of 53km, of the Haweswater Aqueduct, across seven local authorities, to provide a more resilient supply of clean drinking water,

As part of the Water Resource Management Plan (WRMP) process, which defines United Utilities' strategy to achieve a long-term, best value and sustainable plan for water supplies in the North West, the HARP Programme of Works has been through an extensive options identification and appraisal process to select the only feasible solution to address this risk to the North West's water supply. This document has been through an extensive consultation process with regulators and has been included within a WRMP approved by the Secretary of State and Ofwat.

The Programme of Works has been developed in conjunction with extensive stakeholder and community consultation and in particular regular liaison has taken place with the affected local planning authorities and other statutory consultees. Public consultation has

also been held involving public exhibitions, meetings with parish councils and other key stakeholders, and from April 2020, due to the Covid-19 pandemic, a digital platform was developed in order to continue with the public consultation and support the Proposed Programme of Works.

The Proposed Haslingden and Walmersley Section is the southern extent of the aqueduct and would involve replacing the water supply tunnels from Huncoat, east of Accrington, to the Woodgate Hill Water Treatment Works.

Within Bury, the development would comprise of approximately 2.6 km of replacement pipeline, including connections to existing United Utilities infrastructure.

- To enable the tunnel construction, above ground temporary works are proposed within Bury: The proposed Woodgate Hill WTW Compound, serving tunnelling activities for the Haslingden and Walmersley Section
- Woodgate Hill Mine Grouting Area – to fill existing voids in this area of former mine workings.

The Woodgate Hill WTW compound has an estimated duration of 5 years, with an estimated earliest commencement in 2025. It is estimated that the activity at the Woodgate Hill Mine Grouting Area would take approximately 12 months, with an earliest commencement date in 2023.

In addition to the new tunnel, the following permanent works are proposed: at the Woodgate Hill WTW compound area:

- 2 no. access/valve house buildings with surrounding fencing and hardstanding
- A kiosk
- Bound surfaced access roads to the new access/valve house buildings and kiosk

An EIA has been undertaken for the proposed Haslingden and Walmersley Section, which is reported in the accompanying ES. Its findings are summarised and assessed, in planning policy terms, within this Planning, Design and Access Statement. The nature of the Proposed Haslingden and Walmersley Section, where the development is predominantly under the ground, means the majority of the effects from the development on the surrounding environment and local amenity would occur during the construction phase of the tunnel rather than during the operation of the new proposed infrastructure. To account for this, the construction effects would be carefully controlled through a suite of documents, to be approved as part of the planning process, which set out measures to be implemented to ensure that any adverse effects on the environment, the landscape, public amenity and recreational opportunities etc. are minimised. These documents include

- An Outline Construction Code of Practice
- A Construction Traffic Management Plan
- A Mitigation Schedule
- An Environmental Masterplan.

Although it is recognised that the construction of a project of this scale would involve a degree of disruption to both people and the environment, the development proposals have objectively identified impacts and appropriate mitigation such that effects are appropriately determined. The proposals along with conditions are such that the effects can be reasonably controlled and that along with the mitigation and compensation proposals ensure that the

impacts are largely temporary and acceptable in planning policy terms and ultimately provide for a resilient, sustainable water supply to serve the needs of the North West.

Overall, it is considered that this essential upgrade to the water supply infrastructure is fully supported by national and local planning policies.

Statement in accordance with Article 35(2) Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2015

The Local Planning Authority worked positively and proactively with the applicant to identify various solutions during pre-application discussions to ensure that the proposal comprised sustainable development and would improve the economic, social and environmental conditions of the area and would accord with the development plan. These were incorporated into the scheme and/or have been secured by planning condition. The Local Planning Authority has therefore implemented the requirement in Paragraph 38 of the National Planning Policy Framework.

Recommendation: Minded to Approve

Conditions/ Reasons

1. The development must be begun not later than five years beginning with the date of this permission.
   Reason. Required to be imposed by Section 91 Town & Country Planning Act 1990.

2. This decision relates to drawings numbered BMBC-HW-APP-004-01-01 0, BMBC-HW-APP-004-01-02 1, BMBC-HW-APP-004-02 1, BMBC-HW-APP-004-04_01 0, BMBC-HW-APP-004-04_02 0, BMBC-HW-APP-004-04_03 0, BMBC-HW-APP-004-04_04 0, BMBC-HW-APP-004-04_05 1, 80061155-01-JAC-TR5-97-DR-C-00007 P03, 80061155-01-JAC-TR5-97-DR-C-00008 P01, BMBC-HW-APP-004-05_01 0, BMBC-HW-APP-004-05_02 1, BMBC-HW-APP-004-06 1, BMBC-HW-APP-004-07_01 0, BMBC-HW-APP-004-07_02 0, BMBC-HW-APP-004-800061155-01-UU-TR5-XX-DR-C-20023 P02, BMBC-HW-APP-004-09 0, 80061155-01-UU-TR5-DR-C-00042 P02, 80061155-01-UU-TR5-97-DR-C-00043 P02, 8006115-01-UU-TR5-97-DR-C-00044 P02, 80061155-01-UU-TR5-97-DR-C-00047 P01, BMBC-HW-APP-004-11_01 1, BMBC-HW-APP-004-13_01 1, BMBC-HW-APP-004-13_02 1, BMBC-HW-APP-004-13_03 0, BMBC-HW-APP-004-13_04 0, B27070CQ-JAC-XX-DR-C-TR6_GA-2206 P01.4, B27070CQ-JAC-XX-DR-C-TR6_VS-2007 P01.4 and the development shall not be carried out except in accordance with the drawings hereby approved.
   Reason. For the avoidance of doubt and to ensure a satisfactory standard of design pursuant to the policies of the Bury Unitary Development Plan listed.

3. Prior to the commencement of development, a phasing plan showing the sequencing of the development for managing the construction, restoration and reinstatement works shall be submitted to and agreed in writing by the Local Planning Authority. Conditions (set out below) that are required to be submitted to the Local Planning Authority for approval shall be submitted to and agreed in writing by the Local Planning Authority in accordance with the sequence set out in the agreed phasing plan. The development shall thereafter be implemented solely in accordance with the approved scheme or as subsequently amended by written agreement with the Local Planning Authority.
   Reason. Details are required prior to the commencement of development in order

to secure satisfactory detailed delivery of the highway works within each phase of development and across the site as a whole in accordance with Policy HT1 - A balanced Transportation Strategy
of the Bury Unitary Development Plan.

4. Notwithstanding the plans and details submitted, details for all the above ground structures associated with the respective compounds shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented during the course of the development.
Reason. For the avoidance of doubt and to ensure a satisfactory standard of design pursuant to the policies of the Bury Unitary Development Plan listed.

5. Notwithstanding the plans and details submitted, details for all the permanent above ground structures shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented during the course of the development.
Reason. For the avoidance of doubt and to ensure a satisfactory standard of design pursuant to the policies of the Bury Unitary Development Plan listed.

6. The respective compounds shall be removed from site to the written satisfaction of the Local Planning Authority within 6 months of it ceasing operation.
Reason: In the interests of the visual amenity pursuant to Policies H3/1 – Assessing Non-Conforming Uses and OL1/2 – New Buildings in the Green Belt of the Bury Unitary Development Plan.

7. No development within each phase approved under condition 3 shall commence unless and until:-

- A contaminated land Preliminary Risk Assessment report to assess the actual/potential contamination and/or ground gas/landfill gas risks at the site shall be submitted to, and approved in writing by, the Local Planning Authority;
- Where actual/potential contamination and/or ground gas/landfill gas risks have been identified, detailed site investigation and suitable risk assessment shall be submitted to, and approved in writing by the Local Planning Authority;
- Where remediation/protection measures is/are required, a detailed Remediation Strategy shall be submitted to, and approved in writing by, the Local Planning Authority.

Reason. The scheme does not provide full details of the actual contamination and subsequent remediation, which is required to secure the satisfactory development of the site in terms of human health, controlled waters, ground gas and the wider environment and pursuant to National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.

8. Following the provisions of Condition 7 of this planning permission, where remediation is required, the approved Remediation Strategy must be carried out to the satisfaction of the Local Planning Authority within agreed timescales; and
A Site Verification Report detailing the actions taken and conclusions at each stage of the remediation works, including substantiating evidence, shall be submitted to and approved in writing by the Local Planning Authority prior to the development being brought into use.
Reason. To secure the satisfactory development of the site in terms of human health, controlled waters and the wider environment and pursuant to National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.

9. Development within each phase approved under condition 3 shall not be commenced until a Materials Management Plan for the relevant phase has been submitted to, and approved in writing by the Local Planning Authority. For the purposes of this condition the term 'construction work' shall be taken to include any works to include works to prepare the site for development including site access points, haul roads and compound areas but excluding site investigation work. The materials management plan shall be developed following the site investigations and risk assessments and shall:

a. Identify all locations from which material will be excavated;
b. Utilising the information contained within the contaminated land investigation, identify those areas of excavation which are contaminated
c. For areas of excavation which may be subject to contamination estimate the volume of material arising, the approximate volumes of material to be remediated on site and provisional volume to be disposed of off-site;
d. Illustrate where and how the remediation of contaminated material would take place;
e. Illustrate where and how remediated material would be re-used, including volumetric calculations to demonstrate that the material can be accommodated within the proposed area of use and any measures for containment for this material;
f. Detail the frequency of testing and testing specification for soils generated during the cut and fill operations, including how the materials are to be segregated and stored;
g. Identify screening criteria for assessment of whether the materials can be reused without treatment or mitigation;
h. For areas of excavation which are not subject to contamination provide the volume of material arising, and illustrate where and how non-contaminated material would be re-used including volumetric calculations to demonstrate that the material can be accommodated within the proposed area.

Once approved the materials management plan shall be implemented in its entirety.

Reason. To ensure the proposed development does not pose an unacceptable risk of pollution to controlled waters pursuant to Policy EN7 - Pollution Control of the Bury Unitary Development Plan and the National Planning Policy Framework.

10. Prior to the commencement of each phase approved under condition 3, a Site Waste Management Plan (SWMP) shall be submitted to and approved in writing by the Local Planning Authority. For the purposes of this condition the term ‘construction work’ shall be taken to include any works to prepare the site for development including site access points, haul roads and compound areas but excluding site investigation. The Site Waste Management Plan shall include details of:

a. the anticipated nature and volumes of waste that will be generated by construction work;
b. the measures to minimise the generation of waste as a result of the proposed works;
c. measures to maximise the re-use on-site of such waste;
d. measures to be taken to ensure effective segregation at source of other waste arising during the carrying out of such works, including the provision of waste sorting, storage, recovery and recycling facilities as appropriate

The approved SWMP shall be implemented throughout the period of construction work on site.
Reason. To ensure the construction activities associated with the proposed development do not pose an unacceptable risk of pollution to controlled waters through the inappropriate management of waste on site pursuant to Policy EN7 - Pollution Control of the Bury Unitary Development Plan and the National Planning Policy Framework.

11. Prior to the commencement of construction work within each phase as approved under condition 3, a scheme detailing how surface water flows and quality will be controlled and managed during the construction phase of the development shall be submitted to and approved in writing by the Local Planning Authority. For the purposes of this condition the term 'construction work' shall be taken to include any works to include works to prepare the site for development including site access points, haul roads and compound areas but excluding site investigation. The construction phase surface water management plan shall include the following and be implemented before construction starts:

a. An assessment of potential flows that would need to be managed during construction, including flows from the existing aqueduct, construction compounds and access roads and as a result of any groundwater dewatering or tunnelling activities;
b. Details of the measures which would be put in place to capture, manage, treat and discharge flows from the component parts of the site identified in part a.
c. A programme for the installation, maintenance and removal of the measures set out in part b. This should include provision for adapting the mitigation if it proves not to be effective.
d. An assessment of potential contaminants which may be present in surface water runoff, and measures to segregate this surface or ground water from clean runoff;
e. Assessment of potential options to retain, test and treat or remove potentially contaminated surface water runoff during the works;
f. Details of a monitoring scheme to be implemented to confirm that no contaminants are present in runoff from the site intended for discharge to controlled waters (before, during and post construction)
g. Details of how existing surface waters will be protected from any surface and ground waters generated

Once approved, the construction phase surface water management plan shall be implemented in its entirety and remain for the duration of the development. Should a need for amendments to the plan be required as a result of changing conditions, these must be submitted to and approved by the LPA.
Reason. To ensure the construction activities associated with the proposed development do not pose an unacceptable risk of pollution to controlled waters and associated species and habitats pursuant to Policy EN7 - Pollution Control of the Bury Unitary Development Plan and the National Planning Policy Framework.

12. No development within each phase as approved under condition 3, shall take place until a scheme for the provision and management of any compensatory habitat necessary to mitigate the impacts of the project has been submitted to, and agreed in writing by, the local planning authority and implemented as approved. Thereafter, the development shall be implemented in accordance with the

approved scheme.
Reason. To ensure the protection of wildlife and supporting habitats and secure opportunities for enhancing the site's nature conservation value and delivering biodiversity net gain pursuant to Policy EN6 - Conservation of the Natural Environment and the National Planning Policy Framework

13. No development within each phase approved under condition 3, shall take place until a scheme to ensure that;

- All private water supplies that may be impacted by the proposed development have been identified and any measures necessary to mitigate the impacts of the development on them have been agreed with the LPA;

Thereafter, the development shall be implemented in accordance with the approved scheme.
Reason. To ensure that the proposed development does not harm the water environment in line with paragraph 174 of the National Planning Policy Framework

14. Development within each phase approved under condition 17 above shall not be commenced until a Traffic Management Plan (TMP) for the relevant phase has been submitted and approved in writing by the Local Planning Authority in association with the Local Highways Authority. The TMP shall include:
- latest works programme, to allow coordination and understanding of cumulative impact of other programmed works in the area (linked to Condition 17 above)
- The construction site traffic routes to be controlled by condition, the TMP should include a plan that clearly identifies each route
- Detailed design of Castle Hill Road Temporary Access

Reason. Information not submitted at application stage. To mitigate the impact of the construction traffic generated by the proposed development on the adjacent residential streets, and ensure adequate off street car parking provision and materials storage arrangements for the duration of the construction period and that the adopted highways are kept free of deposited material from the ground works operations, in the interests of highway safety pursuant to Bury Unitary Development Plan Policies EN1/2 - Townscape and Built Design and HT6/2 - Pedestrian/Vehicular Conflict.

15. No development shall commence unless and until a 'Construction Traffic Management Plan' (CTMP), has been submitted to and approved by the Local Planning Authority and shall confirm/provide the following:

- Hours of operation and number of vehicle movements;
- Arrangements for the turning and manoeuvring of vehicles within the curtilage of the site;
- Parking on site of operatives' and demolition/construction vehicles together with storage on site of demolition/construction materials;
- Measures to ensure that all mud and other loose materials are not carried on the wheels and chassis of any vehicles leaving the site and measures to minimise dust nuisance caused by the operations

The approved plan shall be adhered to throughout the demolition/construction period and the measures shall be retained and facilities used for the intended purpose for the duration of the demolition and construction periods. The areas identified shall not be used for any other purposes other than the turning/parking of

vehicles and storage of demolition/construction materials.
Reason. Information not submitted at application stage. To mitigate the impact of the construction traffic generated by the proposed development on the adjacent residential streets, and ensure adequate off street car parking provision and materials storage arrangements for the duration of the construction period and that the adopted highways are kept free of deposited material from the ground works operations, in the interests of highway safety pursuant to Bury Unitary Development Plan Policies EN1/2 - Townscape and Built Design and HT6/2 - Pedestrian/Vehicular Conflict.

16. The routeing of construction site traffic to/from the site will at all times, unless otherwise agreed in writing by the Local Planning Authority in consultation with the Local Highways Authority, be restricted to the following routes set out below:

Woodgate Hill WTW Compound
M66 Junction 2 either from the north or south, Rochdale Road, Derby Way, B6222 Moorgate, B6222 Bell Lane, B6222 Rochdale Old Road, Castle Hill Road.
[For up to approximately 12 weeks, via Second Avenue and then Sixth Avenue whilst the access on Castle Hill Road is constructed]

White Carr Lane Mine Grouting Area
From/to north Edenfield roundabout, A56 Wood Lane, A56 Whalley Road, A56 Manchester Road, A56 Walmersley Road, Walmersley Old Road, Bentley Lane, White Carr Lane.

From/to south M66, A56 Walmersley Road, Walmersley Old Road, Bentley Lane, White Carr Lane.

No other routes are to be used by site traffic unless otherwise agreed in writing by the Local Planning Authority in consultation with the Local Highways Authority.
Reason. To avoid pedestrian and highway conflict in relation to the construction of the development pursuant to Policy HT6/2 - Pedestrian/Vehicular Conflict of the Bury Unitary Development Plan.

17. Development within each phase approved under Condition 17 above shall not be commenced until a Construction Travel Plan for the relevant phase has been submitted to and approved in writing by the Local Planning Authority in association with the Local Highways Authority. The approved details shall be implemented before the respective phase commences.
Reason. To mitigate the impact of the construction traffic generated by the proposed development on the adjacent streets pursuant to Policy HT4 - New Development of the Bury Unitary Development Plan.

18. Development within each phase approved under Condition 3 above shall not be commenced until details of the location, design and specification of wheel-cleaning facilities or other measures to prevent the tracking out of material or debris onto the public highway for the relevant phase has been submitted to, and approved in writing by the Local Planning Authority. The wheel cleaning facilities or other measures approved pursuant to this condition shall be installed and thereafter maintained in working order and be used by all Heavy Goods Vehicles leaving the site throughout the construction and reinstatement phases.
Reason. To ensure that the adopted highways are kept free of deposited material from the ground works operations pursuant to Policy EN1/2 - Townscape and Built Development and Policy HT4 - New Development of the Bury Unitary Development Plan.

19. Development within each phase approved under Condition 3 above shall not be commenced until details of the location, design and specification of wheel-cleaning facilities or other measures to prevent the tracking out of material or debris onto the public highway for the relevant phase has been submitted to, and approved in writing by the Local Planning Authority. The wheel cleaning facilities or other measures approved pursuant to this condition shall be installed and thereafter maintained in working order and be used by all Heavy Goods Vehicles leaving the site throughout the construction and reinstatement phases.
Reason. To ensure that the adopted highways are kept free of deposited material from the ground works operations pursuant to Policy EN1/2 - Townscape and Built Development and Policy HT4 - New Development of the Bury Unitary Development Plan.

20. Development within each phase approved under Condition 3 above shall not be commenced until the final details of each compound layout for the relevant phase has been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented.
Reason. Information not submitted at application stage. To ensure adequate measures are in place for each phase of the proposed development pursuant to Bury Unitary Development Plan Policies EN1/2 - Townscape and Built Design and HT6/2 - Pedestrian/Vehicular Conflict.

21. No development shall take place within each phase approved under condition 3 until the applicant or their agents or successors in title has secured the implementation of a programme of archaeological works. The works are to be undertaken in accordance with a Written Scheme of Investigation (WSI) submitted to and approved in writing by the local planning authority. The WSI shall cover the following:
    1. Informed by the updated North West Regional Research Framework, a phased programme and methodology of investigation and recording to include:
        i. archaeological evaluation trenching (based on the trenching plan supplied to Jacobs by GMAAS on 10th March 2021)
        ii. informed by the above, more detailed targeted excavation (subject of a new WSI).
    2. A programme for post investigation assessment to include:
        iii. analysis of the site investigations records and finds
        iv. production of a final report on the investigation results
    3. Deposition of the final report with the Greater Manchester Historic Environment Record
    4. Dissemination of the results commensurate with their significance.
    5. Provision for archive deposition of the report and records of the site investigation.
    6. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

    Reason. To record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible pursuant to Policies EN3/1 – Impact of Development on Archaeological Sites, EN3/2 – Development Affecting Archaeological Sites and EN3/3 – Ancient Monuments of the Bury Unitary Development Plan and Section 16 of the NPPF.

22. No development within each phase as approved under condition 3 shall commence unless or until the mitigation measures for dust and air quality referred to in the Environmental Statement have been implemented and are available for

use.
Reason. To ensure the proposed development would not have an adverse impact upon air quality pursuant to Policy EN7/1 - Atmospheric Pollution of the Bury Unitary Development Plan.

23. No tree felling or vegetation clearance required to facilitate the scheme should be undertaken during the optimum time for bird nesting (March to August inclusive) unless nesting birds have been shown to be absent by a suitably qualified person.
Reason. All nesting birds, their eggs and young are legally protected under the terms of the Wildlife and Countryside Act 1981 (as amended) pursuant to Bury UDP Policies EN6/3 and NPPF Chapter 15 .

24. Any trees scheduled for removal as part of detailed plans for the scheme should be further inspected for the possible presence of bat roosts before any felling work commences. Surveys must be carried out by suitably qualified persons and to appropriate standards. If bats are found, measures must be proposed for the avoidance of harm to bats and for compensatory provision of replacement roosting sites.
Reason. All UK bats and their resting places are legally protected under the terms of the Wldlife and Countryside Act 1981 9as amended) and the Conservation of Habitats and Species regulations 2019 (as amended) pursuant to Bury UDP Policies EN6/3 and NPPF Chapter 15

25. A precautionary survey of the works area for Badgers must be undertaken prior to work commencing. If the presence of badgers is recorded, a method statement must be prepared giving details of measures to be taken to avoid any possible harm to badgers

Reason. Badgers are mobile in their habits, and are protected under the terms of the Protection of Badgers Act 1992. There is suitable habitat in the works areas to support badgers pursuant to Bury UDP Policies EN6/3 and NPPF Chapter 15.

26. A detailed management / method statement must be provided giving details of measures to be taken to prevent the spread of the invasive plant Himalayan balsam during the course of the scheme.
The approved management / statement plan shall include a timetable for implementation and be submitted prior to ground works, affected by such invasive species, takes place. Should a delay of more than one year occur between the date of approval of the management scheme and either the date of implementation of the management scheme or the date of development commencing, a further site survey must be undertaken and submitted to the Local Planning Authority.
Reason. The scheme does not provide full details of the actual extent of Japanese Knotweed and Himalayan Balsam in the interest of UDP Policy EN9 - Landscape and pursuant to National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.

27. Measures proposed for mitigating and compensating for the ecological harm which the scheme will cause as set out in the Environmental Statement (and in particular in the Construction Code of Practice (Appendix 3)) and Chapter 9 (Terrestrial and Aquatic Ecology)) are to be required to be implemented as approved.
Reason. in the interests of protecting wildlife and the natural environment pursuant to Bury UDP Policies EN6/3 and NPPF Chapter 15.

28. Comprehensive Habitat and Landscape Management plans must be required to

be prepared for new on-site landscapes and habitats. The Management plans and proposals should include details of the mechanism{s} by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery.
Reason. in the interests of landscape and habitat quality and sustainability pursuant to Bury UDP Policies EN6 and NPPF Chapter 15.

29. An Ecological Clerk of Works must be required to be appointed to oversee all aspects of the enabling, construction and reinstatement works.
Reason. in the interests of protecting wildlife and the natural environment pursuant to Bury UDP Policies EN6/3 and NPPF Chapter.

For further information on the application please contact **Helen Leach/Dave Marno** on **0161 253 5432**

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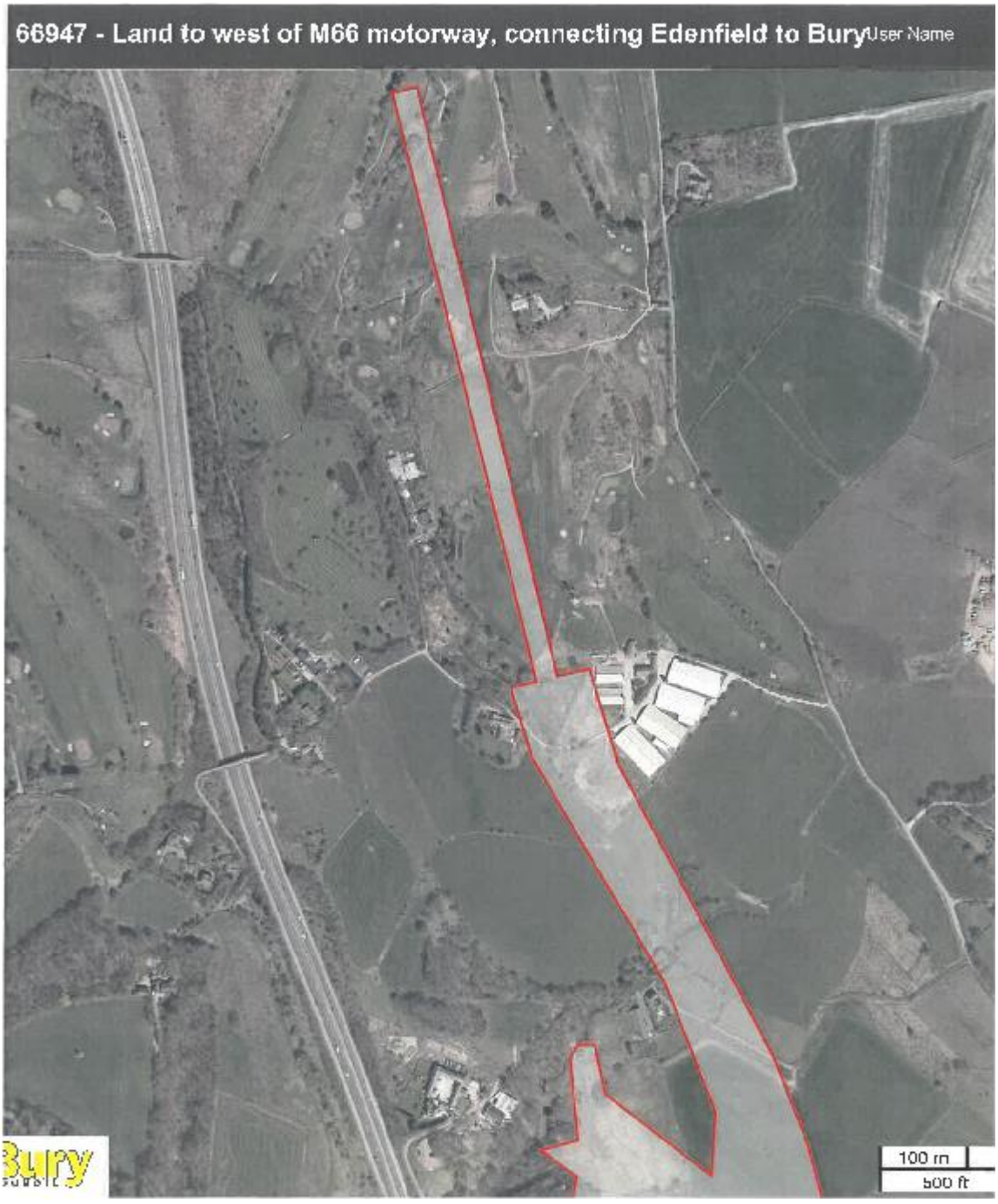
Aerial 1

66947

Aerial 2



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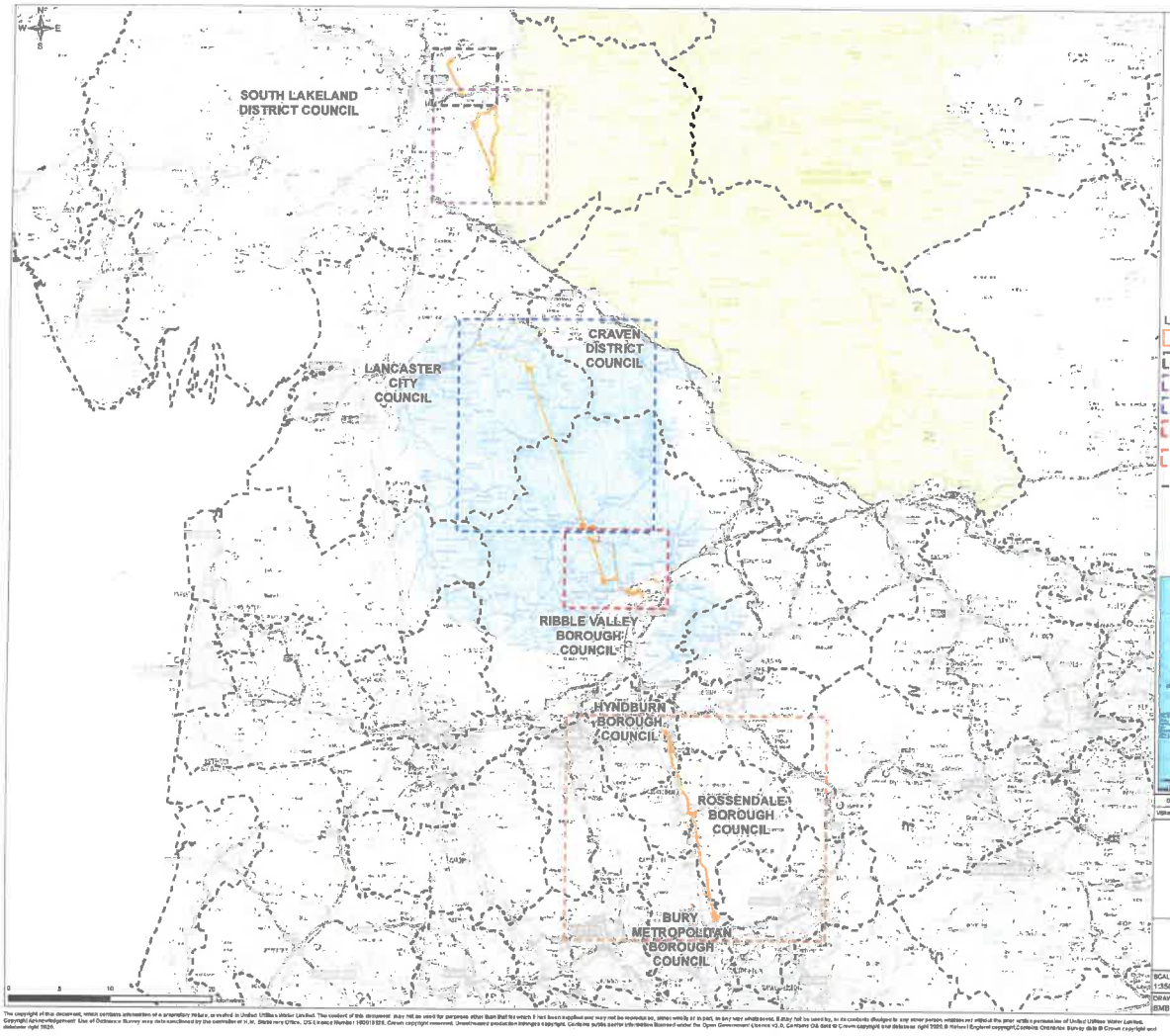
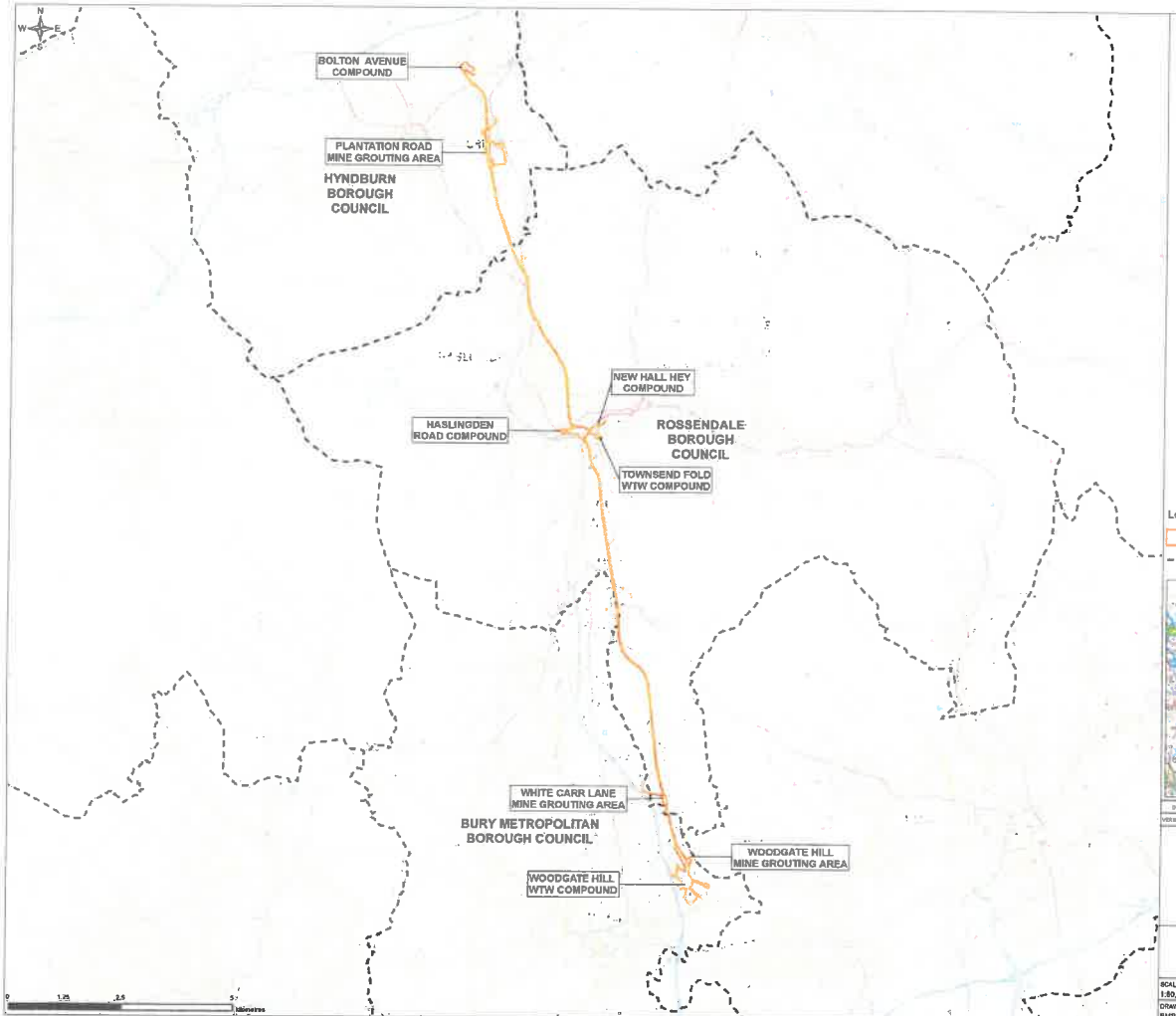
Aerial 3



United Utilities
Water for the North West

UNITED UTILITIES WATER LIMITED
HAWESWATER AQUEDUCT RESILIENCE PROGRAMME
BURY METROPOLITAN BOROUGH COUNCIL
SCHEME OVERVIEW PLAN

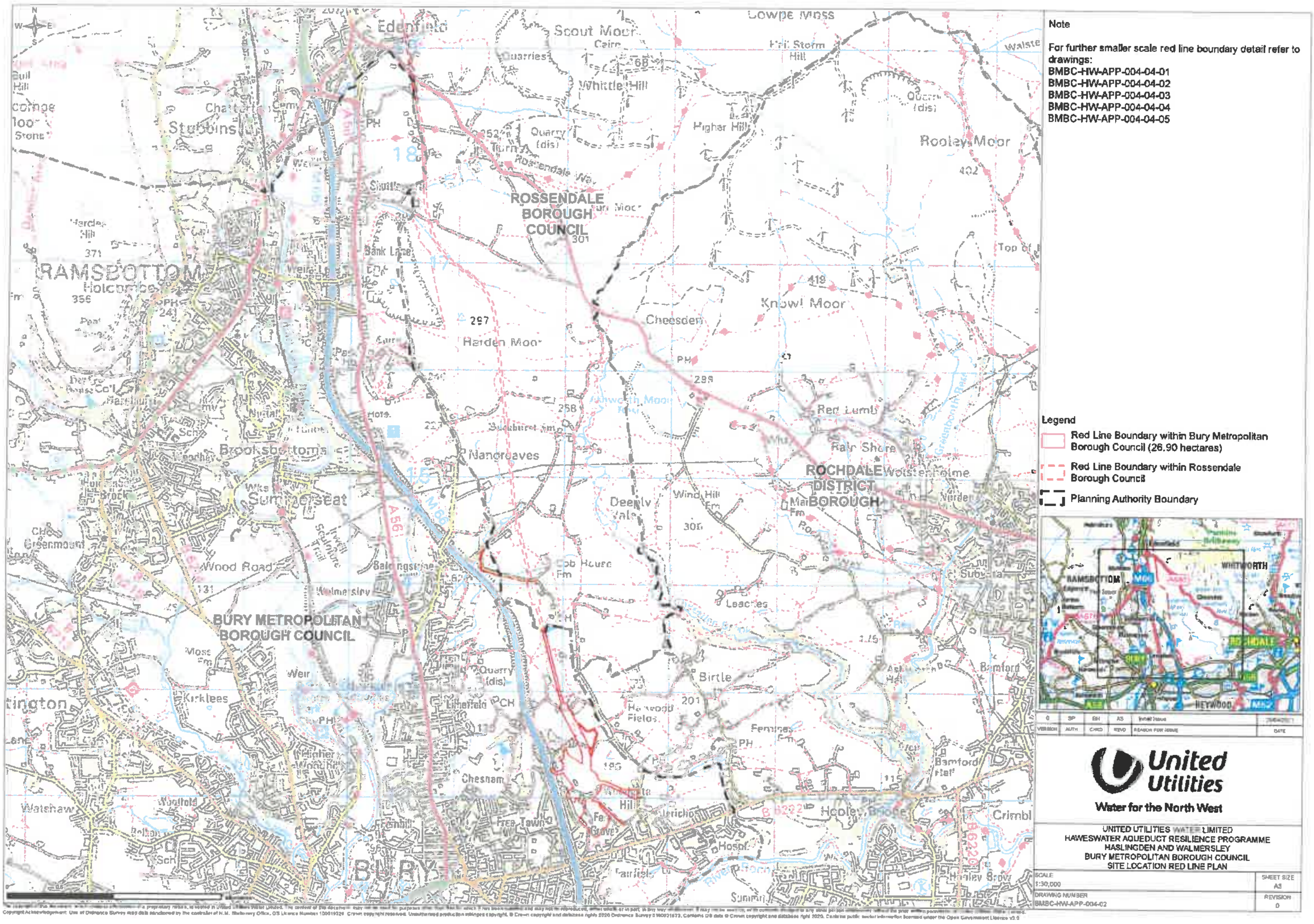
SCALE 1:350,000	SHEET SIZE A3
DRAWING NUMBER EMBC-HW-APP-004-01-01	REVISION 0



United Utilities
Water for the North West

UNITED UTILITIES WATER LIMITED
HAWESWATER AQUEDUCT RESILIENCE PROGRAMME
HASLINGDEN AND WALMERSLEY
BURY METROPOLITAN BOROUGH COUNCIL
SECTION OVERVIEW PLAN

SCALE 1:50,000	SHEET SIZE A3
DRAWING NUMBER BABC-HW-APP-004-01-02	REVISION 0


Note
For further smaller scale red line boundary detail refer to drawings:
BMBC-HW-APP-004-04-01
BMBC-HW-APP-004-04-02
BMBC-HW-APP-004-04-03
BMBC-HW-APP-004-04-04
BMBC-HW-APP-004-04-05
Legend
Red Line Boundary within Bury Metropolitan Borough Council (26.90 hectares)
Red Line Boundary within Rossendale Borough Council
Planning Authority Boundary
ROSSENDALE BOROUGH COUNCIL
BURY METROPOLITAN BOROUGH COUNCIL
ROCHDALE DISTRICT BOROUGH
RAMSBOTTOM
BURY
Edenfield
Summerseat
Brooksbottoms
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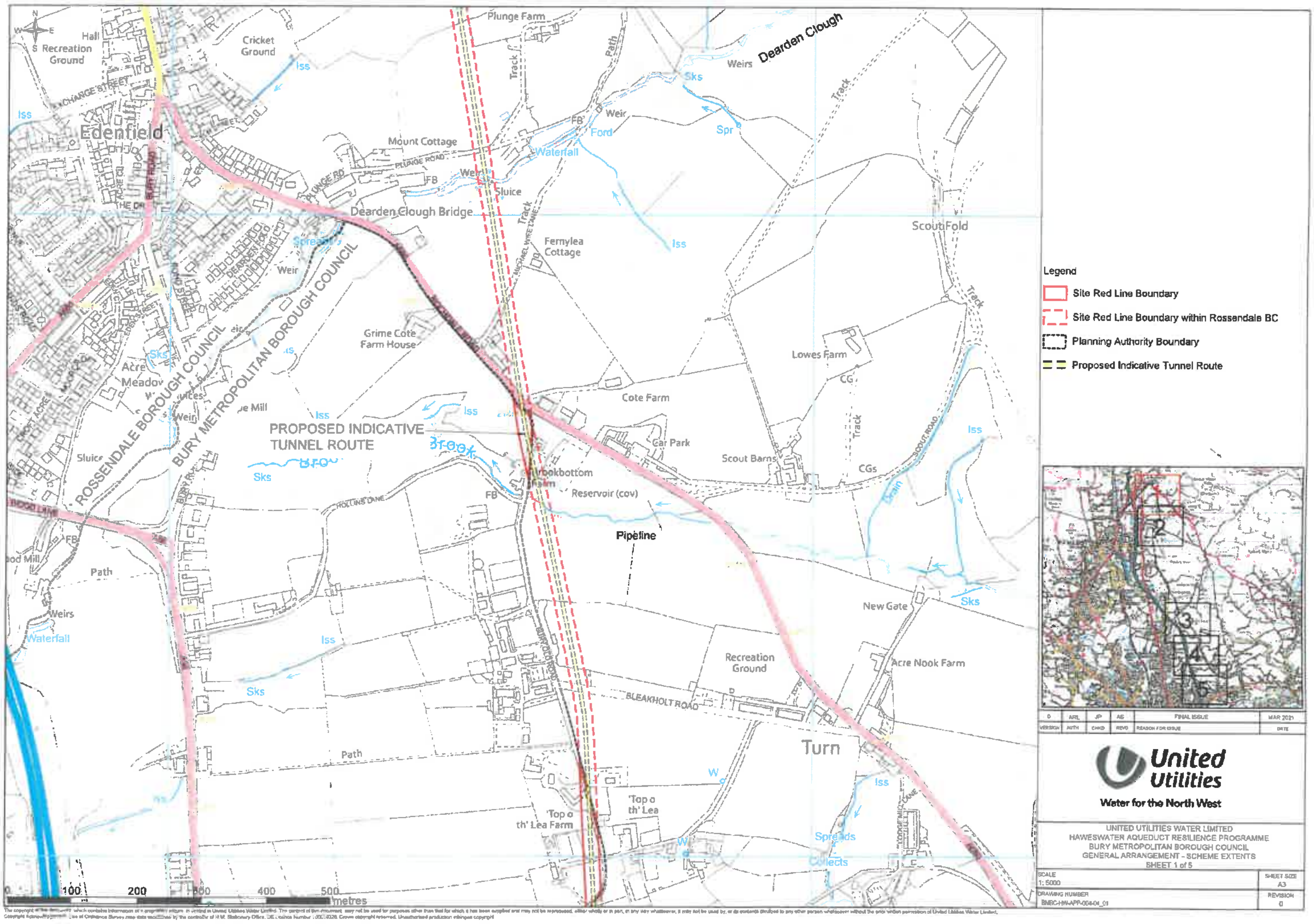
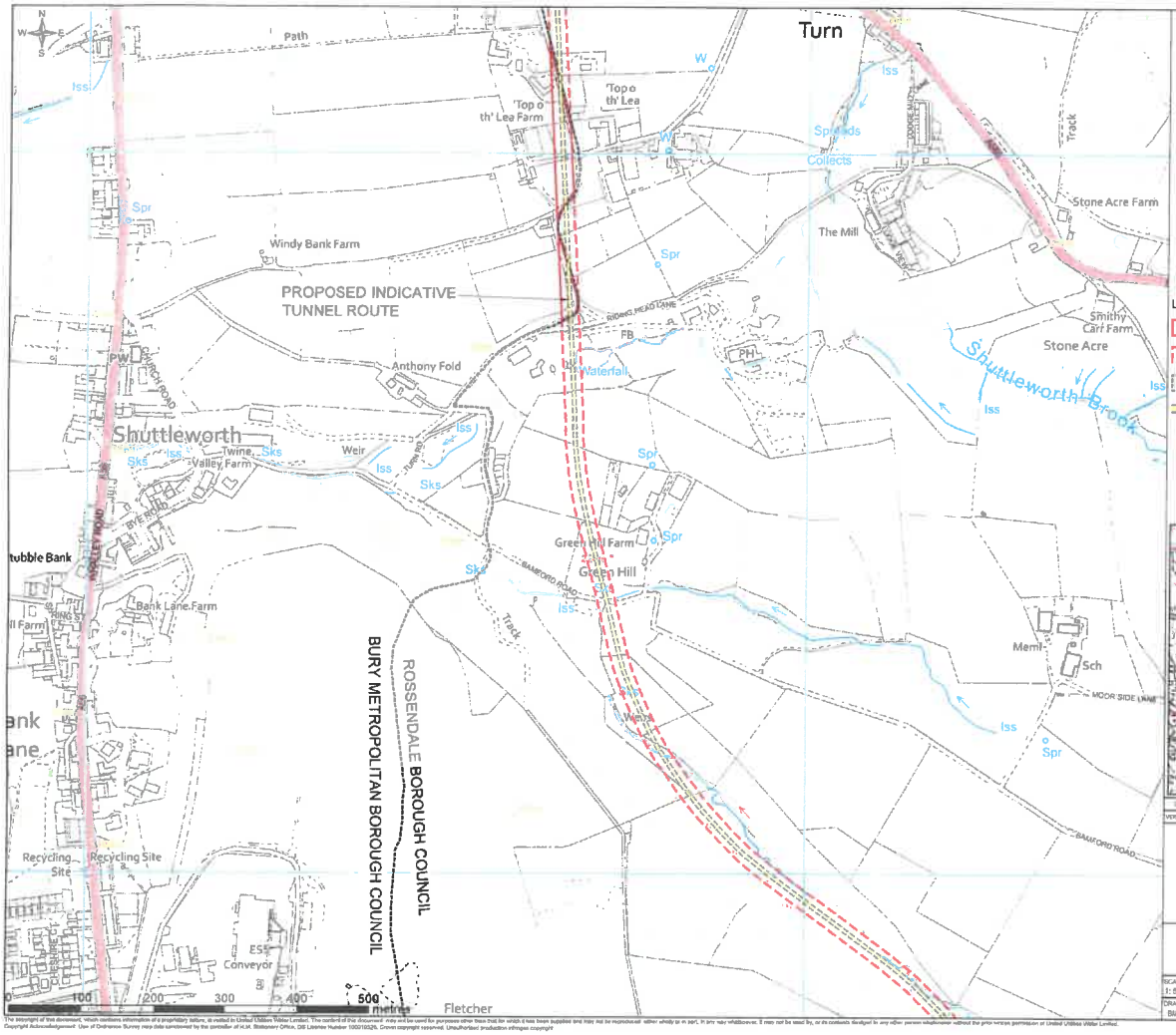
HAWESWATER AQUEDUCT RESILIENCE PROGRAMME
HASLINGDEN AND WALMERSLEY
BURY METROPOLITAN BOROUGH COUNCIL
SITE LOCATION RED LINE PLAN
SCALE 1:30,000
SHEET SIZE A3
DRAWING NUMBER BMBC-HW-APP-004-02
REVISION 0


Legend
Site Red Line Boundary
Site Red Line Boundary within Rossendale BC
Planning Authority Boundary
Proposed Indicative Tunnel Route
PROPOSED INDICATIVE TUNNEL ROUTE
ROSSENDALE BOROUGH COUNCIL
BURY METROPOLITAN BOROUGH COUNCIL
Edenfield
Dearden Clough Bridge
Dearden Clough
Plunge Farm
Mount Cottage
Fernylea Cottage
Grime Cote Farm House
Cote Farm
Lowes Farm
Scout Fold
Scout Barns
Car Park
Brookbottom Farm
Reservoir (cov)
Pipeline
New Gate
Recreation Ground
Acre Nook Farm
BLEAKHOLT ROAD
Turn
Top o th' Lea Farm
Top o th' Lea
metres
United Utilities
Water for the North West
UNITED UTILITIES WATER LIMITED
HAWESWATER AQUEDUCT RESILIENCE PROGRAMME
BURY METROPOLITAN BOROUGH COUNCIL
GENERAL ARRANGEMENT - SCHEME EXTENTS
SHEET 1 of 5
SCALE 1:5000
SHEET SIZE A3
DRAWING NUMBER BMBC-HW-APP-004-04-01
REVISION 0
FINAL ISSUE
MAR 2021


PROPOSED INDICATIVE TUNNEL ROUTE
BURY METROPOLITAN BOROUGH COUNCIL
ROSSENDALE BOROUGH COUNCIL
Shuttleworth
Windy Bank Farm
Anthony Fold
Green Hill Farm
Green Hill
Bank Lane Farm
Stone Acre Farm
The Mill
Smithy Carr Farm
Stone Acre
Shuttleworth Brook
Recycling Site
Fletcher
Legend
Site Red Line Boundary
Site Red Line Boundary within Rossendale BC
Planning Authority Boundary
Proposed Indicative Tunnel Route
United Utilities
Water for the North West
UNITED UTILITIES WATER LIMITED
HAWESWATER AQUEDUCT RESILIENCE PROGRAMME
BURY METROPOLITAN BOROUGH COUNCIL
GENERAL ARRANGEMENT - SCHEME EXTENTS
SHEET 2 of 5
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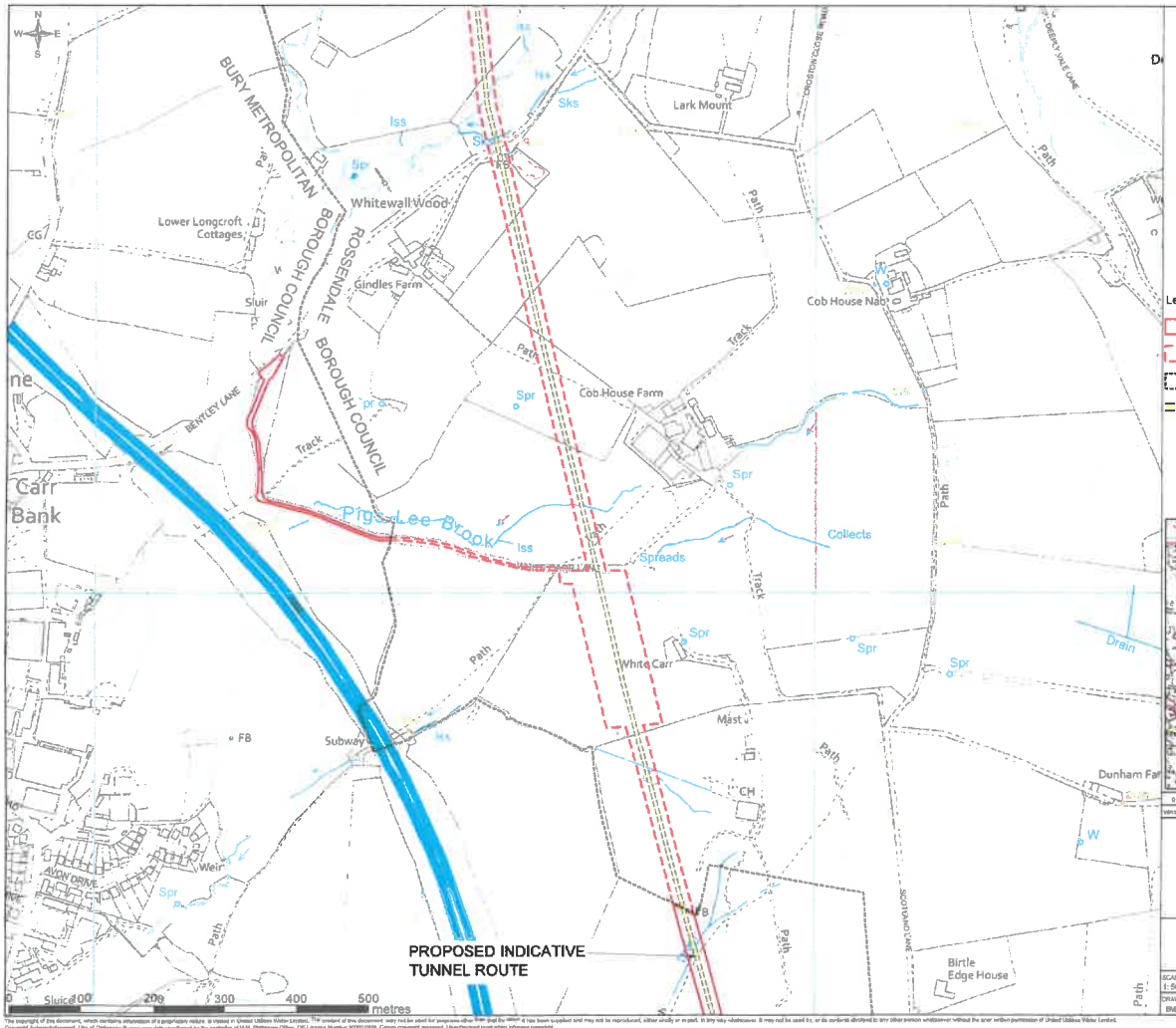
PROPOSED INDICATIVE TUNNEL ROUTE
BURY METROPOLITAN BOROUGH COUNCIL
ROSSENDALE BOROUGH COUNCIL
Whitewall Wood
Lower Longcroft Cottages
Gindles Farm
Cob House Farm
Cob House Nab
Lark Mount
Pigs Lee Brook
White Carr
Carr Bank
Dunham Farm
Birtle Edge House
Legend
Site Red Line Boundary
Site Red Line Boundary within Rossendale BC
Planning Authority Boundary
Proposed Indicative Tunnel Route
United Utilities
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UNITED UTILITIES WATER LIMITED
HAWESWATER AQUEDUCT RESILIENCE PROGRAMME
BURY METROPOLITAN BOROUGH COUNCIL
GENERAL ARRANGEMENT - SCHEME EXTENTS
SHEET 3 of 5
SCALE 1: 5000
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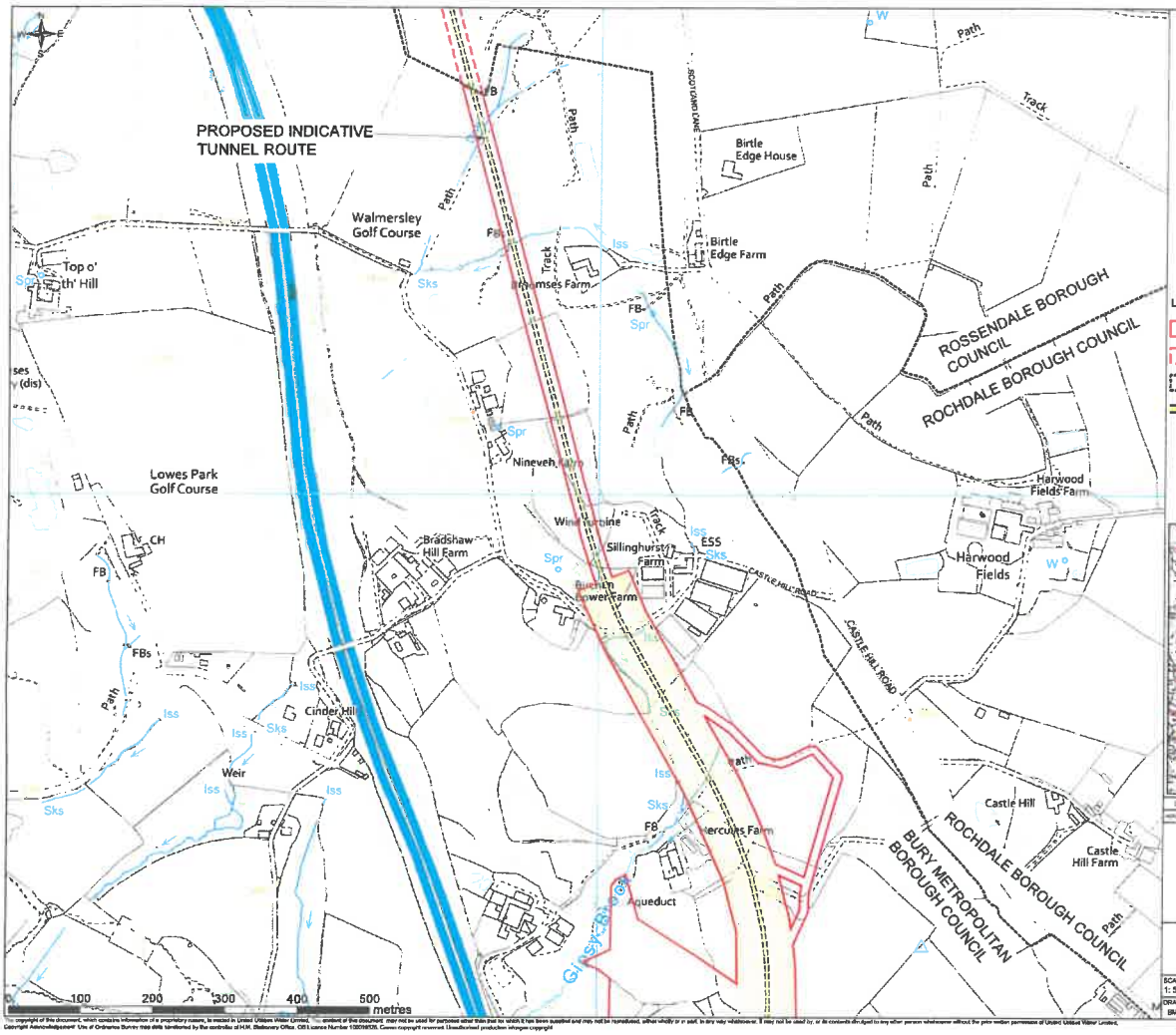
REVISION 0



United Utilities
Water for the North West

UNITED UTILITIES WATER LIMITED
HAWESWATER AQUEDUCT RESILIENCE PROGRAMME
BURY METROPOLITAN BOROUGH COUNCIL
GENERAL ARRANGEMENT - SCHEME EXTENTS
SHEET 4 of 5

SCALE	SHEET SIZE
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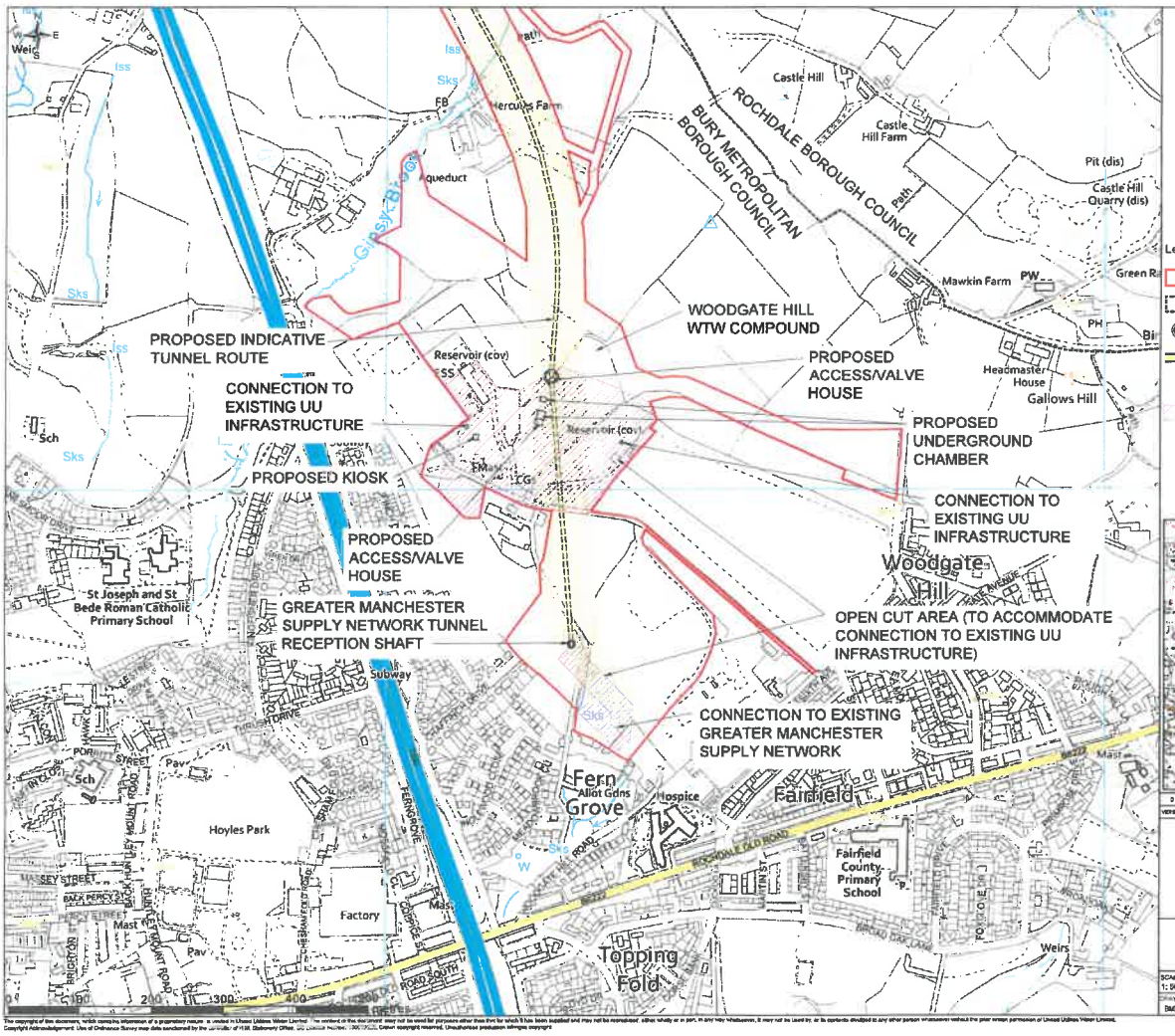
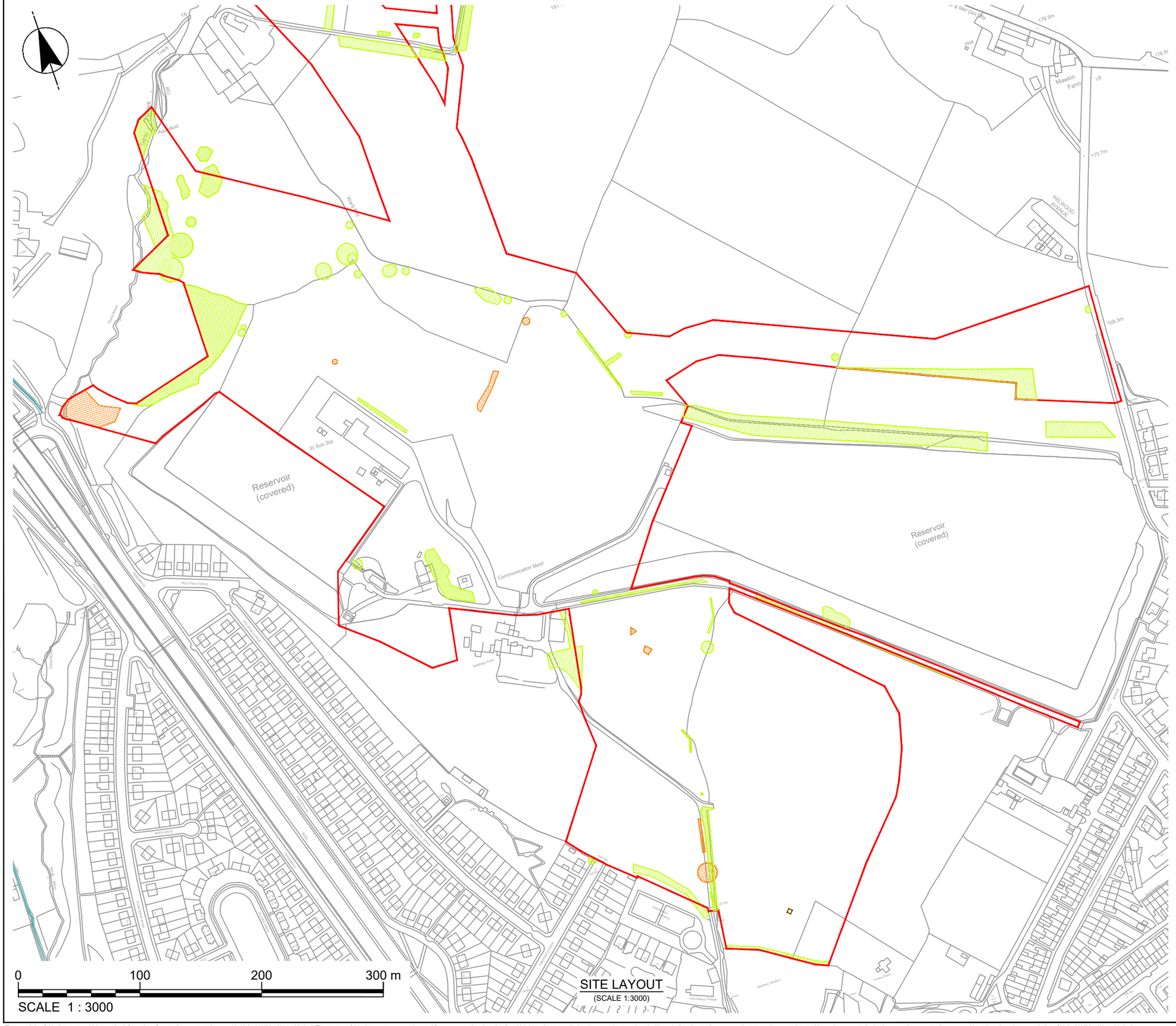
DRAWING NUMBER	REVISION
BMBC-HW-APP-004-04_04	0



United Utilities
Water for the North West

UNITED UTILITIES WATER LIMITED
HAWESWATER AQUEDUCT RESILIENCE PROGRAMME
BURY METROPOLITAN BOROUGH COUNCIL
GENERAL ARRANGEMENT - SCHEME EXTENTS
SHEET 5 of 5

SCALE	SHEET SIZE
1: 5000	A3
DRAWING NUMBER	REVISION
BMBC-HW-APP-004-04_05	0



SITE LAYOUT
(SCALE 1:3000)

NOTES

1. ALL DIMENSIONS AND LEVELS IN METRES AOD UNLESS NOTED OTHERWISE.
2. REFER TO THE ENVIRONMENTAL MASTERPLAN FOR DETAILS OF ARBORICULTURAL IMPACTS INCLUDING PROPOSED REMOVALS.

REFERENCES

ENVIRONMENTAL MASTERPLAN (9 AND 10 OF 10, HBC_RBC_BMBC-HW-FIG-020-001)

OS MAP REFERENCE

SD8211, SD8212

LEGEND

- SITE PLANNING APPLICATION BOUNDARY
- EXISTING WOODLAND/ OTHER VEGETATION
- EXISTING WOODLAND/ OTHER VEGETATION TO BE PERMANENTLY REMOVED

TO BE REPRODUCED IN COLOUR ONLY

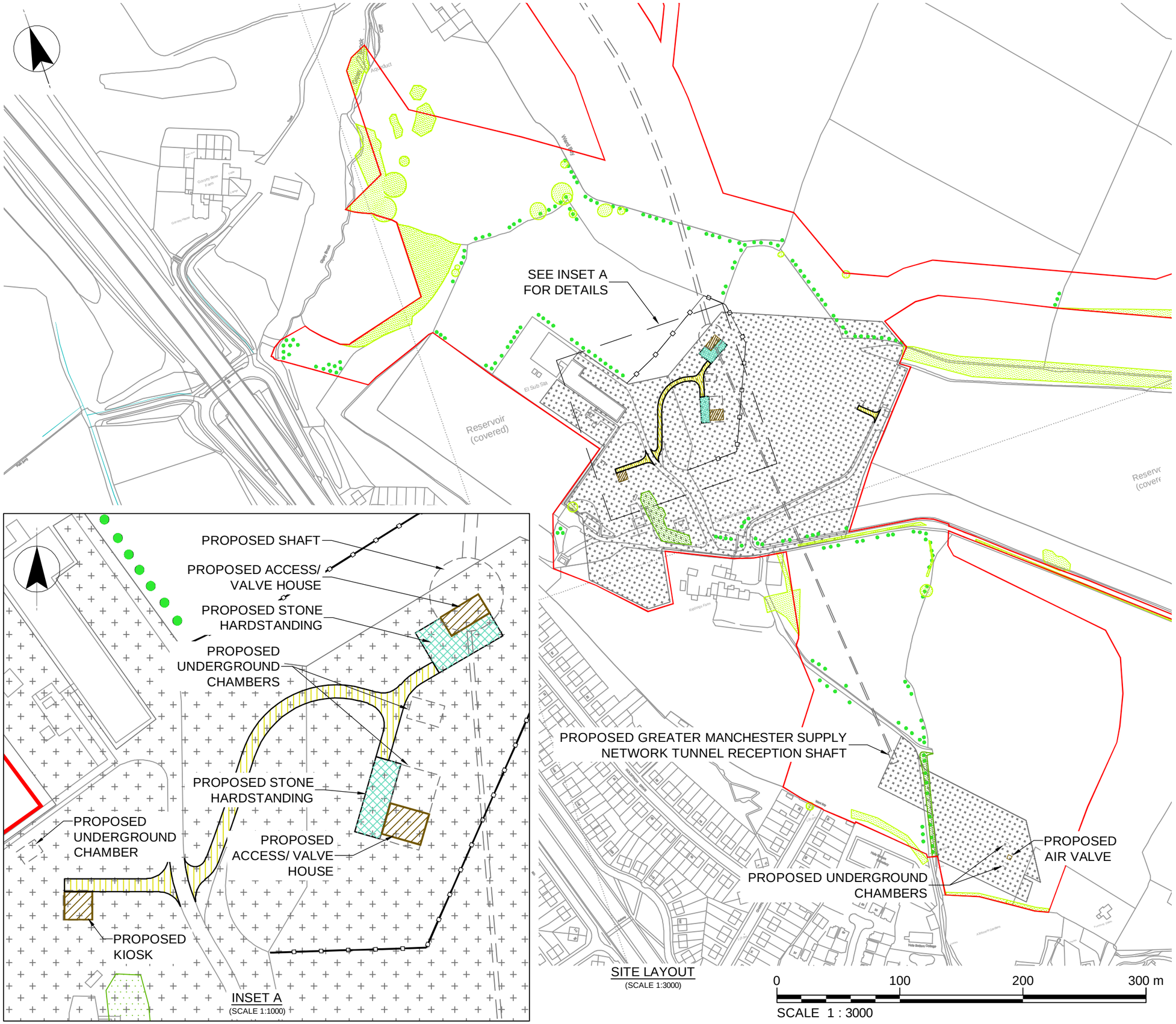
VERSION	AUTH	CHKD	REVD	REASON FOR ISSUE	DATE
P03	SMC	JT	DH	Issued for Planning Application	15/10/21
S2				Issued for Information	

SUITABILITY CODE | SUITABILITY DESCRIPTION

United Utilities
Water for the North West

UNITED UTILITIES WATER LIMITED
HAWESWATER AQUEDUCT RESILIENCE PROGRAMME
BURY METROPOLITAN BOROUGH COUNCIL
EXISTING SITE LAYOUT
WOODGATE HILL WTW COMPOUND

SCALE	SHEET SIZE
AS SHOWN	A3
DRAWING NUMBER	REVISION
80061155-01-JAC-TR5-97-DR-C-00007	P03



INSET A
(SCALE 1:1000)

SITE LAYOUT
(SCALE 1:3000)

0 100 200 300 m

SCALE 1 : 3000

NOTES

1. ALL DIMENSIONS AND LEVELS IN METRES AOD UNLESS NOTED OTHERWISE.
2. REFER TO THE ENVIRONMENTAL MASTERPLAN FOR DETAILS OF ARBORICULTURAL IMPACTS INCLUDING PROPOSED REMOVALS.
3. ALL BOUNDARY FEASTURES SUCH AS HEDGEROWS, STONE WALLS AND FENCES ARE TO BE REINSTATED.

REFERENCES

WOODGATE HILL WTW COMPOUND VALVE KIOSK (80061155-01-UU-TR5-97-DR-C-00042)

WOODGATE HILL WTW COMPOUND VALVE HOUSE AND ACCESS BUILDING (NORTH) (80061155-01-UU-TR5-97-DR-C-00043)

WOODGATE HILL WTW COMPOUND VALVE HOUSE AND ACCESS BUILDING (SOUTH) (80061155-01-UU-TR5-97-DR-C-00044)

TYPICAL RAISED AIR VALVE DETAIL (80061155-01-UU-TR5-97-DR-C-00047)

ENVIRONMENTAL MASTERPLAN (9 AND 10 OF 10, HBC_RBC_BMBC-HW-FIG-020-001)

OS MAP REFERENCE

SD8212

LEGEND

- SITE PLANNING APPLICATION BOUNDARY
- PROPOSED STONED ACCESS ROAD
- PROPOSED BELOW GROUND WORKS
- PROPOSED EXTENSION TO EXISTING SECURITY FENCE
- PROPOSED HARDSTANDING
- PROPOSED ABOVE GROUND STRUCTURES
- AREA TO ACCOMMODATE CONNECTION TO EXISTING UU INFRASTRUCTURE
- RETAINED WOODLAND/ OTHER VEGETATION
- REINSTATED WOODLAND/ OTHER VEGETATION
- PROPOSED TREE

TO BE REPRODUCED IN COLOUR ONLY

VERSION	AUTH	CHKD	REVD	REASON FOR ISSUE	DATE
P01	ER	JT	DH	Issued for Planning Application	22/04/21
S2				Issued for Information	

SUITABILITY CODE: SUITABILITY DESCRIPTION

United Utilities
Water for the North West

UNITED UTILITIES WATER LIMITED
HAWESWATER AQUEDUCT RESILIENCE PROGRAMME
BURY METROPOLITAN BOROUGH COUNCIL
PROPOSED PERMANENT SITE LAYOUT
WOODGATE HILL WTW COMPOUND

SCALE	SHEET SIZE
AS SHOWN	A3
DRAWING NUMBER	REVISION
80061155-01-JAC-TR5-97-DR-C-00008	P01

PROPOSED INDICATIVE TUNNEL ROUTE

OUTFALL TO ORDINARY WATERCOURSE

PACKAGED WATER TREATMENT PLANT

EXISTING UU BUILDING

SURFACE WATER PUMPING STATION AND ATTENUATION TANK

M66

INSET

NEW TARMAC ACCESS ROAD WITH PASSING PLACES

SITE STRIP EARTH MOUND

0 50 100 150 200 250 metres

CAR PARKING SPACES

OFFICES & WELFARE

SEGMENTS RINGS

NEW 15m DIA. RECEPTION SHAFT

JET WASHING BAY

TBM STORAGE & SERVICING

CRANE

MUCK BAY

INSET SCALE 1:1000

0 25 50 75 100 metres

ALL STRUCTURES WOULD BE TEMPORARY UNLESS OTHERWISE STATED AS PROPOSED OR EXISTING

TO BE REPRODUCED IN COLOUR ONLY

Notes

Indicative alignment of heras fencing to demarcate active working areas within the compound and shown as a worst case scenario, as alignment likely to change during the works. Acoustic screening to be provided by Contractor during noisy works within overall site e□tents.

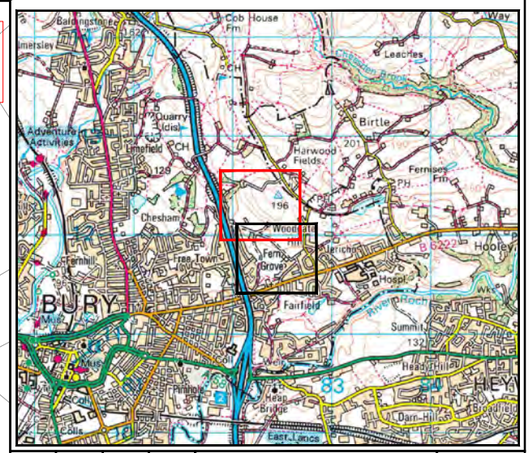
For details of mine grouting area works please refer to drawings ref : BMBC-HW-APP-004-011_01 to 03.

Refer to the Environmental Masterplan within the Environmental Statement □Figure HBC_RBC_BMBC_HW-FIG-020-001□ for environmental protection and mitigation measures, and any proposed temporary closures and/or diversions to PRoW.

Legend

- Site red line boundary
- 2.4m Hoarding fence
- 2m Temporary fencing (Heras type)
- Access to e□isting UU infrastructure for potential remedial works when taken out of service
- Proposed alternative surface water outfall location (if required)
- Potential storage area (if required)

A	Vent	G	COSHH stores
B	15m dia. shaft	H	Workshops / stores
C	Tally hut	I	Grout batching
D	Crane pad	J	Diesel fuel tank
E	Skips	K	Trasnformer
F	Oil grease	L	KVA generator



VERSION	AUTH	CHKD	REVD	REASON FOR ISSUE	DATE
0	JS	JP	AS	FINAL ISSUE	APR 2021

United Utilities
Water for the North West

UNITED UTILITIES WATER LIMITED
HAWESWATER AQUEDUCT RESILIENCE PROGRAMME
BURY METROPOLITAN BOROUGH COUNCIL
PROPOSED WOODGATE HILL WTW COMPOUND
CONSTRUCTION PHASE DRAWING SHEET 1 OF 2

SCALE 1: 2,500	SHEET SIZE A3
DRAWING NUMBER BMBC-HW-APP-004-05_0□	REVISION 0

ALL STRUCTURES WOULD BE TEMPORARY UNLESS OTHERWISE STATED AS PROPOSED OR EXISTING

SITE STRIP EARTH MOUND

PROPOSED TEMPORARY CASTLE HILL ROAD ACCESS

PROPOSED INDICATIVE TUNNEL ROUTE

PERMITTED TEMPORARY CAR PARKING AREA FOR RESIDENTS AFFECTED BY PARKING RESTRICTIONS

SIXTH AVENUE

SECOND AVENUE

GREATER MANCHESTER SUPPLY NETWORK TUNNEL RECEPTION SHAFT

EXISTING ACCESS BETWEEN MAIN WORKING AREA AND GREATER MANCHESTER SUPPLY NETWORK CONNECTIONS WORKING AREAS

ROCHDALE OLD ROAD

NEW STONE ACCESS ROAD WITH PASSING PLACES. DRAINAGE TO ROADSIDE SWALE.

0 50 100 150 200 250 metres

TO BE REPRODUCED IN COLOUR ONLY

Notes

Indicative alignment of heras fencing to demarcate active working areas within the compound and shown as a worst case scenario, as alignment likely to change during the works. Acoustic screening to be provided by Contractor during noisy works within overall site extents.

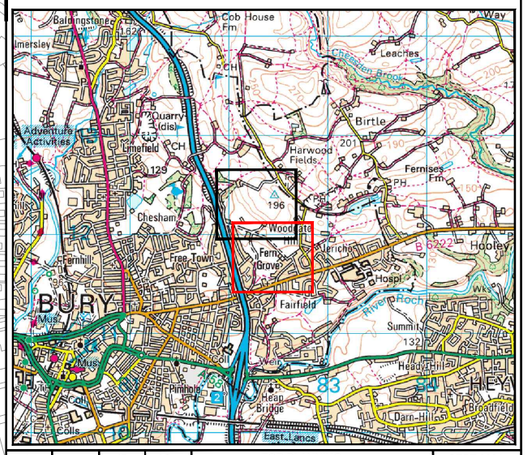
For details of mine grouting area works please refer to drawings ref : BMBC-HW-APP-004-011_01 to 03.

For Compound Access Details refer to drawing BMBC-HW-APP-004-11_01.

Refer to the Environmental Masterplan within the Environmental Statement [Figure HBC_RBC_BMBC_HW-FIG-020-001], for environmental protection and mitigation measures and any proposed temporary closures and/or diversions to PRoW.

Legend

- Site red line boundary
- 2.4m Hoarding fence
- 2m Temporary fencing (Heras type)
- Potential storage area (if required)

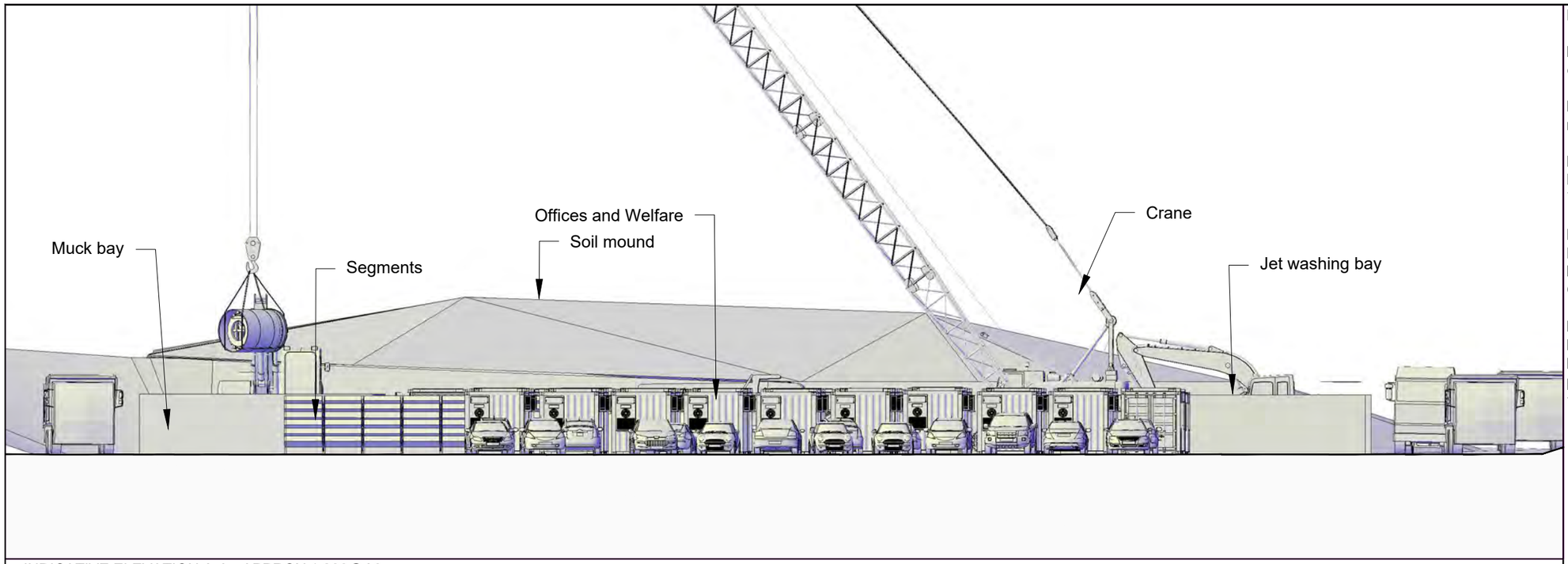


VERSION	AUTH	CHKD	REVD	REASON FOR ISSUE	DATE
1	ARL	JP	AS	FOR PLANNING	SEPT 2021
0	JS	JP	AS	FINAL ISSUE	APR 2021

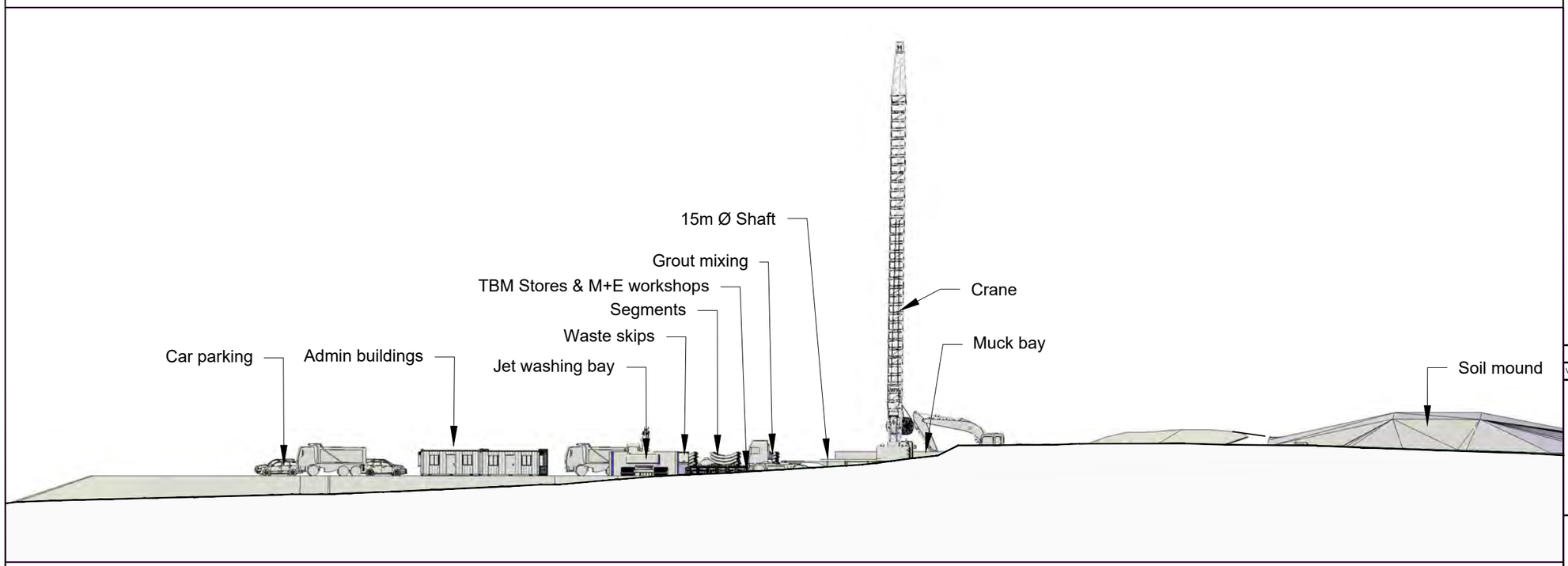
United Utilities
Water for the North West

UNITED UTILITIES WATER LIMITED
HAWESWATER AQUEDUCT RESILIENCE PROGRAMME
BURY METROPOLITAN BOROUGH COUNCIL
PROPOSED WOODGATE HILL WTW COMPOUND
CONSTRUCTION PHASE DRAWING SHEET 2 OF 2

SCALE	SHEET SIZE
1: 2,500	A3
DRAWING NUMBER	REVISION
BMBC-HW-APP-004-05_02	1



INDICATIVE ELEVATION A-A - APPROX 1:200@A3



INDICATIVE ELEVATION B-B - APPROX 1:500@A3

Notes

Elevation details shown reflect temporary compound and construction activities.

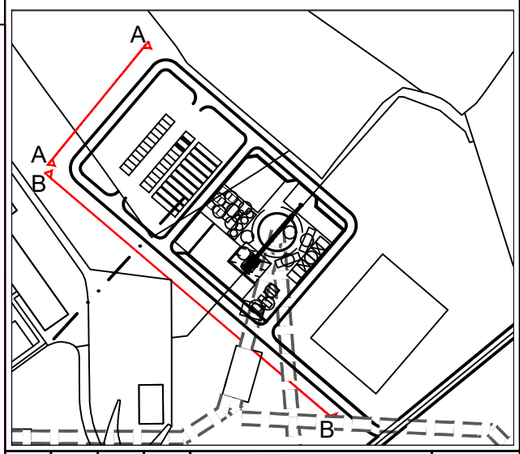
Indicative elevations with the hoarding and fencing removed to allow a view of the compound.

For detailed dimensions refer to drawing BMBC-HW-APP-004-07 - Cross Sections Woodgate Hill WTW Compound

For Construction Compound Details refer to drawing BMBC-HW-APP-004-05
PROPOSED WOODGATE HILL WTW COMPOUND - CONSTRUCTION PHASE DRAWING

Refer to the Environmental Masterplan within the Environmental Statement [Figure HBC_RBC_BMBC_HW-FIG-020-001], for environmental protection and mitigation measures, and any proposed temporary closures and/or diversions to PRoW.

TO BE REPRODUCED IN COLOUR ONLY

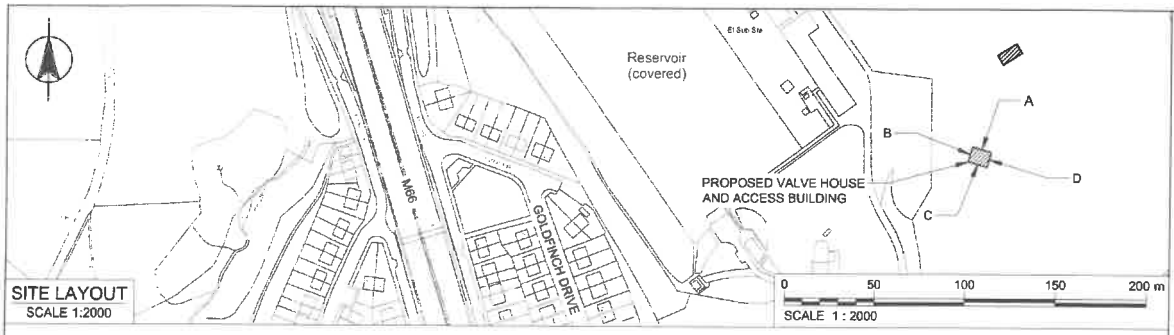


VERSION	AUTH	CHKD	REVD	REASON FOR ISSUE	DATE
0	RL	JP	AS	FINAL ISSUE	APR 2021

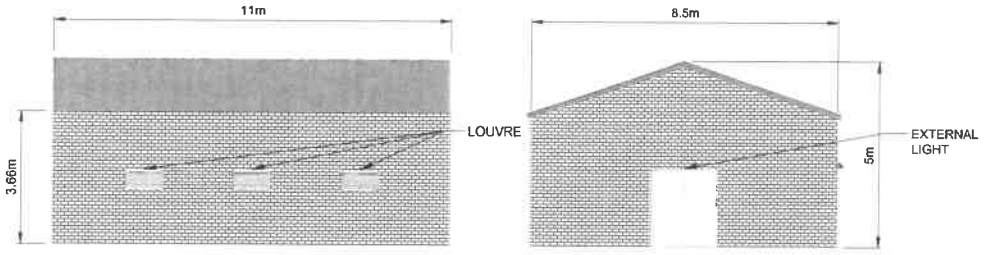
United Utilities
Water for the North West

UNITED UTILITIES WATER LIMITED
HAWESWATER AQUEDUCT RESILIENCE PROGRAMME
BURY METROPOLITAN BOROUGH COUNCIL
COMPOUND ELEVATIONS - WOODGATE HILL WTW COMPOUND

SCALE	SHEET SIZE
AS SHOWN	A3
DRAWING NUMBER: BMBC-HW-APP-004-09	REVISION: 0

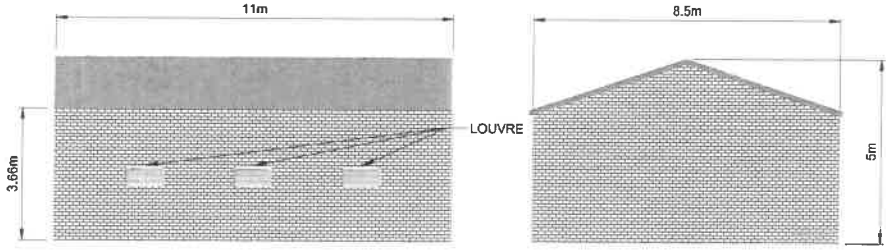


SITE LAYOUT
SCALE 1:2000



ELEVATION A
SCALE 1:100

ELEVATION B
SCALE 1:100



ELEVATION C
SCALE 1:100

ELEVATION D
SCALE 1:100

NOTES

1. ALL DIMENSIONS AND LEVELS IN METRES AOD UNLESS NOTED OTHERWISE.
2. FLOOR PLANS NOT PROVIDED, AS NOT CONSIDERED RELEVANT OR NECESSARY FOR OPERATIONAL/TECHNICAL STRUCTURES.

KEY TO EXTERNAL MATERIALS:

ROOF: PROFILED CLADDING MERLIN GREY RAL 180 40 05 TO MATCH ADJACENT UU OPERATIONAL BUILDINGS.

WALLS: COURSED BRICKWORK TO MATCH ADJACENT UU OPERATIONAL BUILDINGS.

DOORS: STEEL COLOUR GRAPHITE GREY RAL7024 TO MATCH ADJACENT UU OPERATIONAL BUILDINGS.

LOUVRES: STEEL OR ALUMINIUM COLOUR GRAPHITE GREY RAL7024 TO MATCH ADJACENT UU OPERATIONAL BUILDINGS.

LEGEND

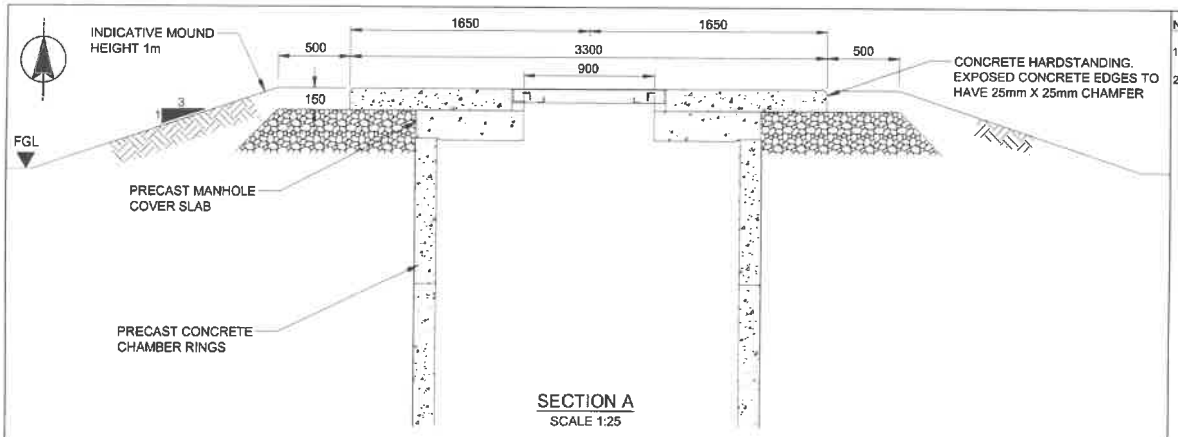
ROOF CLADDING

P02	ER	JT	DH	For Information	08/04/21
VERSION	AUTH	CHKD	REVD	REASON FOR ISSUE	DATE
S0	Initial Status or WIP				
SUITABILITY CODE	SUITABILITY DESCRIPTION				

United Utilities
Water for the North West

UNITED UTILITIES WATER LIMITED
HAWESWATER AQUEDUCT RESILIENCE PROGRAMME
BURY METROPOLITAN BOROUGH COUNCIL
WOODGATE HILL WTW COMPOUND
VALVE HOUSE AND ACCESS BUILDING (SOUTH)

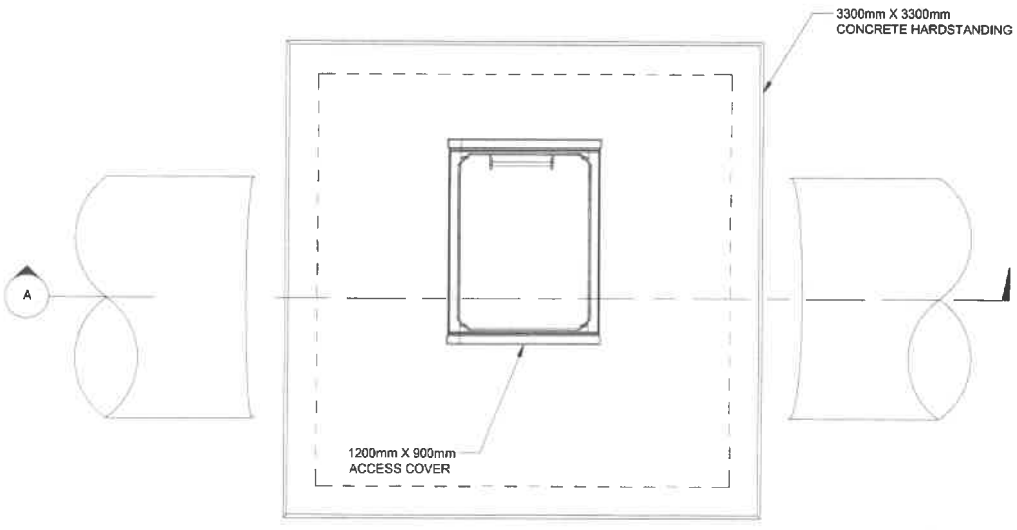
SCALE: AS SHOWN	SHEET SIZE: A3
DRAWING NUMBER: 80061155-01-UU-TR5-97-DR-C-00044	REVISION: P02



SECTION A
SCALE 1:25

NOTES

1. ALL DIMENSIONS IN MILLIMETRES AND ALL LEVELS IN METRES AOD UNLESS NOTED OTHERWISE.
2. NO DIMENSIONS ARE TO BE SCALED FROM THIS DRAWING.



RAISED AIR VALVE CHAMBER DETAIL PLAN
SCALE 1:25

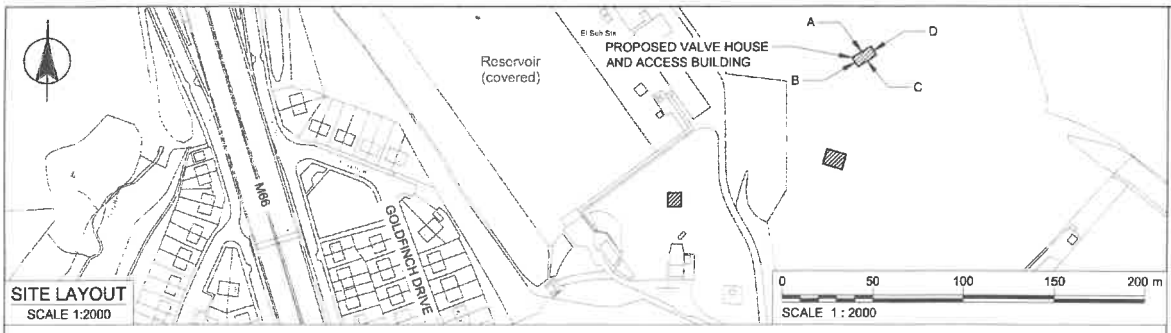
SCALE 1 : 25
m1 0 1m

P01	ER	JT	DH	For Information	08/04/21
VERSION	AUTH	CHKD	REVD	REASON FOR ISSUE	DATE
S0	Initial Status or WIP				
SUITABILITY CODE	SUITABILITY DESCRIPTION				

United Utilities
Water for the North West

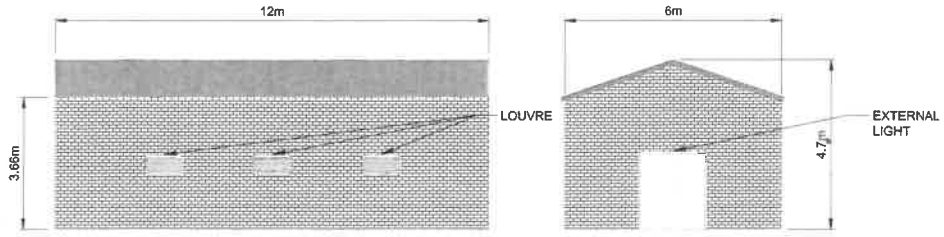
UNITED UTILITIES WATER LIMITED
HAWESWATER AQUEDUCT RESILIENCE PROGRAMME
BURY METROPOLITAN BOROUGH COUNCIL
TYPICAL RAISED AIR VALVE CHAMBER DETAIL

SCALE: 1:25	SHEET SIZE: A3
DRAWING NUMBER: 80061155-01-UU-TR5-97-DR-C-00047	REVISION: P01



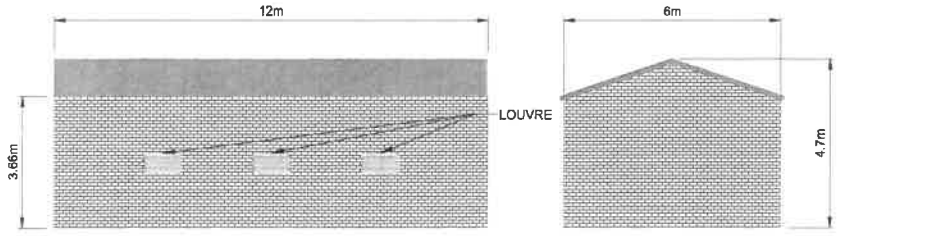
SITE LAYOUT
SCALE 1:2000

SCALE 1 : 2000



ELEVATION A
SCALE 1:100

ELEVATION B
SCALE 1:100



ELEVATION C
SCALE 1:100

ELEVATION D
SCALE 1:100

NOTES

1. ALL DIMENSIONS AND LEVELS IN METRES AOD UNLESS NOTED OTHERWISE.
2. FLOOR PLANS NOT PROVIDED, AS NOT CONSIDERED RELEVANT OR NECESSARY FOR OPERATIONAL/TECHNICAL STRUCTURES.

KEY TO EXTERNAL MATERIALS:

ROOF: PROFILED CLADDING MERLIN GREY RAL 180 40 05 TO MATCH ADJACENT UU OPERATIONAL BUILDINGS.

WALLS: COURSED BRICKWORK TO MATCH ADJACENT UU OPERATIONAL BUILDINGS.

DOORS: STEEL COLOUR GRAPHITE GREY RAL7024 TO MATCH ADJACENT UU OPERATIONAL BUILDINGS.

LOUVRES: STEEL OR ALUMINIUM COLOUR GRAPHITE GREY RAL7024 TO MATCH ADJACENT UU OPERATIONAL BUILDINGS.

LEGEND

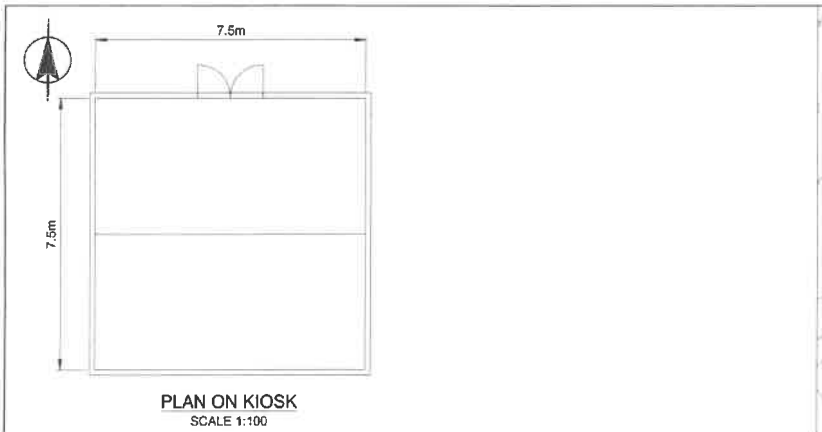
ROOF CLADDING

P02	ER	JT	DH	For Information	08/04/21
VERSION	AUTH	CHKD	REVD	REASON FOR ISSUE	DATE
S0				Initial Status or WIP	
SUITABILITY CODE				SUITABILITY DESCRIPTION	

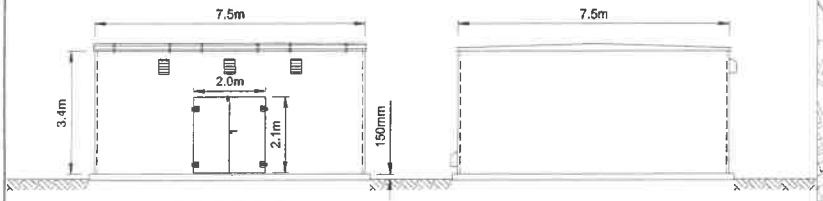
United Utilities
Water for the North West

UNITED UTILITIES WATER LIMITED
HAWESWATER AQUEDUCT RESILIENCE PROGRAMME
BURY METROPOLITAN BOROUGH COUNCIL
WOODGATE HILL WTW COMPOUND
VALVE HOUSE AND ACCESS BUILDING (NORTH)

SCALE AS SHOWN	SHEET SIZE A3
DRAWING NUMBER 60061155-01-UU-TRS-97-DR-C-00043	REVISION P02

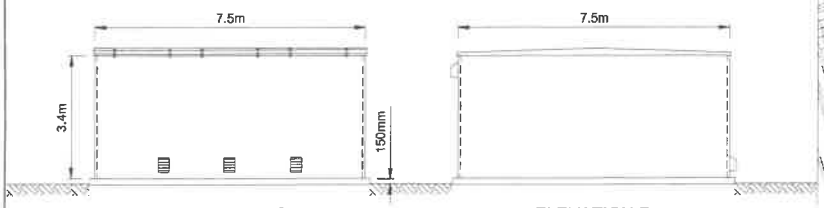


PLAN ON KIOSK
SCALE 1:100



ELEVATION A
SCALE 1:100

ELEVATION B
SCALE 1:100

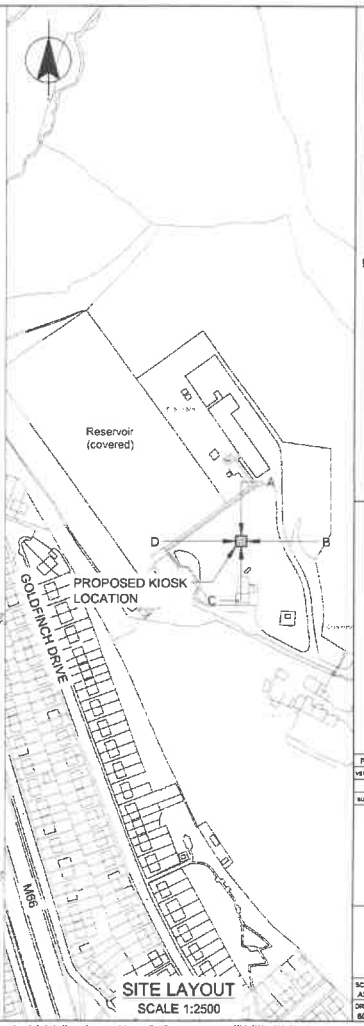


ELEVATION C
SCALE 1:100

ELEVATION D
SCALE 1:100

SCALE 1 : 100

m1 0 10m



SITE LAYOUT
SCALE 1:2500

NOTES

1. ALL DIMENSIONS AND LEVELS IN METRES AOD UNLESS NOTED OTHERWISE.
2. MATERIAL STEEL, EXTERNAL FINISH PAINTED GREEN 14 C 39.
3. FLOOR PLANS NOT PROVIDED, AS NOT CONSIDERED RELEVANT OR NECESSARY FOR OPERATIONAL/TECHNICAL STRUCTURES.

LEGEND

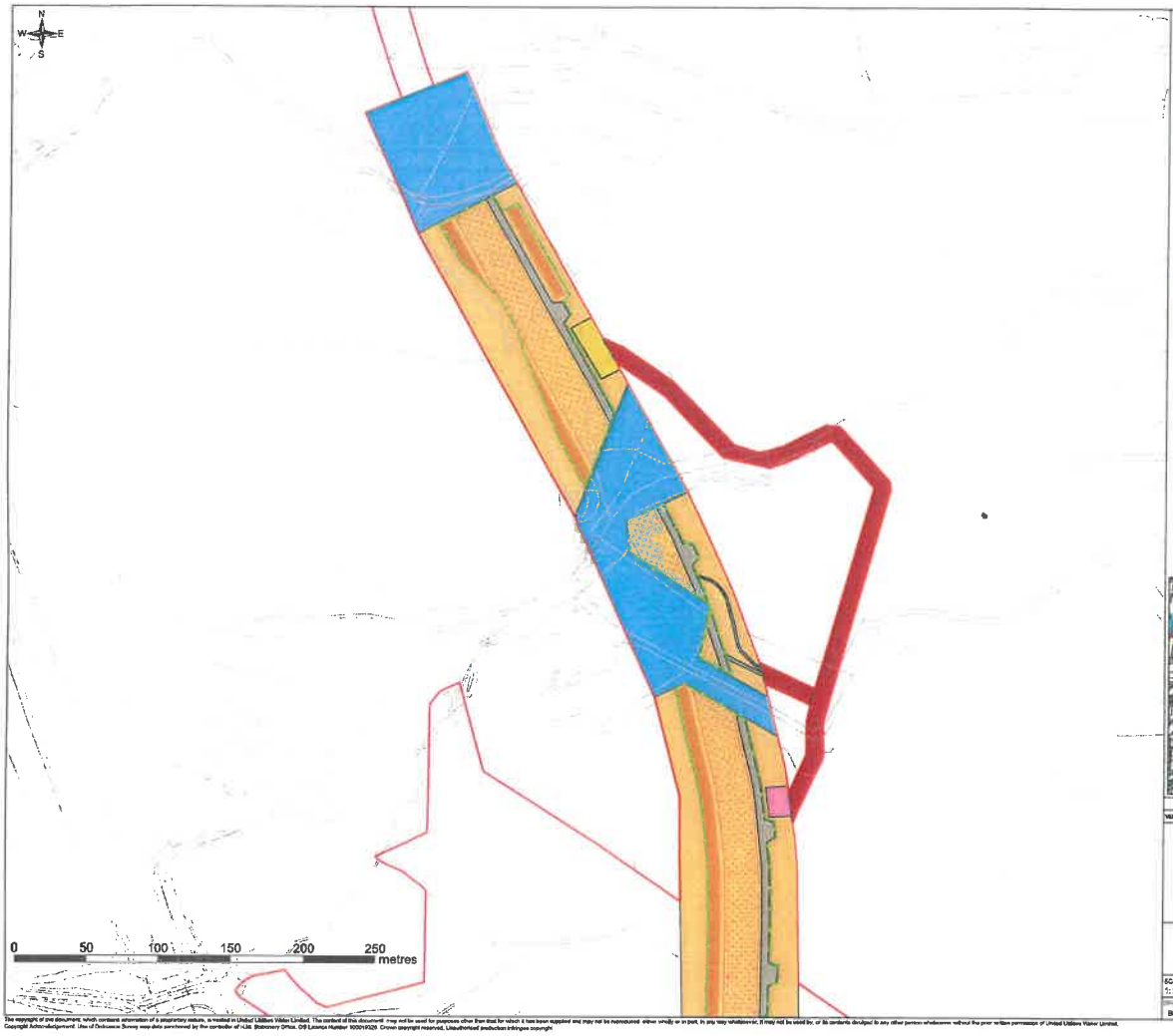
VENTILATION LOUVRE

P02	ER	JT	DH	For Information	08/04/21
VERSION	AUTH	CHKD	REVD	REASON FOR ISSUE	DATE
S0				Initial Status or WIP	
SUITABILITY CODE				SUITABILITY DESCRIPTION	

United Utilities
Water for the North West

UNITED UTILITIES WATER LIMITED
HAWESWATER AQUEDUCT RESILIENCE PROGRAMME
BURY METROPOLITAN BOROUGH COUNCIL
WOODGATE HILL WTW COMPOUND
VALVE KIOSK

SCALE AS SHOWN	SHEET SIZE A3
DRAWING NUMBER 60061155-01-UU-TRS-97-DR-C-00042	REVISION P02



Legend

Proposed Temporary Layout Consisting of:

- Site Red Line Boundary Within South Lakeland DC
- Proposed Primary Grout Injection Boreholes
- Topsoil Mound
- Haul Road
- Proposed New Access with 12m Buffer
- Ditch
- Fence
- Proposed Vertical Drilling Mine Grouting Area
- Areas Avoided by Proposed Angled Drilling
- Proposed Compound Type B
- Proposed Compound Type C

For a description of the different compound layouts please refer to section 5.2 of the Outline Mine Grouting Proposals report (March 2021) in Volume 4, Appendix 3.2 of the corresponding Environmental Statement.

Please refer drawing BMBC-HW-APP-004-13_04 for the Example Mine Grouting Area Compound Layout/Section.

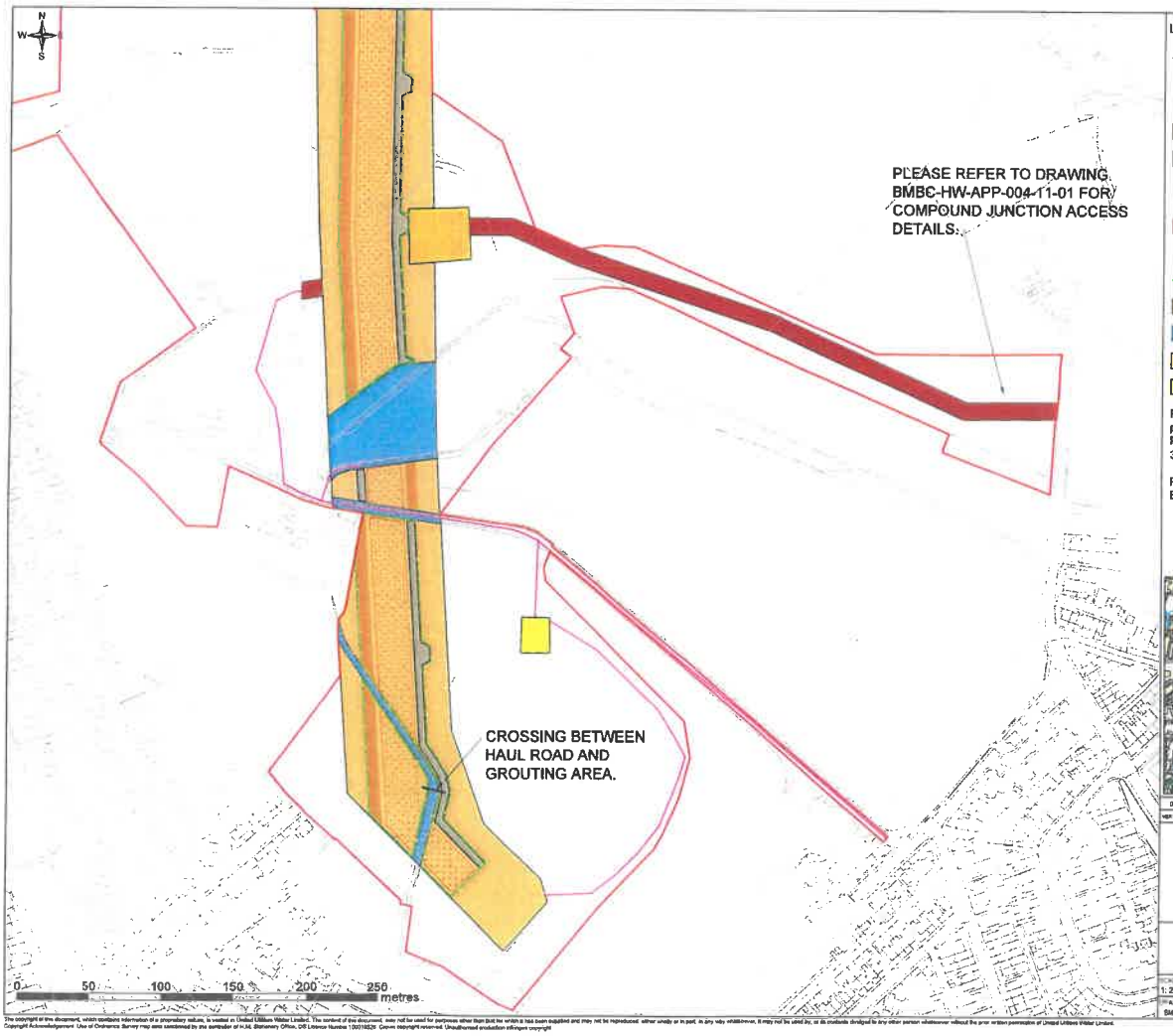
TO BE REPRODUCED IN COLOUR ONLY

VERSION	PATH	CHKD	REVD	REASON FOR ISSUE	DATE
0		JP	AS	FINAL	APR 2021

United Utilities
Water for the North West

UNITED UTILITIES WATER LIMITED
HAWESWATER AQUEDUCT RESILIENCE PROGRAMME
BURY METROPOLITAN BOROUGH COUNCIL
INDICATIVE MINE GROUTING AREA (WOODGATE HILL) 1 OF 2

SCALE	SHEET SIZE
1: 2,500	A3
DRAWING NUMBER	REVISION
BMBC-HW-APP-004-13_02	0



Legend

Proposed Temporary Layout Consisting of:

- Site Red Line Boundary Within South Lakeland DC
- Proposed Primary Grout Injection Boreholes
- Topsoil Mound
- Haul Road
- Existing access proposed for use as access to proposed Mine Grouting Areas
- Proposed New Access with 12m Buffer
- Ditch
- Fence
- Proposed Vertical Drilling Mine Grouting Area
- Areas Avoided by Proposed Angled Drilling
- Proposed Compound Type A Option 1
- Proposed Compound Type A Option 2

For a description of the different compound layouts please refer to section 5.2 of the Outline Mine Grouting Proposals report (March 2021) in Volume 4, Appendix 3.2 of the corresponding Environmental Statement.

Please refer drawing BMBC-HW-APP-004-13_04 for the Example Mine Grouting Area Compound Layout/Section.

TO BE REPRODUCED IN COLOUR ONLY

VERSION	PATH	CHKD	REVD	REASON FOR ISSUE	DATE
0	ARL	JP	AS	FINAL	APR 2021

United Utilities
Water for the North West

UNITED UTILITIES WATER LIMITED
HAWESWATER AQUEDUCT RESILIENCE PROGRAMME
BURY METROPOLITAN BOROUGH COUNCIL
INDICATIVE MINE GROUTING AREA (WOODGATE HILL) 2 OF 2

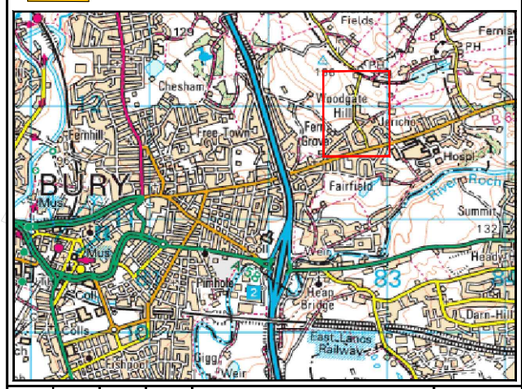
SCALE	SHEET SIZE
1: 2,500	A3
DRAWING NUMBER	REVISION
BMBC-HW-APP-004-13_03	0

N
W E
S

0 50 100 150 200 250 metres

Legend

- PROPOSED KERB
- VISIBILITY SPLAY (INCLUDING VEGETATION CLEARANCE WHERE NECESSARY)
- EXISTING LIGHTING COLUMN TO BE RELOCATED
- EXISTING STONE WALL TO BE REMOVED
- EXISTING KERB TO BE REMOVED
- PROPOSED PEDESTRIAN ACCESS
- PROPOSED PEDESTRIAN FOOTWAY
- UNCONTROLLED CROSSING TACTILE PAVEMENT



VERSION	AUTH	CHKD	REVD	REASON FOR ISSUE	DATE
1	HS	SP	SP	FIRST DRAFT	OCT 2021

United Utilities
Water for the North West

UNITED UTILITIES WATER LIMITED
HAWESWATER AQUEDUCT RESILIENCE PROGRAMME
COMPOUND JUNCTION ACCESS DETAILS
WOODGATE HILL WTW COMPOUND

SCALE	SHEET SIZE
1:1000	A3
DRAWING NUMBER: BMBC-HW-APP-004-11_01	REVISION: 1