

Economic Development and Planning
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Your ref 3/2021/0119
Our ref 3/2021/0119/EIA/MSP1
Date 24th February 2021

(FAO John Macholc)

ENVIRONMENTAL IMPACT ASSESSMENT (EIA) SCOPING OPINION

Application Number: 3/2021/0119

Location: CONSTRUCTION SITE D ADJ BURNSIDE FARM BACK LANE, SLAIDBURN, BB7 3AJ, AND CONSTRUCTION SITE E ADJ FOBER FARM DUNSOP ROAD, NEWTON, BB7 3ED.

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 Report Addendum, produced by Jacobs, dated February 2021. The EIA Scoping Report Addendum sets out the changes from the original EIA Scoping Report, dated October 2019. The updated proposed works, discounts the need for intermediate shafts along the tunnel route. This therefore removes Construction Areas B, C and D as presented in the 2019 Scoping Report from the scope of works. The Lower Houses Compound (formerly referred to as Construction Area A) is now the sole reception shaft and Newton-in-Bowland Compound (formerly referred to as Construction Areas E) is the sole launch site. Indicative layouts of both compounds are provided in Figure 3.2. The subsequent changes to the methodology and approach to transport planning, have been set out in the Scoping Addendum.

The applicant has taken up LCC Highways offer of its Pre-Application service. This process has been ongoing for some time, with good progress in a number of areas. Regular meetings and correspondence are expected to continue.

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

The addendum scoping report reflects the changes now proposed for the programme of works for the Haweswater Aqueduct Resilience Programme (HARP). Our previous comments on the Scoping Opinion set out the elements that will need to be considered and that will influence the expected transport impacts. It is important that there is a strong understanding of the numbers and origin/destinations of the construction traffic movements.

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 continue to work with the developers' transport consultant with the aim to agree the full scope of the network to be assessed.

The EIA Scoping Report Addendum for the Proposed Bowland Section indicates there will be 2 No. Construction Areas (Labelled Areas A and E, of which, E is within Ribble Valley). Both 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.

Although the EIA Scoping Report Addendum suggests that a preferred strategy in which the proposed compounds are accessed has been agreed with LCC Highways, this is not the case. The developers' transport consultant is continuing to provide information to support the latest vehicle access and routing. LCC Highways would expect relevant details of the data that will be necessary to support the transport assessment and a necessary traffic management plan.

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 Aqueduct 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 and Traffic Management Plan, 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 local and national planning policy (NPPF).

I hope the above is of assistance.

Yours Faithfully,



Mohammed Patel
Strategic Development Technician
Highways Development Support
Community Services
Lancashire County Council