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Your ref 3/2019/0977
Our ref D3/0977/EIA/DRW1
Date 22nd November 2019

(FAO John Macholc)

ENVIRONMENTAL IMPACT ASSESSMENT (EIA) SCOPING OPINION

Planning Application No: 3/2019/0977

Location: HAWESWATER AQUEDUCT, PROPOSED BOWLAND SECTION

PROPOSAL: EIA SCOPING REQUEST FOR THE INSTALLATION OF TUNNELLED PIPEWORK AT THE BOWLAND SECTION OF THE HAWESWATER AQUEDUCT AND ASSOCIATED WORKS

Dear Sir

Thank you for your letter requesting scoping opinion observations for the above proposal in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017.

This scoping opinion response considers only highways and transportation matters identified as potentially significant issues that should be considered in determining the subject matter of the EIA and any subsequent planning application.

The request for a formal scoping opinion is supplemented with an EIA Scoping Request Report, produced by Jacobs, dated October 2019. The EIA Scoping Report sets out the key components of the project that will need to be assessed in the Environmental Statement. The potential transport and traffic impacts on the local highway network are set out under section 16 of the Scoping Report.

Section 16.2.1 of the Scoping Report highlights that a Transport Assessment (TA) will be produced to support a forthcoming planning application. Reference is made at paragraph 16.2.2 of the report to discussions between the applicant, their Transport Consultant (Jacobs) and LCC Highways. The applicant has taken up LCC Highways offer of its Pre-Application service. This process has commenced and will be ongoing with regular meetings and correspondence.

Phil Durnell

Director, Highways and Transport
Lancashire County Council

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Key Environmental Aspects - Highways

Transport Assessment

At this stage it is not my intention to provide detailed comments on the requirement of all elements of the Transport Assessment (TA) as part of this scoping opinion response. However, I would note that the report makes reference to the key elements of the Highways pre-application advice provided by LCC to date.

It has been acknowledged during the initial pre-application discussions that it is expected that the operational transport impact of the scheme (i.e. following the construction period) will be minimal. The Transport Assessment should be able to demonstrate this. Therefore the key focus of the assessment should be on potential construction/decommissioning phase impacts

It is understood that the detail behind the programme of works for the Haweswater Resilience Programme (HRP) in regard to construction is still being developed. Many of the outcomes of this process will heavily influence the nature of the assessment and expected impacts, for example:

- Programme

(Phasing of overall HRP works, cumulative impact of separate HRP application works that may be running in parallel)

- Compound locations (indicative Construction Areas are identified in the Scoping Report)
- Method of construction
- Estimated numbers of HGVs during the construction phase / quantities of materials
- Construction working hours
- Traffic management arrangements including strategic routing and diversionary routes.

It is also very important that there is a clear understanding of the potential origin/destinations of material supplies and disposal of material off site. This influences the number of traffic movements and routing which may be diverted off key corridors (i.e. primary routing to/from the strategic highway network).

Access Strategy and Highway Network Operational Assessments

It is proposed that the Haweswater Aqueduct Resilience Programme will be delivered through multiple planning applications submitted across seven local planning authority areas. These scoping opinion comments are in respect of the Proposed Bowland Section only.

The scale of the proposal will result in impact across the local and wider transport network.

LCC Highways would expect to be able to agree, as part of pre-application advice, an approach with the developers Transport Consultant that sets out the full scope of the network to be assessed.

The EIA Scoping Report for the Proposed Bowland Section indicates there will be 5 No. Construction Areas (Labelled Areas A to E, Construction Areas D and E are within Ribble Valley). Each of these areas can be expected to require vehicular access points that will influence the routing of construction traffic. As greater details are made available on all matters and in particular on vehicle movements and routes, as set out above, LCC Highways would

expect to agree the detail of data that will be necessary. This detail will supplement the initial broad approach agreed during the early pre-application discussions.

Committed and Emerging Development

The Transport Assessment when completed should establish the full impacts of the overall proposals and therefore the measures and mitigation necessary to deliver development in line with local and national planning policy (NPPF). This should include committed and emerging development as well as planned and development led network changes.

Impact on Equestrians, Pedestrians & Cyclists and existing Public Rights of Way

The Proposed Bowland Section of works is located in general within the rural environment. From a local highway network perspective the assessment of highway impacts can therefore be expected to focus predominantly on impacts on safety through rural settlements and on the suitability of narrow rural lanes and impact on vulnerable road users.

It has been agreed that a detailed review of localised potential impacts that would require assessment will be undertaken on a route-by-route basis as the site access and waste disposal routes are developed. This will need to consider physical practicalities of access arrangements to demonstrate that indicative routes are safe and workable, where necessary mitigation measures will need to be developed to address identified impacts.

There are a number of Public Rights of Way (PROW) that run through or adjacent to the proposed development. I would expect to see full assessment of any proposals that impact existing PROW and associated mitigation measures.

In Summary

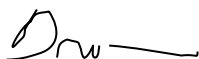
This scoping opinion response considers the highways and transportation matters identified as potentially significant issues that should be considered in determining the subject matter of the EIA and any subsequent planning application for the Proposed Bowland Section of Haweswater Resilience programme of works.

The key significant issues I have highlighted include the need for an appropriate assessment of impacts within a detailed Transport Assessment, with particular reference to impacts during and throughout the Construction and decommissioning period.

The Transport Assessment to be developed must establish the full impacts of the overall proposals and therefore the measures and mitigation necessary to ensure the safe operation of the highway at all times to deliver sustainable development in line with the latest emerging local and national planning policy (NPPF).

I hope the above is of assistance.

Yours Faithfully



David Watson
Strategic Development,
Highways Development Support,
Lancashire County Council