

Economic Development and Planning
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Your ref 3/2024/0893
Our ref 3/2024/0893/EIA/MSP1
Date 25th November 2024

(FAO Lyndsey Hayes)

ENVIRONMENTAL IMPACT ASSESSMENT (EIA) SCOPING OPINION

Application: 3/2024/0893

Location: LAND OFF PIMLICO LINK ROAD

Proposal: EIA SCOPING REQUEST FOR A PROPOSED ALTERNATIVE TEMPORARY PARK AND RIDE AND HEAVY GOODS VEHICLE (HGV) MARSHALLING AREA.

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, produced by Jacobs, dated October 2024. The EIA Scoping Report sets out the proposal for an alternative Temporary Park and Ride and Heavy Goods Vehicle Marshalling Area. The indicative layout of the alternative park and ride and HGV marshalling area is shown in Figure 3 of the report and the approach to transport planning is also set out in the report.

The applicant has taken up LCC Highways offer of its Pre-Application service, with good progress in a number of areas. I expect correspondence to continue.

Key Environmental Aspects - Highways

Transport Statement

At this stage it is not my intention to provide detailed comments on the requirement of all elements of the Transport Statement (TS) 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.

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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 Statement should be able to demonstrate this. Therefore the key focus of the assessment should be on potential construction/decommissioning phase impacts

The scoping report reflects the changes now proposed for the programme of works for the Haweswater Aqueduct Resilience Programme (HARP).

Access Strategy and Highway Network Operational Assessments

The proposed application is to relocate the proposed HARP HGV marshalling area from the current permitted location. It is expected that the proposed access will need to consider practicalities of access arrangements to demonstrate that the routes and access are safe and workable for all modes and all movements. Where necessary, mitigation measures will need to be developed to address identified impact. It is important that the TS identifies the expected changes in HGV numbers on the approved routes.

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

I would expect the TS to identify any potential impacts to pedestrian safety and suitable mitigation if required. There is a Public Rights of Way (PROW) that runs adjacent to the proposed site and at the proposed access. 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 Park and Ride and HGV marshalling area of the Haweswater Aqueduct Resilience Programme.

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

The Transport Statement 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
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Strategic Development
Highways Development Control
Lancashire County Council

