

Why are we carrying out the projects?

Why are we carrying out the work at Blea Water?

We have an obligation to remove the abstraction related infrastructure and restore Blea Water to a more natural state which will have environmental benefits. A secondary weir downstream of Blea Water on Mardale Beck is also to be removed as part of the scheme to provide wider benefits.

Why are we carrying out the tree works at Haweswater?

We are planning to remove four blocks of coniferous trees with an area of circa 15 Hectares around Haweswater Reservoir and replace with native species such as oak, birch and rowan which are better suited to the climatic conditions of the site (more resilient to the wind) and are more fitting in the landscape.

Working together

We've been working with key stakeholders including the Environment Agency, Natural England, Lake District National Park Authority, RSPB, Highways and other local interest groups to develop these proposals.



Your views are important to us and we welcome your feedback

We're continuing to carry out investigations, surveys and assessments to develop the most appropriate long-term plans. We will look to hold a further engagement event before submitting any planning applications.

05/26/SD/11144-1



Water for the North West

Timelines

Blea Water

- **Spring 2026** - Environmental Impact Assessment Screening Opinion submitted to Lake District National Park
- **Autumn 2026** - We will look to hold another public exhibition
- **Winter 2026** - Submission of Planning Application, subject to outcome of EIA Screening Opinion

- **Spring 2028** - Works at Mardale Beck and Blea Water commence. Likely to take in the region of 3 to 4 months from mid May onwards

Haweswater tree works

- **Summer 2026** - Draft Forest Plan (which grants felling licence) undergoes public consultation
- **Autumn 2026** - Forest Plan submission to Forestry England for approval
- **Autumn 2026** - Full Planning Application for track
- **Spring/Summer 2027** - Trackworks start
- **Autumn 2027** - Trackworks complete
- **Autumn/Winter 2028** - Felling starts
- **Spring 2029** – Felling complete
- **Winter 2029/30 beyond** - Replanting with native tree species and management of woodland

All timelines are subject to change

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Blea Water

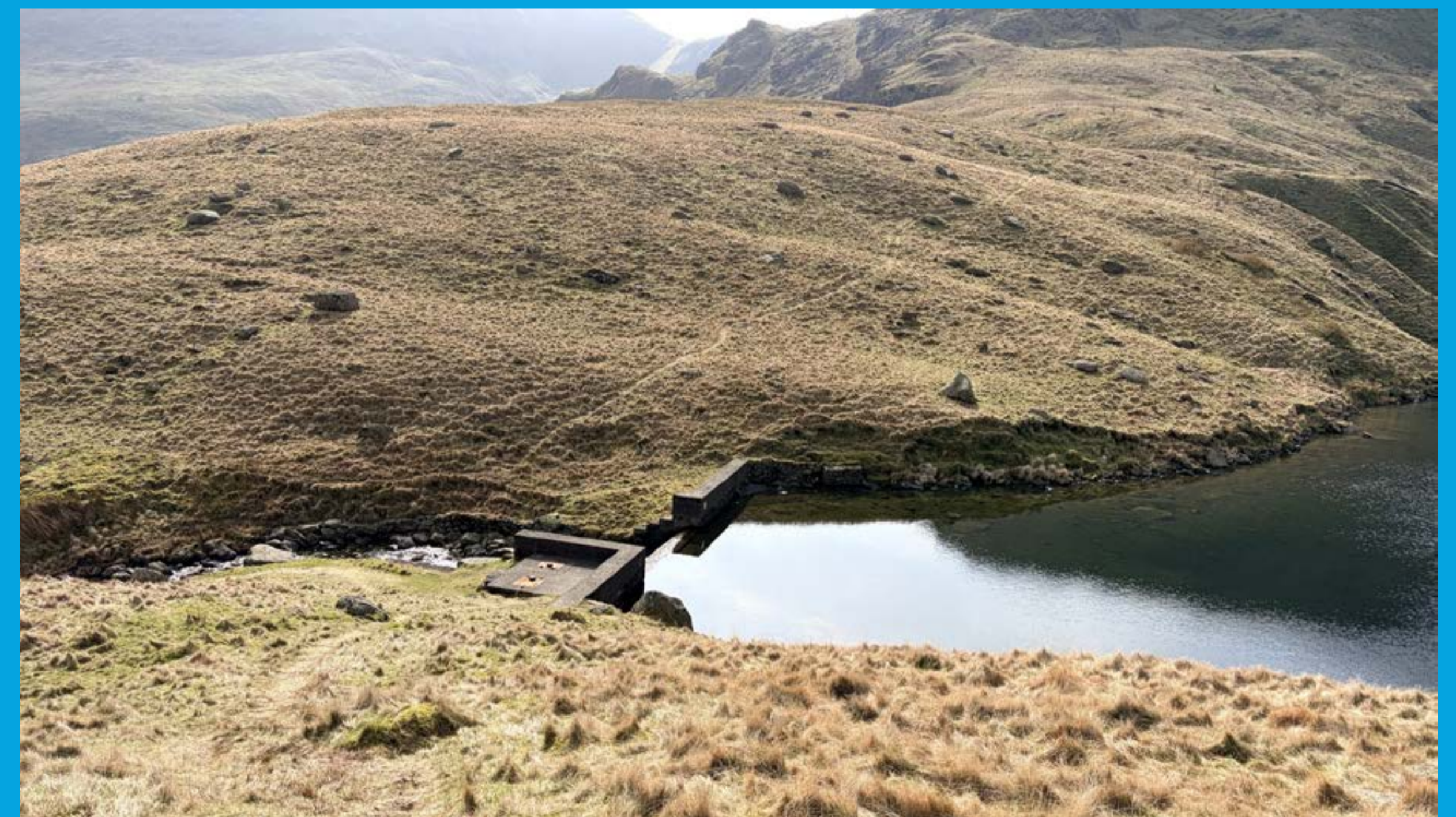
Did you know at Blea Water there is an engineered concrete and stone masonry weir impoundment? Well, until 2014 this was used as part of the UU water supply network but we now have an obligation to remove the infrastructure.

We're removing the concrete and stone masonry infrastructure associated with the weir, screen chamber, erosion protection and all the sections of the exposed pipework and we will take this all away and try to recycle what we can.

It is proposed to construct a basic route for an excavator to access Blea Water (not requiring any import of material) and remove demolished material by helicopter to a compound at or adjacent to Mardale Head Car Park.

It's not going to be an easy job due to the location being at an elevation of approximately 483m AOD and no existing vehicular access so a lot of time and care will go into it.

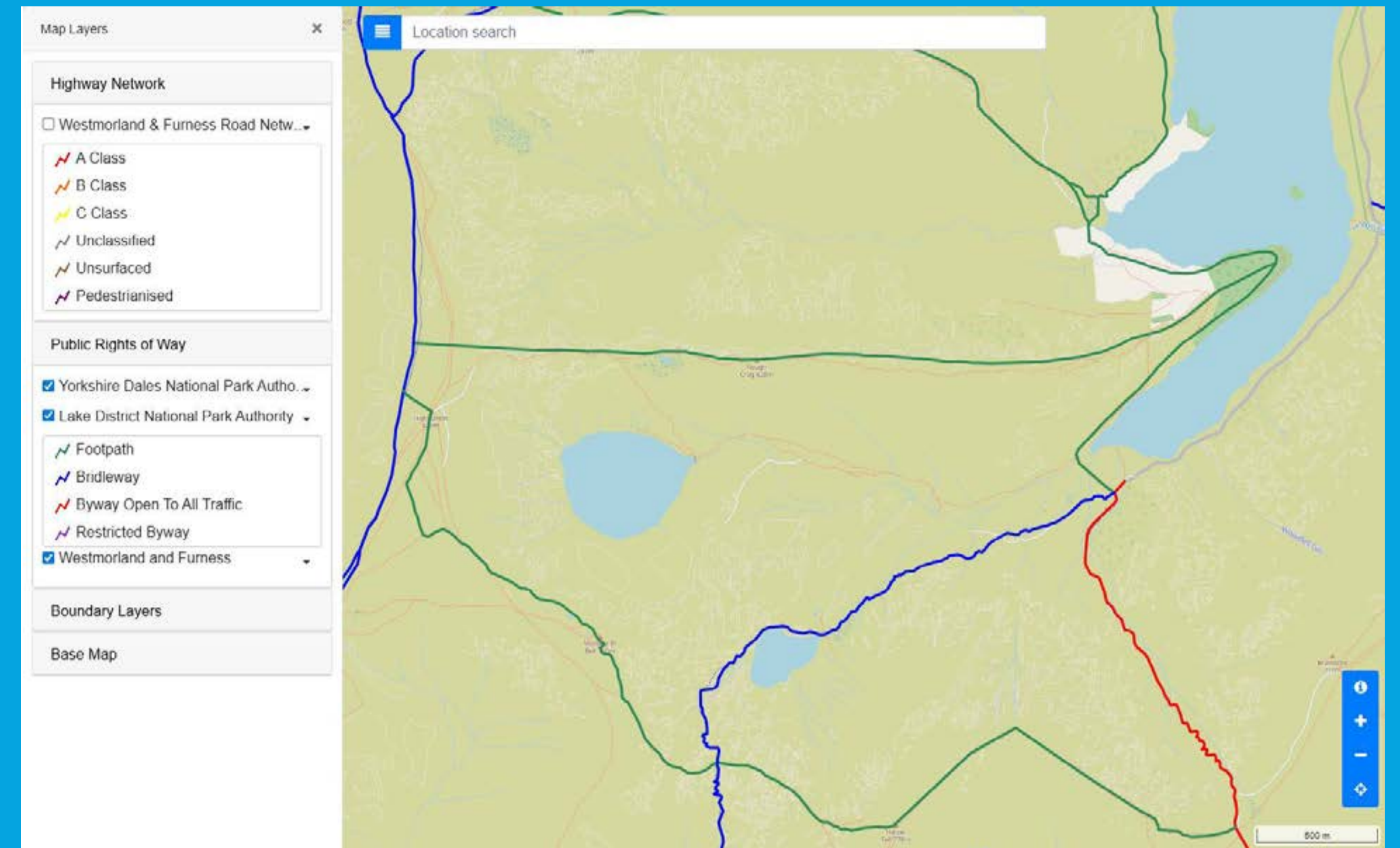
It is expected the works may take in the order of 2-3 months site work to complete but this will be dependent on weather conditions.



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Public Rights of Way plans

- We will look to minimise the extent and duration of any of Public Right of Way closures or diversions.
- Several public right of ways (PRoWs) are located within the vicinity of Mardale Head Car Park, including for Gatescarth Pass PRoW which is a byway open to all traffic (BOAT), a bridleway (BW) leading to and past Small Water and a footpath (FP) running to the north around Haweswater and along Rough Crag. The footpath to Blea Water is a 'permissive path'.
- Large portion of area is Common Land including working areas around Blea Water.
- A light vehicle bridge is located over Gatescarth Beck at the start of Gatescarth Pass PRoW - due to its condition we will put an alternative temporary bridge in during construction.
- Will need to restrict access along helicopter flight paths for short durations when material is being flown from Blea Water to Mardale Head Car Park.
- The construction of the forest track follows the line of a FP and is likely that this would need to be closed during the works and use of this managed during forestry operations
- The proposed track would be reduced in width to around 1.5m and resurfaced and retained as a trail and would provide improved access along a further 1.2km of path to The Rigg for use going forward.
- We would work closely with the Lake District National Park Public Rights of Way Officers as well as other interest groups.



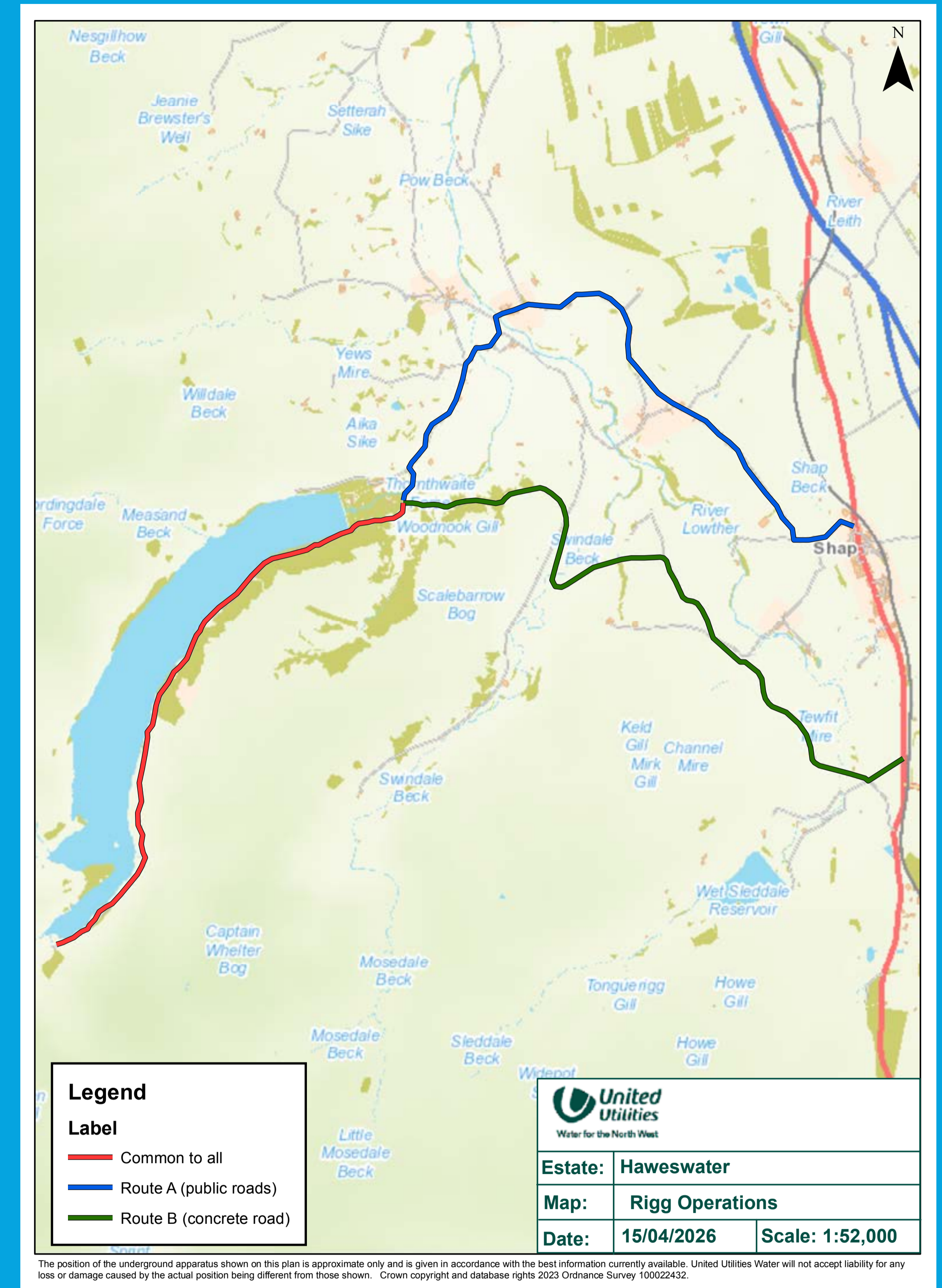
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How our construction activity may affect you

We will do all we can to minimise disruption and be sensitive to the local community and visitors during the construction period. The proposed normal working hours once site activity begins will be Monday to Friday between 7:30am and 5:30pm.

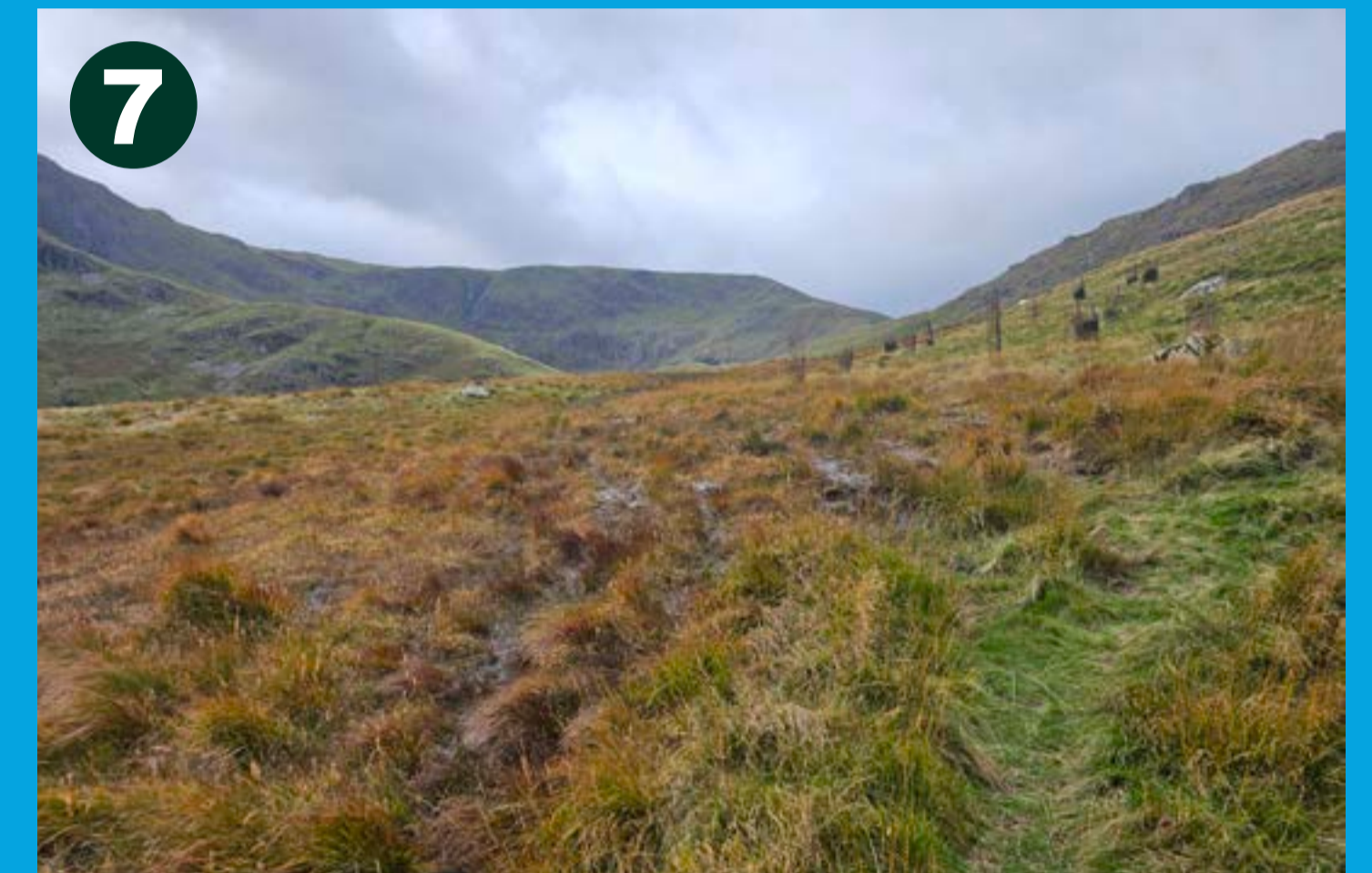
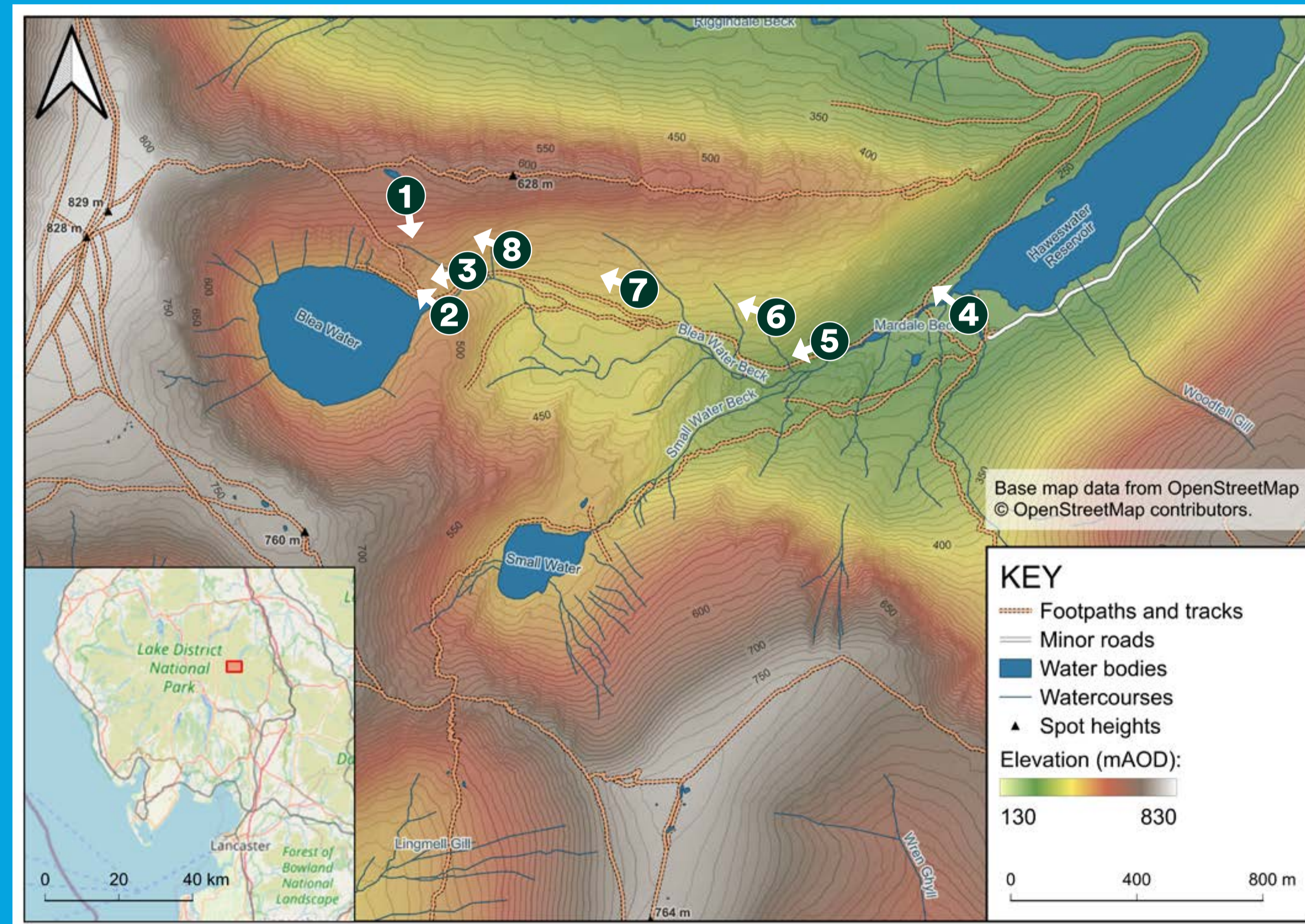


- Public highway access available from the M6 junction 39 along designated B and C roads through the villages of Shap and Bampton Grange to Mardale Head Car Park.
- We are investigating the use of the UU Concrete Road which would avoid vehicles going through Shap and Bampton.
- Maximum number of lorry movements 2 to 3 per day in relation to Blea Water
- Lorry movements in relation to the forestry works are still to be confirmed but more than Blea Water.
- We are aware that there is a narrow single lane in places, but safe lorry access is still possible.
- Potential for closure of section of road from The Haweswater Hotel, especially in relation to forestry works to reduce disruption to the public and ensure safe access is provided.
- A suitable compound location and associated helicopter landing pad will be required at Blea Water.
- The car park at Mardale Head will need to be closed for the duration of the forestry works and likely to be a restricted number of spaces available for the duration of the Blea Water scheme.

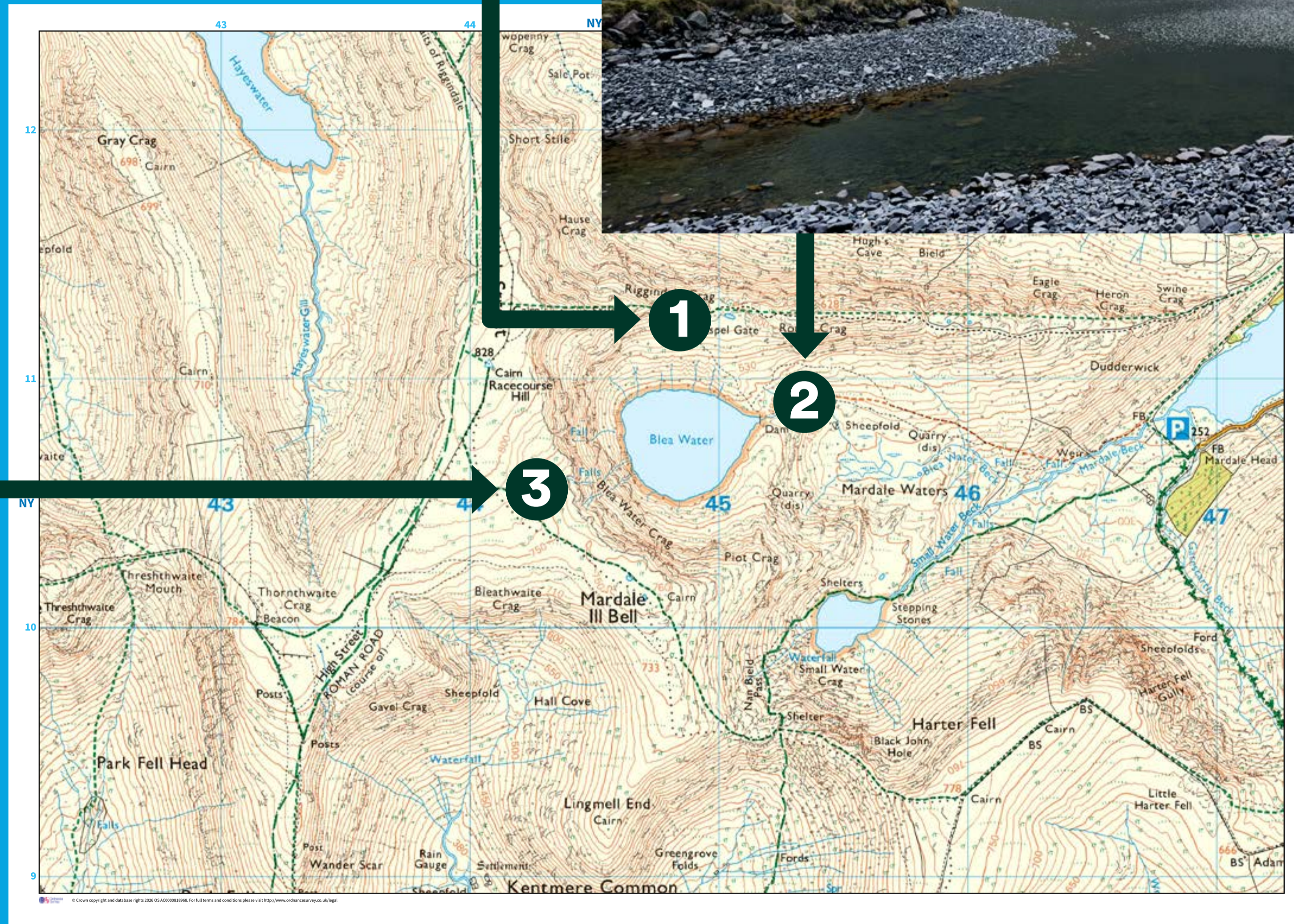


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Blea Water physical character

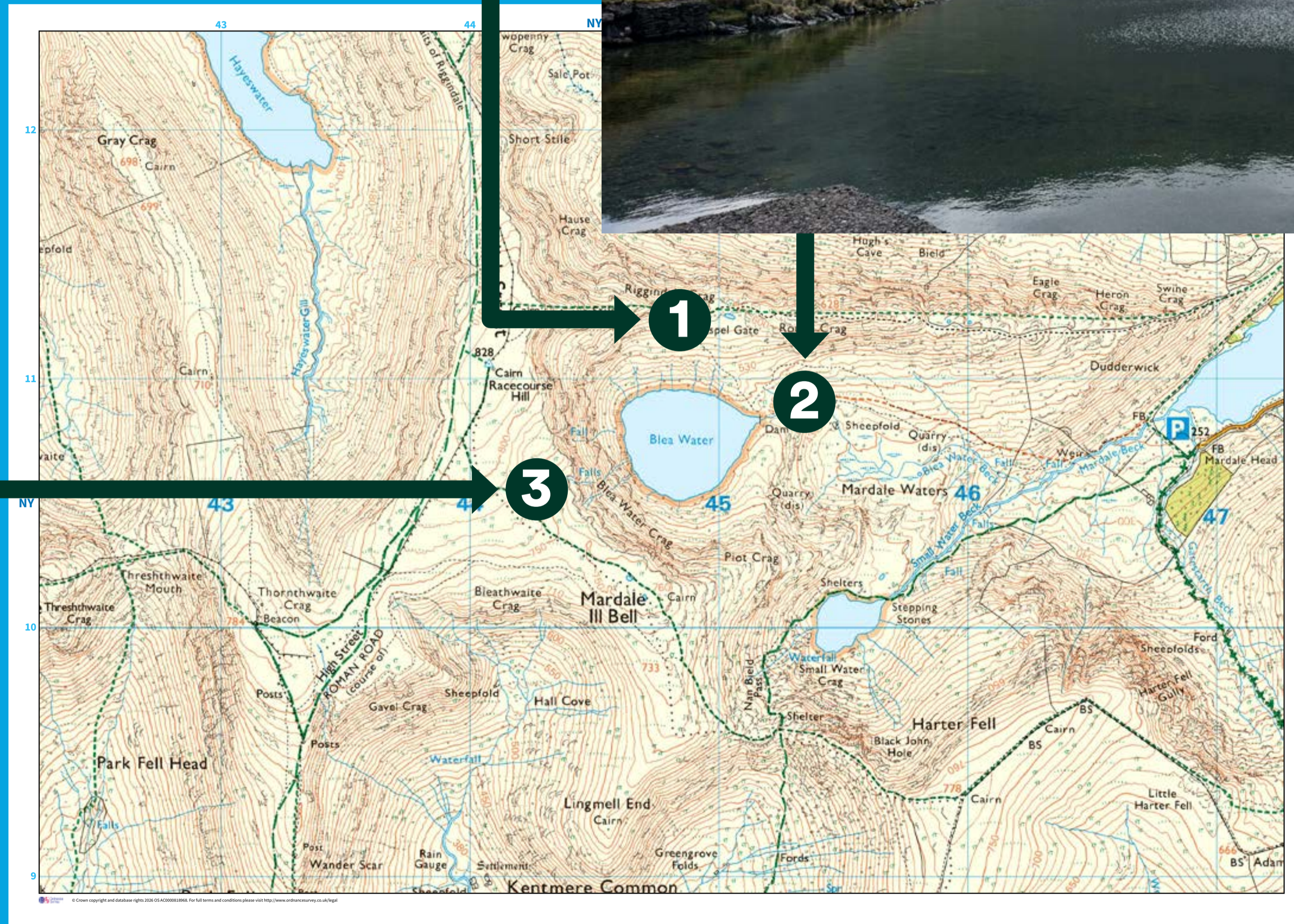


Proposed visualisations



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Existing views



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Helping to enhance the environment and biodiversity

We understand Blea Water is a valued space and an important landscape for visitors and the surrounding communities. The lake, river and much of the surrounding catchment are designated for their unique and important habitat and species.

We're working with a range of partners, stakeholders and engaging with specialist ecological contractors to carry out surveys and assessments.



The purpose of our proposed scheme is to deliver long-term environmental benefits, which would include:



Removing barriers to fish and eel movement



The restoration of natural flows and sediment transportation



Improving river habitat quality



Planting of mixed native species woodland

Haweswater Reservoir Tree Works

The coniferous trees planted at Haweswater have stood for over 70 years now. Owing to their exposed location, thin soils and size they are starting to succumb to windthrow. As trees blow over, they represent safety risks for users of the forest and also pose risks to the water quality in the reservoir.

The conifer trees at Haweswater are predominantly a mixture of spruce and larch species. Larch is susceptible to a disease called phytophthora ramorum, which is prevalent throughout Cumbria. If this disease was detected at Haweswater, we would be issued with a Statutory Plant Health Notice from the Forestry Commission, which would require us to either fell the larch trees, or kill them standing within 6-9 months. Furthermore, the coniferous woodlands have become areas with frequent antisocial behaviour in the summer months, and the prevalence of camping in these woods is increasing the risk of wildfire here.

Removal of these non-native conifers in a timely and planned manner will allow us to carefully control the operation, to both minimise disruption and risks the reservoir.

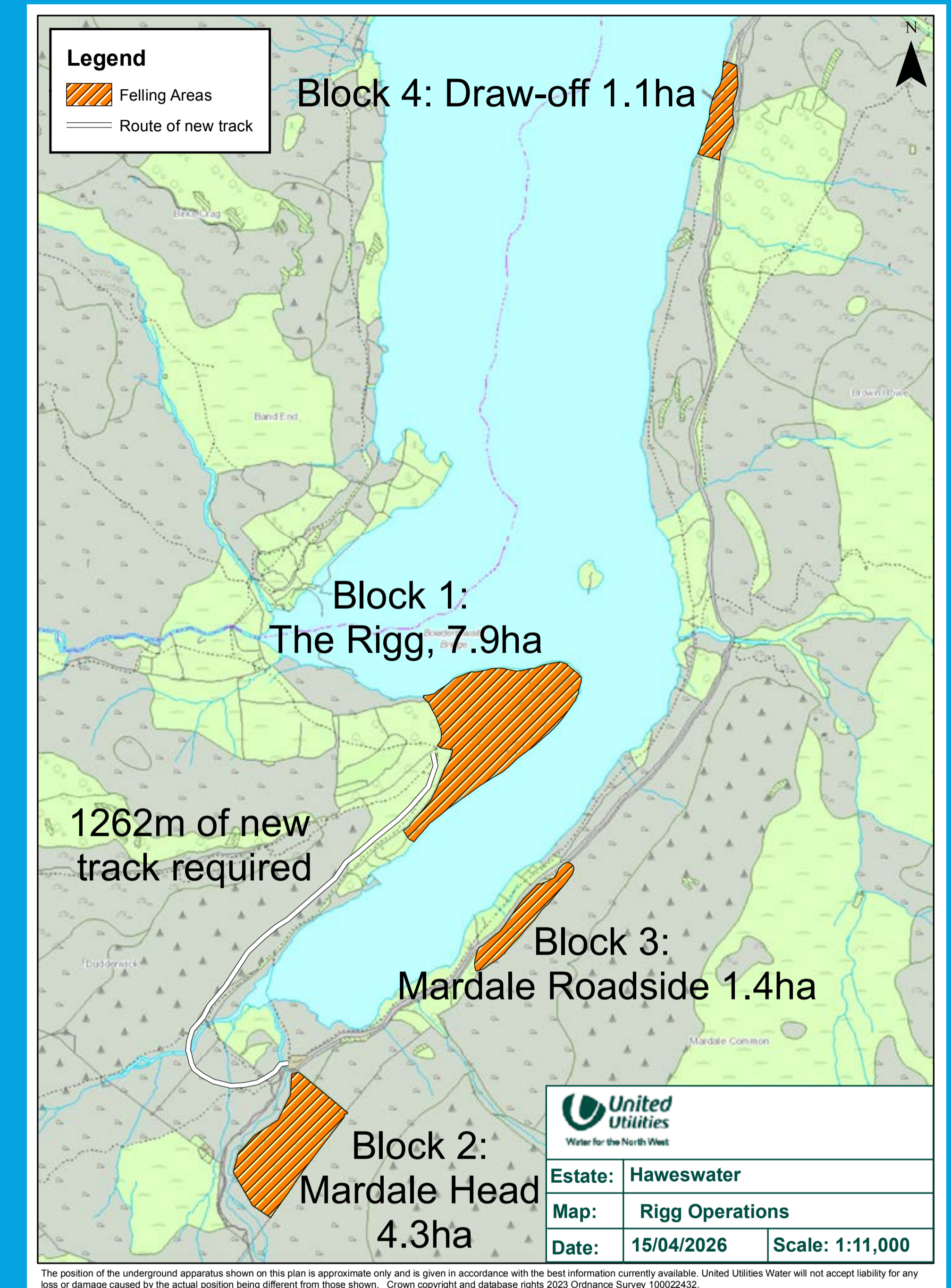
Works will likely require an extended road closure of the road after the Haweswater Hotel and the car park as this is to be used as timber stacking area.

Works are necessary as woodland blocks, particularly The Rigg are overstood and are beginning to blow over.

Antisocial behaviour at The Rigg makes it at increasing risk of a forest fire.

The sites will be restocked with native tree species including oak, rowan and birch which are better suited to the climatic conditions of the site (more resilient to the wind) and are more fitting in the landscape.

The proposed track will be reinstated as a tramper trail, allowing those less abled to travel 1.2km further into the valley.



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