

Haweswater Aqueduct Resilience Programme (HARP)

Bowland and Marl Hill Sections

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

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

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

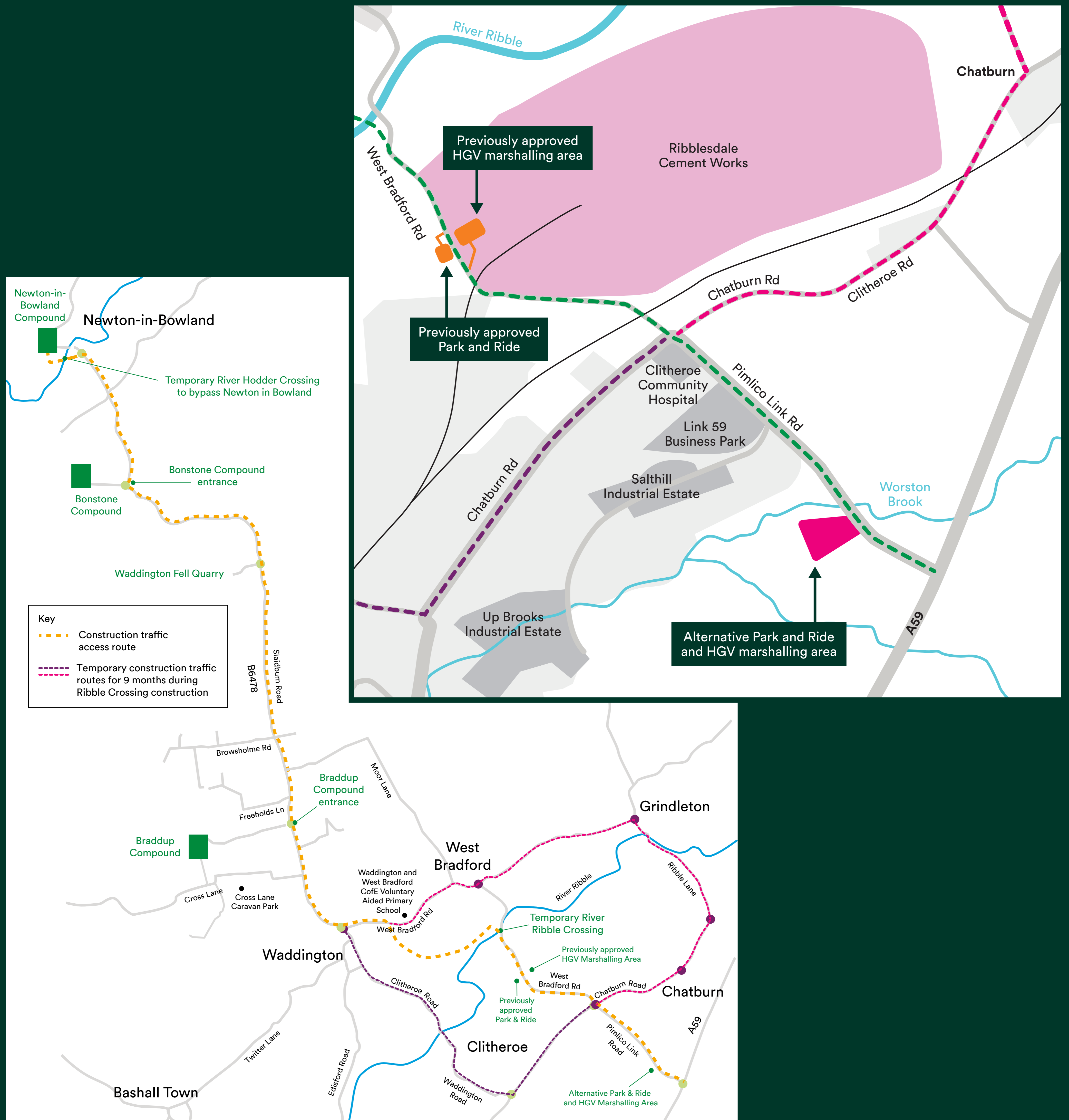
In 2021 United Utilities submitted planning applications for the Bowland and Marl Hill Sections which have since been approved.

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



Site location plans

Traffic routes and numbers unchanged from the approved planning permission.



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

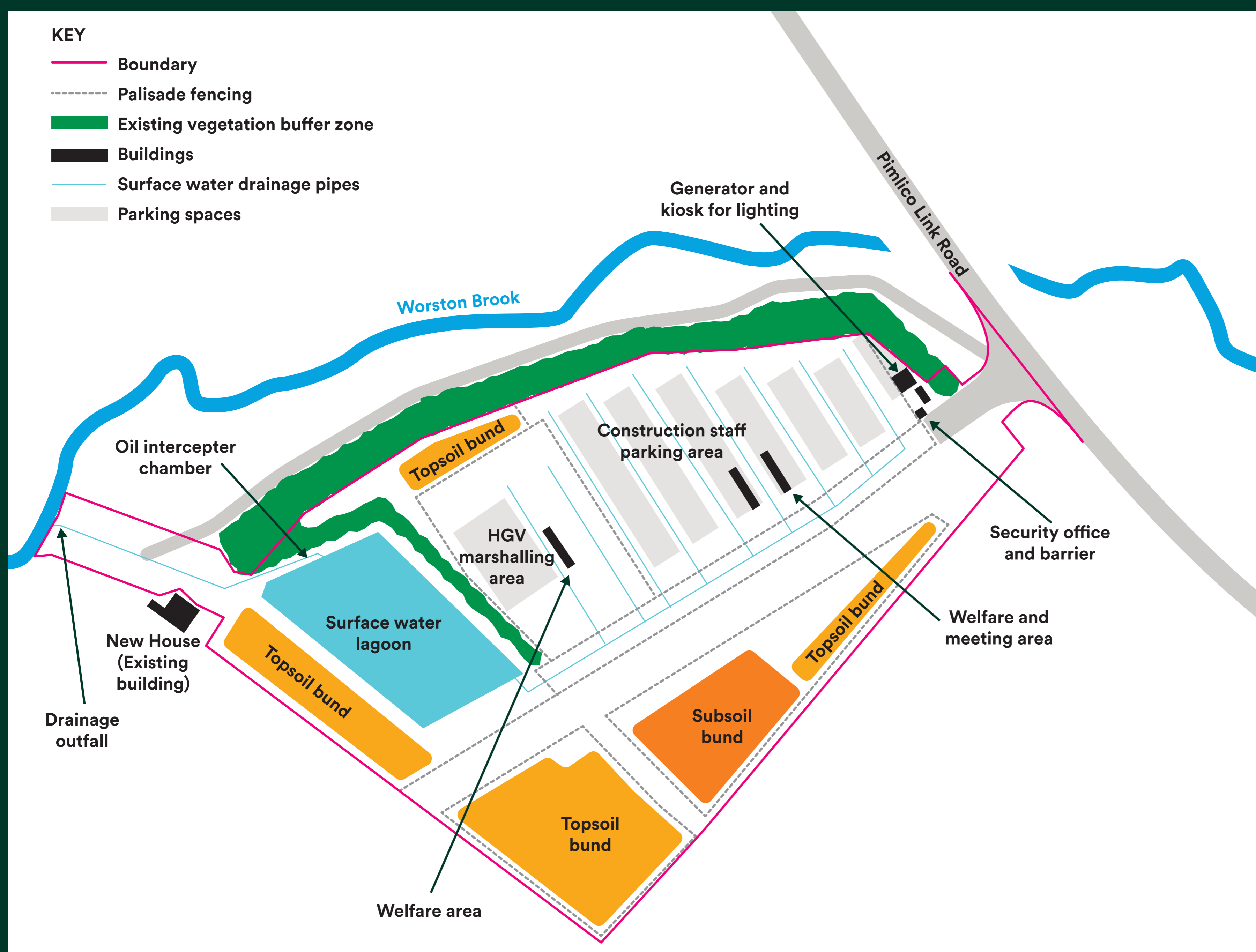
An alternative temporary park and ride and HGV Marshalling Area would be constructed off Pimlico Link Road.

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

The Park and Ride would see construction staff arriving at the site in their personal vehicles

before travelling to site on a minibus to minimise the number of vehicle movements between the park and ride and the compounds.

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



How would this affect you?



Working hours

During main construction, the following operational hours would apply.

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

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



Lighting

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



Traffic

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



Temporary access and highway alterations

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



Duration

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

HARP – What happens next?

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



If you want to provide any general feedback on the alternative temporary park and ride and HGV marshalling area proposals, please complete this feedback form: [Link to form](#).

Still have a question?

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