

Cuadrilla Elswick Ltd

Temporary Shale Gas Exploration

Roseacre Wood, Lancashire

Environmental Statement Traffic Addendum

November 2017



General Notes

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Environmental Statement Traffic Addendum

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1 Introduction

1.1 Purpose of this Report

1. This report has been written in support of the ongoing planning appeal ref. APP/Q2371/W/15/3134385 submitted by Cuadrilla Elswick Limited in respect of proposed temporary shale gas exploration works at Roseacre Wood in Lancashire.
2. The purpose of the report is take account of –
 - Revised HGV Routes identified since the Environmental Statement was submitted to Lancashire County Council in June 2014 (herein referred to as 2014 ES); and
 - Updated baseline traffic flows, including considerations of new baseline traffic data since the 2014 ES.
3. Only changes that specifically relate to the use of the revised HGV Routes and their associated environmental impacts are addressed in this report.

1.2 Report Structure

4. This report follows the same structure as adopted in the 2014 ES. Information that remains unchanged as a result of the use of the revised HGV Routes has not been repeated in this report.

1.3 Summary of Updates

5. Table 1.1 below provides an overview of the updated information presented in this report. Any plan submitted as part of this Traffic Addendum is submitted for illustration only and does not seek to amend those that have already been submitted for approval as part of the appeal process and accepted by the SoS in his decision letter dated 6th October 2016.

Table 1.1: Summary of Updates

Section	Updated information presented	Summary conclusions
6. Air Quality	Consideration of air quality impacts of the revised HGV Route Strategy.	No material change.
7. Archaeology and Cultural Heritage	New baseline data acquired and assessment of the revised HGV Route Strategy to account for, and to safeguard, additional archaeological or cultural heritage assets that have been identified since the original baseline data was	No material change.

Section	Updated information presented	Summary conclusions
	gathered in 2013.	
8. Greenhouse Gas Emissions	Consideration of the implications of the revised HGV Route Strategy.	No material change.
9. Community and Socio-Economics	New baseline data acquired and assessment of the revised HGV Route Strategy.	No material change.
10. Ecology	Consideration of the ecological impacts of the revised HGV Route Strategy.	No material change
11. Hydrogeology and Ground Gases	No new information is presented as there are no implications anticipated as a result of the use of the revised HGV Route Strategy.	No material change.
12. Induced Seismicity	No new information is presented as there are no implications anticipated as a result of the use of the revised HGV Route Strategy.	No material change
13. Land Use	No new information is presented as there are no implications anticipated as a result of the use of the revised HGV Route Strategy.	No material change.
14. Landscape and Visual Amenity	Consideration of the revised HGV Route Strategy on visual amenity.	No material change
15. Lighting	No new information is presented as there are no implications anticipated as a result of the use of the revised HGV Route Strategy.	No material change.
16. Noise	Consideration of the noise impacts of the revised HGV Route Strategy.	No material change
17. Resources and Waste	No new information is presented as there are no implications anticipated as a result of the use of the revised HGV Route Strategy.	No material change.
18. Transport	Assessment of the revised HGV Route Strategy.	No material change
19. Water Resources	No new information is presented as there	No material change.

Section	Updated information presented	Summary conclusions
	are no implications anticipated as a result of the use of the revised HGV Route Strategy.	
20. Public Health	Assessment of revised the HGV Route Strategy.	No material change.
21. Overview of Cumulative and In Combination Effects	Assessment of cumulative developments.	No material change.

2 The Environmental Impact Assessment (EIA) Process

2.1 General Approach

1. Section 2 of the 2014 ES provides an overview of the EIA process including scoping, baseline, data collection, assessment of potential effects and mitigation measures. There is no material change to the information presented in Section 2 of 2014 ES as a result of the revised HGV Route Strategy.

3 Application Site and Surrounds

1. Section 3 of the 2014 ES provides an overview of the application site and surrounds. There is no material change to the information presented in Section 3 of 2014 ES as a result of the revised HGV Route Strategy.

4 The Proposed Development

4.1 Context

1. There is no material change to the proposed development which is to establish whether there is a viable supply, or not, of natural gas (primarily methane) in the Bowland Shale area.
2. The full context of the proposed development is provided in Section 4 of the 2014 ES.

4.2 Planning and Permitting

3. There are no changes to this part of the 2014 ES as a result of the revised HGV Route Strategy.

4.3 Development Summary

4. This ES addendum has been prepared on the basis of Cuadrilla's commitment to restrict HGV movements to and from the Site to a maximum of 50 two-way HGVs per day (25 each-way). This commitment is proposed to be secured by way of planning condition. A condition to secure this commitment was set out in draft condition 7A appended to the Secretary of State's 6 October 2016 decision letter which states:

"7A. There shall be no more than 50 two way HGV (as defined by this permission) movements in total to and from the site (25 in / 25 out) on any day for the duration of the construction, drilling, hydraulic fracturing, initial flow testing and restoration phases of the development."

We would expect this condition to be imposed on the permission if granted following the re-opened inquiry. This ES addendum assumes that such a condition is imposed.

5. Cuadrilla also remains committed to ensuring that all drilling and hydraulic fracturing operations will be completed within a period of 30 months from the date of commencement of the drilling of the first well, and that Site restoration will be completed within 75 months from commencement of development. A condition to secure this commitment was set out in draft condition 2 appended to the Secretary of State's 6 October 2016 decision letter.
6. Chapter 4 of the 2014 ES provides a description of the project. A summary of the main elements are set out in Table 4.1 in Section 4.3.1. This is further explained in Mark Smith's Proof of Evidence (Planning) submitted to the inquiry (Inquiry document reference CUA1/1).
7. Based on experience of constructing the Preston New Road exploration site, Cuadrilla is likely to use construction techniques which reduce the aggregate required to construct the site, and therefore reduce the number of HGVs which might otherwise be necessary. Assuming the use of these techniques, and based on experience of the

actual length of the construction phase at Preston New Road, it is anticipated that the construction phase for the Roseacre Wood Site will last approximately 5 months. However, the imposition of a cap on HGV movements ensures that in environmental terms the duration and total number of HGV movements within the life of the permission would not affect the significance of the environmental effects.

4.4 Access

8. Section 4.6 in the 2014 ES describes the assessment of impacts and arrangements for offsite access, which have since been updated based on the revised HGV Route Strategy. Key changes to access and the proposed HGV Routes from that described in the 2014 ES are provided in this report.

4.5 HGV Routes

9. Consideration has been given to points raised in the Secretary of State's Decision Letter and the proposal has been considered afresh. A multi-route strategy has been considered to minimise traffic impact on any one route.
10. It is proposed to use a combination of three HGV Routes to provide access from the surrounding A road highway network to the Site. These routes are described as follows:
 - Green Route – from the A585 to the Site via the B5269 Thistleton Road, Elswick High Street and Roseacre Road;
 - Red Route – from the A585 to the Site via the B5269 Thistleton Road, Elswick High Street, Lodge Lane, Preston Road and Higham Side Road and through the Ministry of Defence's (MoD) Defence High Frequency Communications Site (DHFCS) Inskip facility; and
 - Blue Route – from the A583 to the Site via Clifton Lane, Station Road, Dagger Road, Salwick Road, Inskip Road and through the DHFCS facility.
11. The proposed HGV Routes are shown in Figure 4.1 below.

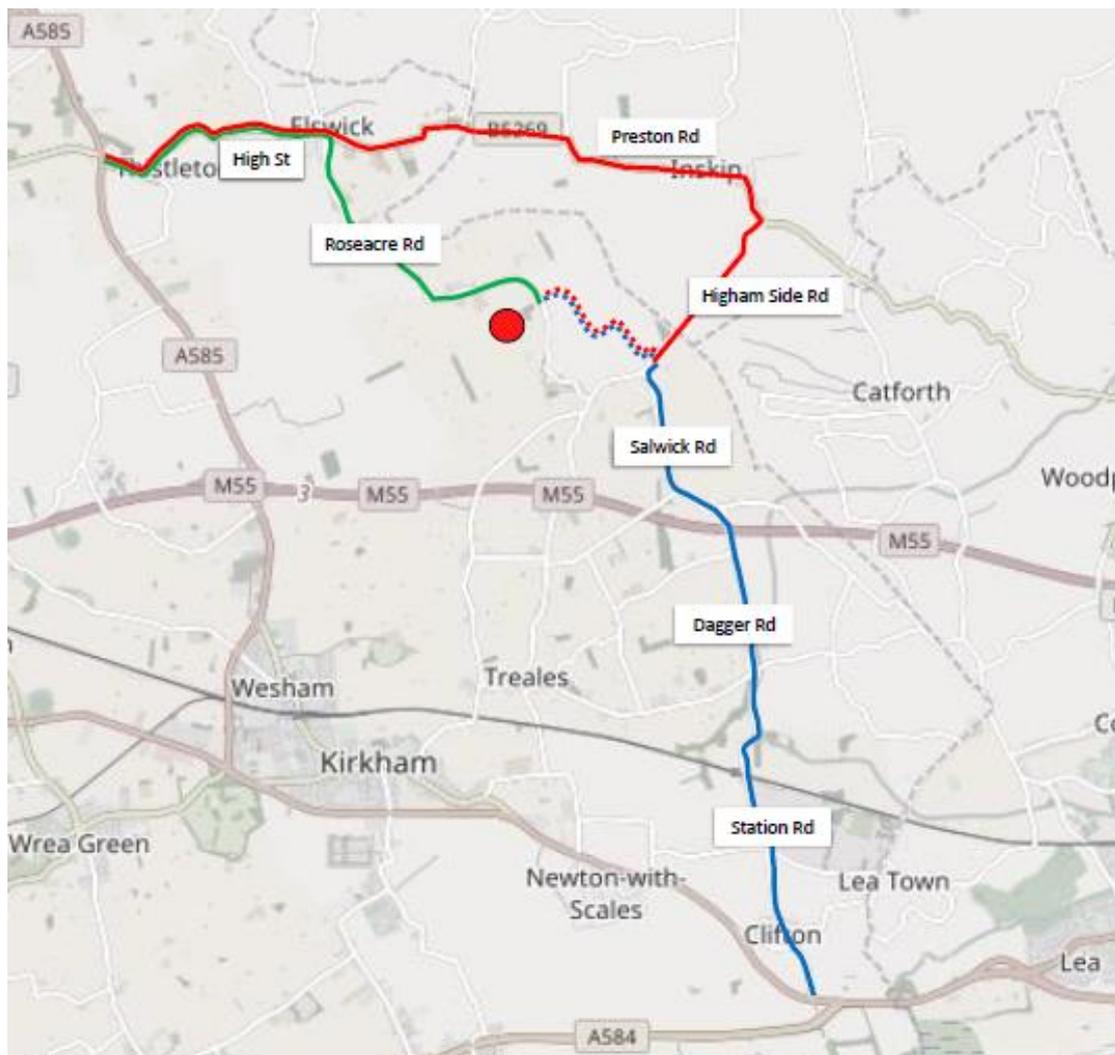


Figure 4.1: Proposed HGV Routes

12. Cuadrilla is committed to restricting HGV movements to and from the Site to a maximum of 50 two-way HGVs per day (25 each-way). It is proposed to utilise three HGV Routes to access the Site. Therefore, the combined total of HGV movements using all three routes on any day will not exceed 50 two-way HGVs per day. Some examples of how this could work are as follows:
- Utilising 1 Route: If the Green Route is used by Cuadrilla for 50 two-way HGVs on a particular day then no further HGVs could route on the Red or Blue HGV Routes that day.
 - Utilising 2 Routes: If the Green Route is used by Cuadrilla for 30 two-way HGVs on a particular day then 20 two-way HGVs could route on the Red Route but no HGVs on the Blue Route.
 - Utilising 3 Routes: If the Red Route is used by Cuadrilla for 30 two-way HGVs on a particular day then the Green and Blue Routes could be used by up to 20 two-way HGVs (e.g. 10 two-way HGVs on the Green Route and 10 two-way HGVs on the Blue Route).

13. Based on the proposed HGV Route Strategy, the worst-case traffic generation for any of the routes is 50 two-way HGVs per day. The assessments within this Traffic Addendum are based on this worst-case scenario for each of the three routes.

4.6 Works within the DHFCS Inskip Facility

14. The Secretary of State for Defence has agreed that Cuadrilla may route HGVs along the DHFCS Inskip site. The DHFCS Inskip route enables HGVs to bypass the village of Wharles.
15. It is anticipated that use of the DHFCS Inskip part of the Red and Blue HGV Routes would be covered by an appropriate planning condition and Cuadrilla is prepared to commit to the use of the DHFCS Inskip route for HGVs during all phases of the project other than the very low traffic during the extended flow test (EFT) phase, when HGVs would route via Wharles. HGVs would be limited to up to 6 two-way HGVs per day (i.e. 3 HGVs in and 3 HGVs out) via Wharles during the EFT phase.

4.7 Mobilisation/Demobilisation

16. In addition, Cuadrilla proposes to limit the number of times mobilisation and demobilisation occurs over the course of the Project to no more than twice for the drilling rig and no more than twice for the hydraulic fracturing equipment. This will reduce the number of times that the peak HGV traffic flows are experienced.

4.8 Restrictions on HGV Deliveries

17. HGVs will be permitted to access and egress the Site access on weekdays between 07:30 – 18:30.
18. It is proposed that there will be no HGV deliveries to or from the Site on a Saturday and Sunday except in the case of an operational emergency. This is to reduce the impact of the project on vulnerable users that use the roads at weekends for leisure activities (i.e. cycle clubs, equestrians, ramblers etc).
19. No HGV deliveries will take place on public holidays.

4.9 Passing Places

20. Some localised highway improvements are proposed to create passing places along sections of the proposed HGV Routes. Drawing 172806/A/01 is included as Appendix 18.1 and shows the design of the proposed passing places. The detailed proposals of the passing places are set out in Appendix 18.2 but in summary comprise passing places along the following roads:
 - Green Route: passing places on Roseacre Road
 - Red Route: passing places on B5269 Lodge Lane, B5269 Preston Road and Higham Side Road
 - Blue Route: passing places on Dagger Road and Salwick Road

4.10 Access Works – Wharles Road

21. Access works at the Roseacre Road site access are proposed. They remain the same as summarised in the 2014 ES.

4.11 Access Works – DHFCS Inskip Route

22. Access works to the DHFCS Inskip route are proposed. They remain the same as summarised in the 2014 ES.

4.12 Temporary Traffic Signals

23. It is proposed to provide temporary traffic signals on a section of Dagger Road that does not have sufficient width for two HGVs to pass or sufficient verge width to provide suitable passing places. The traffic signals would only be activated when two HGVs are travelling on Dagger Road at the same time and in opposite directions. Further details of the proposed traffic signals are provided in Appendix 18.2.

5 Scheme Alternatives

5.1 Introduction

1. Section 5 of the 2014 ES addressed alternatives considered as part of the EIA including site selection, layout and site arrangements, highway accesses and exploration methodology.
2. New HGV Routes have been considered as part of this report.

5.2 Highways Access Routes

3. Section 5.7 in the 2014 ES outlines the selection of the highways and access routes and alternatives considered. Offsite access arrangements and traffic routes have been amended since the 2014 ES. Full details are provided in Chapter 18 of this ES Traffic Addendum.
4. In order to arrive at the revised HGV Route Strategy, a number of HGV Routes have been analysed in detail based on the updated baseline data. For each route option an evaluation of the baseline conditions was undertaken as well as an EIA and road safety and geometry assessment. Based on this assessment, some routes were discounted (e.g. routes via Freckleton Street in Kirkham and routes via Watery Gate Lane, to the east of Elswick).
5. A multi-route strategy is proposed to minimise HGV impact on any one route and to enable more than one access to the Site from the surrounding A roads. To keep it proportionate the multi-route strategy has been limited to the introduction of two new HGV Routes in addition to the HGV Route originally proposed via Dagger Road. This will enable access to the Site from both the A585 at Thistleton and the A583 to the south of Clifton (as originally proposed).

6 Air Quality

6.1 Introduction

1. Section 6 of the 2014 ES, Air Quality, assessed the potential impacts of the Project on air quality at sensitive receptor locations.
2. Additional Regulation 22 Information reports were also submitted including:
 - Letter response to request for further information, 27th October 2014; and
 - Planning and Environment meeting request - Air Quality Response, 4th March 2015.
3. As detailed in Section 4 (Description of Proposed Development) and Section 18 (Transport) of this report, a revised HGV Route Strategy is now proposed.
4. A re-assessment of the likely significant impacts of the Project on air quality as a result of the use of the revised HGV Route Strategy has therefore been undertaken.

6.2 Assessment

5. The Environmental Protection UK (EPUK)-Institute of Air Quality Management (IAQM) guidance 'Land-Use Planning and Development Control: Planning for Air Quality' provides criteria for when an air quality assessment is likely to be required. The criteria for assessing the impacts from road traffic state that where a change in heavy goods vehicles flows by 100 annual average daily traffic (AADT) or more (outside of an Air Quality Management Area) is not exceeded then no significant air quality impacts are likely (Section 6).
6. Cuadrilla is committed to restricting HGV movements to no more than 50 two-way HGV (25 each-way) movements per day. As such, there are no air quality implications anticipated as a result of the use of the revised HGV Routes.

6.3 Assessment Summary

7. The commitment to no more than 50 two-way HGV's per day will not result in any significant change in local air quality. Air quality effects as a result of the use of the revised HGV Routes are therefore considered to be **not significant**.

7 Archaeology and Cultural Heritage

7.1 Introduction

1. Section 7 of the 2014 ES assessed the likely significant impacts of the Project on archaeology and cultural heritage assets from the construction, operation and decommissioning of the exploration compound, the construction of associated access routes and the installation of micro seismic arrays.
2. As detailed in Section 4 (Description of Proposed Development) and Section 18 (Transport) of this report, a revised HGV Route Strategy is now proposed.
3. A re-assessment of the likely significant impacts of the Project on archaeology and cultural heritage assets as a result of the use of the revised HGV Route Strategy has therefore been undertaken.

7.2 Assessment

4. An updated baseline search for listed buildings, conservation areas, registered parks and gardens, registered battlefields and scheduled monuments was undertaken in October 2017 to account for the updated 8km Study Area using Historic England data sets and the online search engine MAGIC¹, which is a multi-agency geographic information system that provides information about the natural and built environment such as statutory designations. A new search of the Lancashire Historic Environment Record (HER) was also undertaken on 9th October 2017 to identify any locally listed buildings which might be impacted by the access routes. The full results are provided in Appendix 7.1. A Study Area was adopted in order to encompass the revised HGV Route Strategy and heritage assets within a 30m and 50m buffer of the HGV Routes were identified (see Figure 7.1 in Appendix 7.2).
5. There are 179 listed buildings within the Study Area. With the exception of the Church of St Helen (I), Old Lea Hall Farm (I), Church of St Michael (I), Church of St Anne (II*) and the Church of St Michael (II*), all of the listed buildings within the Study Area are Grade II. Of the 179 listed buildings, only six lie within 30m of the HGV Routes. These are summarised in Table 7.1 below:

Table 7.1: Listed buildings along the Revised HGV Route Strategy

Site	Site Name	Grade
522	Old Congregational Chapel	II
523	Gravestone Of Robert Moss circa 5 metres north of Old Congregational Chapel	II
558	Mill House	II
559	Whitehouse Farmhouse	II

¹ <http://www.magic.gov.uk/>

561	Ivy House	II
650	The Windmill Tavern	II

6. The HGV Routes pass within 30-50m of a further 3 listed buildings, making a total of 9 listed buildings within 50m of the routes. All listed buildings are Grade II, which are of medium value as per the asset value criteria used in the 2014 ES.
7. The predicted traffic movements along the proposed routes have been adopted from the revised HGV Route Strategy in order to assess the impacts in relation to noise and vibration on related archaeological and heritage assets (see Chapter 18: Transport). The effects from the predicted HGV traffic movements along the revised HGV Routes are deemed no more than minor in magnitude resulting in a slight adverse effect which are assessed as **not significant**.

7.2.1 DHFSC Inskip Access Road Review

8. Since preparation of the 2014 ES DHFSC Inskip Airfield has been added as a non-designated heritage asset to the local authority's Historic Environment Record (HER). The proposed access road will make use of an existing track within the limits of this heritage asset, however, track widening and the installation of possible compounds could have an impact on any archaeological remains within the vicinity. This may include features related to the airfield which are of heritage significance, for example dispersal pads, pill boxes, ammunition bunkers and associated infrastructure. Given that the area is still MOD property, it has not been subjected to post World War development, meaning there is a high potential for archaeological remains to still be present.

7.3 Assessment Summary

9. The original assessment on Archaeology and Cultural heritage required updating in response to the revised HGV Route Strategy. Updates were identified relating to legislation, policy and guidance considerations; however this does not result in any significant change to the outcome of existing assessments.
10. The updated assessment considered archaeological and cultural heritage assets in a 8km Study Area from the Site. The results indicated that the revised traffic routes pass within the 50m of 9 listed buildings of Grade II status and medium value. There are **no significant** impacts identified on these heritage assets.
11. The Inskip Airfield has been added as a non-designated heritage asset to the local authority's Historic Environment Records (HER) since the preparation of the 2014 ES. There remains the potential for unknown archaeological remains to be encountered during any access route construction activities, resulting in a significant impact. Mitigation suggested in the 2014 ES, which includes a programme of archaeological investigation and a strip, map and record exercise during related works remains valid, resulting in residual effects which are assessed as **not significant**.

8 Greenhouse Gas Emissions

8.1 Introduction

1. Section 8 of the 2014 ES and associated Appendix H assessed the potential greenhouse gas (GHG) emissions from the Project, including emissions from the transportation of materials, machinery, staff and visitors to and from Site during all stages of the Project.
2. As detailed in Section 4 (Description of Proposed Development) and Section 18 (Transport) of this report, a revised HGV Route Strategy is now proposed.
3. A re-assessment of the likely significant impacts of the Project on greenhouse gas emissions as a result of the use of the revised HGV Routes has therefore been undertaken.

8.2 Assessment

4. Total GHG emissions from “logistics” of 1,335 tCO₂e were predicted by Arup (average value), which equates to 1.1% of total Project GHG emissions from the proposals (121,394 tCO₂e average value).
5. The number of HGV movements per day will be capped by planning condition to a maximum of 50 daily two-way HGV movements (i.e. 25 HGVs into the Site and 25 out of the Site).
6. Whilst the HGV Route change may affect the distance driven by HGVs generated by the development on local roads, such changes are assessed as minor. The use of multiple HGV Routes will not increase the total number of HGVs used over the lifetime of the project as compared with the use of a single route as envisaged originally in the 2014 ES.

8.3 Assessment Summary

7. The use of multiple HGV Routes will not increase the total number of HGVs used over the lifetime of the project as compared with the use of a single route as envisaged originally in the 2014 ES. As set out in the 2014 ES the residual GHG emissions of the Project are estimated to be less than 0.002% of the UK Carbon Budget. The large majority of these emissions are attributable to the gas flaring phase which would account for some 73% of the Project carbon footprint. Emissions from logistical movements, including all HGV movements, are estimated to account for only 1.1 % of overall Project emission i.e. less than 0.000002 % of the UK carbon budget and as such will not contribute a significant environmental impact. In addition given the minimal GHG contribution of Project HGV movements it is assessed that any variation in the actual vs. the forecast number of HGVs necessary to implement the permission would not alter the assessment of **no significant** environmental impact.

9 Community and Socio-Economics

9.1 Introduction

1. Section 9 of the 2014 ES assessed the community and socio-economic effects of the Project. The assessment looks at the receiving community and socio-economic context in terms of: population, wealth and deprivation, industrial structure, housing, education and skills, crime and public safety, and Public Rights of Way (PRoW).
2. As detailed in Section 4 (Description of Proposed Development) and Section 18 (Transport) of this report, a revised HGV Route Strategy is now proposed.
3. A re-assessment of the beneficial and adverse effects in the context of the local community and socio-economic baseline as a result of the use of the revised HGV Routes has therefore been undertaken.

9.2 Assessment

4. This re-assessment is focussed on crime and public safety; and public rights of ways. There is no change to the employment or wider economic effects as a result of the revised HGV Route Strategy and as such these are not discussed further.
5. A review has been undertaken of the local communities located along the revised HGV Routes. Consideration has been given to their current population, and existing community facilities such as shops and schools. A summary is provided below:

Table.9.1 Local communities along the revised HGV Route Strategy

Community	Roads	Description
Roseacre	Roseacre Road	<ul style="list-style-type: none"> Roseacre is a small hamlet comprising a few dwellings and farmsteads within the Treales, Roseacre and Wharles Parish Council, with some 500 residents.
Clifton	Clifton Lane/Lodge Lane	<ul style="list-style-type: none"> Community facilities include a central recreational open space William Pickles Park Children's Play Park, a Post Office on Preston Old Road, Autologic Car Garage on Preston Old Road and Dobbies Garden Centre.
Inskip	Preston Road and High Side Road	<ul style="list-style-type: none"> Inskip is a small village comprising a mixture of dwelling/estates/farmsteads. Community facilities include St Peter's Inskip Church, Church of St Peter (a Grade II Listed Building), Inskip St Peter's C of E School, Inskip Pre-School located off Higham Side and the Derby Arms Public House located on the junction of Higham Side Road.
Crossmoor	Preston Road	<ul style="list-style-type: none"> Crossmoor is a small hamlet comprising isolated dwellings/farmsteads.
Elswick	High Street	<ul style="list-style-type: none"> Elswick is a small rural community with a

Community	Roads	Description
	and B5269 Lodge Lane	<p>population of approximately 1200 people situated in the heart of the Fylde Countryside. The village is beside the B5269, which is the Blackpool to Longridge road a mile east of the busy A585. Elswick is perhaps best known for Bonds ice cream, which is made in the village. Community facilities include two public houses, a post office, village shop, village hall and bowling club with an all-weather multi sports area. Elswick United Reformed Church is at the eastern end of the village and there are several thriving small businesses²</p> <ul style="list-style-type: none"> • Other community facilities include the Old Congregational Church (Grade II), Burton House Stores – newsagents and groceries, the Elswick Equestrian Centre, Tiggywinkles Day Nursery and the Ship Inn located on High Street. • National Cycle Route 90 passes along B5269 on western approach to village and continues along Beech Road before heading north out of the village on Copp Lane. • Elswick takes part in various ‘Britain in Bloom’ competitions and has won best village in North West England and were joint winners of the Best in Bloom Village in Britain in 2016. Elswick also has its own Village in Bloom competitions. • Elswick has recently planted a community orchard and wildflower meadow.
Thistleton	B5269 High Street	<ul style="list-style-type: none"> • The emerging Fylde plan states that Thistleton is an example of a planned rural model village associated with the development of large country estates. • Thistleton is a designated conservation area that gives Local Planning Authorities’ additional powers to ensure that development is in keeping with existing vernacular and the character of the area and to prepare schemes of enhancement for such areas. • Community facilities include the Thistleton Lodge Care Home

6. A qualitative assessment has been undertaken to identify the effects on local access to open space and recreational facilities. This has involved the identification of all PRow crossed, adjacent to or near the HGV Route Strategy.

² Elswick Parish Council Plan (Available at <http://www.elswickparishcouncil.gov.uk/downloads/parplan/0966TheplanIssue2d.pdf>)

Table 9.2 Public Rights of Way (PRoW) adjacent to or near revised HGV Route Strategy

Road	PRoW
Station Road	PRoW runs to the west of Station Road
Station Road	PRoW runs north from the end of Station Road
Salwick Road	PRoW runs west from Salwick Road
Roseacre Road	PRoW runs south from to Moorside Road
High Side Road	PRoW runs east from Higham Side Road connecting to Lewth Lane
Preston Road	PRoW runs north from Preston Road near St Peters Church of England Voluntary Aided school. PRoW runs from Crossmor, Preston Road and Hornby Lane. PRoW runs south from Preston Road linking to Roseacre Road. PRoW runs north to Watery Gate Lane.
B5269 Lodge Lane	PRoW runs from Lodge Lane north to Elswick. PRoW runs south, connecting to the A585 across agricultural fields.

7. A review has also been undertaken of vulnerable users adjacent to or near the revised HGV Route Strategy.

Table 9.3 Vulnerable receptors adjacent to or near revised HGV Route Strategy

Relationship to Proposed Route	Vulnerable Receptors
Preston Road	St Peter's Church of England Voluntary Aided School (School Children)
B5269 Lodge Lane	Elswick Equestrian Centre (Horse Riders)

8. Although the 2014 ES primarily focused on the Site and its immediate surroundings, it was acknowledged that risks to public safety would be minimal. Safety risks offsite were likely to be limited to those associated with changes in frequency and type of traffic (Table 9.11 of 2014 ES). No direct effects to PRoWs were identified.
9. Whilst it is acknowledged that the use of the revised HGV Route Strategy will increase the number of communities that may be affected by the passing HGV traffic, the commitment to restricting HGV movements to and from the Site to a maximum of

50 two-way HGVs per day (25 each-way) and dispersed nature of the routes being proposed will prevent any significant increase in traffic. As such the risk to public safety remains very low.

10. Traffic flows will be managed according to the assumptions set out in the Traffic Management Plan (Appendix 18.2).
11. It is very difficult to know what level of protest activity is likely to occur at Roseacre Wood. However, for the purpose of this assessment we have assumed that there will be a degree of protest throughout the exploration phase which could be at an equivalent level as at the Preston New Road exploration site.
12. There has been criminal activity and arrests made at other protest sites. It is the duty of the police to maintain public order and appropriate people management at all times. It is therefore reasonable to assume that the local police force, with the full support and engagement of Cuadrilla, will reduce the impact of any protest activity in such a way as to minimise impact on crime and public safety in the area.
13. **No significant** effects on crime and public safety; and PRowS are anticipated as a result of the use of the revised HGV Routes.

9.3 Assessment Summary

14. The guidance, methodology and assessment techniques used within the Community and Socio-Economic chapter remain robust and fit for purpose. Whilst there remains alternative approaches to how Community and Socio-Economic impacts can be assessed in EIAs, there is no difference in the fundamental framework for assessment and determination of significance.
15. Although it was not anticipated that baseline information presented in the 2014 ES would change significantly as a result of the revised HGV Route Strategy, updates have been provided in relation to Crime and Public Safety and use of PRowS.
16. Overall the effect on crime and public safety; and PRowS generated by the Project as a result of the use of the revised HGV Route Strategy is therefore assessed as **not significant**.

10 Ecology

10.1 Introduction

1. Section 10 of the 2014 ES assessed the likely significant effects on Ecology and Nature Conservation as a result of the Project. The assessment established what habitats and species of value were present within the zone of influence of the Project. An assessment was then undertaken to determine whether there were any pathways of impact upon the valued habitats and species.
2. As detailed in Section 4 (Description of Proposed Development) and Section 18 (Transport) of this report, a revised HGV Route Strategy is now proposed.
3. A re-assessment of the likely significant impacts of the Project on local ecology as a result of the use of the revised HGV Route Strategy has therefore been undertaken.

10.2 Assessment

4. No additional maintenance of existing hedgerows and tree canopies within the highway boundary to improve visibility lines and facilitate passing places are anticipated to be required beyond those for usual highway management.

10.3 Assessment Summary

5. There is therefore no material change to the information presented in Section 10 of the 2014 ES as a result of the use of the revised HGV Routes.

11 Hydrogeology and Ground Gases

1. Section 11 of the 2014 ES assessed the effects of the Project on the quality of the water environment, both groundwater and surface water. It is also concerned with the subsurface pathways by the Project to sensitive features.
2. There are no hydrogeological implications anticipated as a result of the use of the revised HGV Route Strategy.
3. As such, there is no material change to the information presented in Section 11 of the 2014 ES as a result of the revised HGV Route Strategy.

12 Induced Seismicity

1. Section 12 of the 2014 ES assessed the likely effect of Induced Seismicity associated with the Project.
2. There is no mechanism for induced seismicity resulting from the use of the use of the revised HGV Route Strategy.
3. As such, there is no material change to the information presented in Section 12 of the 2014 ES as a result of the revised HGV Route Strategy.

13 Land Use

1. Section 13 of the 2014 ES assessed the effects of the Project on agricultural land in and around the Site and the effects of the Project on the agricultural businesses occupying the Site.
2. There are no agricultural land use changes resulting from the use of the revised HGV Route Strategy.
3. As such, there is no material change to the information presented in Section 13 of the 2014 ES as a result of the use of the revised HGV Route Strategy.
4. Any traffic related interactions associated with existing agricultural machinery using local roads and HGV movements arising from the Project are discussed in Chapter 18 of this report.

14 Landscape and Visual Amenity

14.1 Introduction

1. Section 14 of the 2014 ES assessed the effect of the Project on Landscape and Visual Amenity
2. As detailed in Section 4 (Description of Proposed Development) and Section 18 (Transport) of this report, a revised HGV Route Strategy is now proposed.
3. A re-assessment of the likely significant impacts of the Project on landscape and visual amenity as a result of the use of the revised HGV Routes has therefore been undertaken.

14.2 Assessment

4. The use of the revised HGV Route Strategy seeks to minimise disruption by dispersing the traffic across all three routes. However, by increasing the number of roads along which HGV traffic will be routed, it is acknowledged that a larger number of communities and individuals will now be visually aware of the passing of HGV traffic.
5. Whilst the communities affected by the increased traffic are of high sensitivity, the magnitude of change would be negligible.
6. The high sensitivity in conjunction with the negligible magnitude of change is judged to result in no perceptible deterioration in the existing view and therefore a negligible effect.

14.3 Assessment Summary

7. Whilst the dispersed nature of the routes will affect a larger number of communities the visual effect of the Project as a result of the use of the revised HGV Routes is assessed as **not significant**.

15 Lighting

1. Section 15 of the 2014 ES assessed the effects of potential night time obtrusion from the Project.
2. There are no new lighting requirements as a result of the use of the revised HGV Route Strategy.
3. As such, there is no material change to the information presented in Section 15 of the 2014 ES as a result of the use of the revised HGV Route Strategy.

16 Noise

16.1 Introduction

1. Section 16 of the 2014 ES chapter assessed the effects of the Project on noise sensitive receptors.
2. Additional Regulations 22 Information reports were also submitted including:
 - Letter response to Jacobs of ES submission, 9 December 2014.
 - Noise Mitigation and Traffic Measures – Roseacre Wood Exploration Site Report, 22 January 2015.
3. As detailed in Section 4 (Description of Proposed Development) and Section 18 (Transport) of this report, a revised HGV Route Strategy is now proposed.
4. A re-assessment of the likely significant noise impacts of the Project as a result of the use of the revised HGV Route Strategy has therefore been undertaken.
5. The increase in HGVs from the existing baseline has been assessed on each of the revised HGV Routes.
6. The total number of 2-way movements is calculated for:
 - 18 hour AAWT flow (0600 – 0000)
7. It is proposed that there will be no HGV deliveries to or from the Site on a Saturday and Sunday except in the case of an operational emergency.

16.2 Assessment

8. In order to assess the worst case, the assessment looks at the maximum daily increase in total HGV numbers only and not the increase in total traffic flow for the relevant period.
9. The following HGV movements as % increases above existing HGV movements would have the following potential increase in noise levels:

11% increase	0.5dB
25% increase	1.0dB
57% increase	2.0dB
100% increase	3.0dB
10. In order to avoid a significant effect due to increased HGV traffic on any individual road, it is recommended by the Design Manual for Roads and Bridges (DMRB) that the increase in noise level is below 3.0dB, i.e. the increase in HGV traffic on any road should be less than double that of existing HGV movement (equates to 100%).

11. DMRB³ advises that a long term change in noise levels from road traffic is characterised as a potentially significant effect where noise levels change by 3.0 to 4.9dB LA10,18h.

Table 16.1 18hr AAWT Flows – 50 Additional HGV

Route	Road Name	Direction	18hr AAWT Flows			Max Additional Roseacre HGV Vehs (Two Way)	% HGV increase due to Roseacre
			Total Vehs	HGV	HGV%		
Green	High Street	Two Way	3132	326	10%	50	15.34%
	Roseacre Road	Two Way	717	53	7%	50	94.34%
Red	High Street	Two Way	3132	326	10%	50	15.34%
	Lodge Lane	Two Way	1690.6	190	11%	50	26.26%
	Preston Road	Two Way	1243.2	110	9%	50	45.29%
	Higham Side Road	Two Way	1229.3	131	11%	50	38.23%
Blue	Lodge Lane/Clifton Lane	Two Way	2746	238	9%	50	21.01%
	Station Road	Two Way	979	91	9%	50	54.95%
	Dagger Road	Two Way	595	64	11%	50	78.13%
	Salwick Road	Two Way	596	62	10%	50	80.65%

12. A basic assessment of increased HGV flows of 50 two-way HGV movements along each of the roads has been undertaken. If a road were to be shown to have an increase in HGV numbers of 100% or more, it would have been taken as an indication that a significant effect is likely. However, none of the roads show an increase of this level and therefore there are **no significant** effects predicted as a result of the HGV Route Strategy.
13. Cuadrilla have committed to limit HGV movements to and from Roseacre Wood of 50 two-way HGV movements.
14. The above assessment assumes a precautionary approach and looks at the impact of the increase in HGV traffic in isolation. In reality, the HGV flow will only be a small proportion of the overall traffic flow on each road and as such the actual impact of the additional flow will be less than predicted here and this assessment should be taken as a worst case.
15. Overall with a predicted noise increase of less than 3dB for all the routes, negligible impacts are anticipated. The noise effects from the use of the HGV Routes are therefore assessed to be **not significant**.

³ The Highways Agency Design Manual for Roads and Bridges, Volume 11, Section 3, Part 7 Had 213/11 Noise and Vibration

16.3 Assessment Summary

16. Cuadrilla have committed to limit HGV movements to a maximum of 50 two-way HGV movements per day. This limit will ensure that the noise effects as assessed on all three of the HGV Routes are **not significant** when account is taken of existing use of these routes by HGVs.

17 Resource and Waste

1. Section 17 of the 2014 ES provides an assessment of the likely effects of waste generation during all stages of the Project.
2. There are no significant additional waste streams anticipated as a result of the use of the revised HGV Route Strategy.
3. As such, there is no material change to the information presented in Section 17 of 2014 ES as a result of the revised HGV Route Strategy.

18 Transport

18.1 Introduction

1. The 2014 ES assessed the effect of the Project on transport. In particular it considered the potential effects of the Project on the transport networks serving the Site and surrounding area.
2. The purpose of this Chapter is to update the 2014 ES to account for –
 - Revised HGV Routes; and
 - Updated baseline traffic flows.

18.2 Key Development Issues

3. There is no change to the key development issues associated with Transport as described in the 2014 ES. Greater consideration has been given to identification of vulnerable road users, highway geometry and road safety to address concerns raised by the previous Inquiry.

18.3 Scoping and Consultation

4. Section 18.3 of the 2014 ES provides a review of the consultations undertaken up to the submission of the ES.
5. Additional consultation with Lancashire County Council (LCC) as the local highway authority has subsequently taken place in 2017. This includes meetings in May and October 2017 and discussions in November 2017.

18.4 Methodology

18.4.1 2014 ES Methodology

6. The 2014 ES traffic assessment adopted the Institute of Environmental Management and Assessment (IEMA) Guidelines under the following headings:
 - Severance;
 - Driver delay;
 - Pedestrian delay;
 - Pedestrian amenity; and
 - Accidents and safety.

18.4.2 Methodology Review

7. There is no change in the guidance that would result in any material changes to the methodology outlined in the 2014 ES. As a result the methodology remains valid. Details of the methodology are provided in Appendix 18.2.
8. The updated transport information, which includes updated baseline data and a revised HGV Route Strategy, has required the 2014 ES to be updated. As well as looking at revised HGV Route Strategy, this assessment also includes an assessment of Fear and Intimidation in accordance with the IEMA guidelines.
9. IEMA guidelines note that the impact of fear and intimidation is dependent upon the volume of traffic, its HGV composition, its proximity to people or the lack of protection caused by such factors as narrow pavement widths.
10. In the absence of commonly agreed thresholds, the IEMA guidelines provide a set of thresholds that could be used as a first approximation of the likelihood of pedestrian fear and intimidation. The thresholds define the degree of hazard to pedestrians by average traffic flow, 18 hour HGV flow and average speed (mph) over an 18 hour day.

18.5 Assumptions and Limitations

11. There is no change to the assumptions associated with the assessment of transport as described in Section 18.5 of the 2014 ES. The assessment was based on forecast traffic movements during each phase of the development (construction, operation and decommissioning).
12. Cuadrilla is committed to restricting HGV movements to and from the Site to a maximum of 50 two-way HGV's per day (25 each-way). The updated transport information is based on this HGV cap.

18.6 Baseline

18.6.1 Site Information

13. A general description of the revised transport route to the Site via the Wharles Route and DHFCS Inskip Route was provided along with baseline traffic flow data, obtained through a number of traffic count surveys during 2013 and 2014 at locations surrounding the Site.
14. Existing public transport services including local train and bus services in the area were described along with local PRow and cycles routes. The presence, or absence of pedestrian footways along the revised transport route to the Site was described.
15. Accident collusion data was presented for the period 1 December 2008 to 30 November 2013 covering the proposed transport route to the Site.

18.6.2 Baseline Review

16. The baseline information has been updated for the revised HGV Routes based on the following data:
 - Automated Traffic Counts (ATCs) undertaken in June and October 2017 on roads surrounding the Roseacre Wood Site.
 - Vulnerable road users surveys using cameras installed in June and July 2017 to determine the number of pedestrians, cyclist and equestrians on links;
 - Accident collision data for the revised HGV Routes has been obtained from Lancashire Police for the 5 year period up to 30th April 2017.
 - Sensitive receptors have been identified for the revised HGV Routes.
 - Road width surveys have been undertaken by an independent topographical survey company to measure the widths of the HGV Routes that are less than 6m wide. This provides detailed information on the narrower parts of each route in terms of carriageway width, footway width (if there is one) and verge width.
17. The updated baseline information for each of the revised HGV Routes is provided in Appendix 18.2.

18.7 Assessment

18.7.1 2014 ES Assessment

18. The assessment considered the effects from all stages of the Project's development: construction, installation of the surface and buried arrays, drilling, hydraulic fracturing, initial and extended flow testing, decommissioning and restoration for both the Wharles Route and the DHFCS Inskip Route. The effects of site traffic on driver delay, pedestrian delay, pedestrian amenity, severance, accidents and safety and dust and dirt were all assessed (Section 18.7 in the 2014 ES).
19. The assessment highlighted that over the lifetime of the Project the numbers of vehicle movements that would be generated would vary, with peak movements being related to periods when equipment is being brought to or removed from the Site, resulting in **slight adverse** effects. These peaks were predicted to only last a few days (e.g. a week) before traffic movements reduced to a lower level during the operational phases such as drilling, hydraulic fracturing and flow testing.

18.7.2 Assessment Review

20. A full reassessment of the potential traffic effects of the revised HGV Route Strategy based on Cuadrilla's commitment to restricting HGV movements to and from the Site to a maximum of 50 two-way HGVs per day (25 each-way) is provided in Appendix 18.2.
21. The key findings of the assessment are:

- **Severance:** The effects of the HGV Routes on severance on the roads to be used by HGVs are concluded to be **slight adverse**.
- **Driver Delay:** The effects of the HGV Routes on driver delay on the roads to be used by HGVs are concluded to be **negligible**.
- **Pedestrian Delay:** The effects of the HGV Routes on pedestrian delay on the roads to be used by HGVs are concluded to be **negligible**.
- **Pedestrian Amenity:** The effects of the HGV Routes on pedestrian amenity on the roads to be used by HGVs are concluded to be **negligible**.
- **Fear and Intimidation:** The effects of the HGV Routes on fear and intimidation on the roads to be used by HGVs are concluded to be **negligible**.
- **Accidents and Safety:** The effects of the HGV Routes on accidents and safety on the roads to be used by HGVs are concluded to be **slight adverse**.

18.8 Cumulative and Interactive Effects

18.8.1 2014 ES Cumulative and Interactive Effects

22. Cumulative and Interactive Effects of traffic generated by both the Roseacre Wood and the Preston New Road developments using the A585 Fleetwood Road and A583 Blackpool Road was considered to have a **slight adverse** effect.

18.8.2 Cumulative and Interactive Effects Review

23. It is acknowledged there is likely to be an overlap of construction activities between Preston New Road and the Roseacre Wood Project. As stated in the 2014 ES, different activities would be synchronised at each site to reduce the risk of any cumulative effect, including associated traffic generation.

18.9 Mitigation Measures

18.9.1 2014 ES Mitigation Measures

24. Detailed mitigation measures are prescribed in Section 18.9 of the 2014 ES. These include vehicle and route restriction for all site traffic, site management practices, driver training and education, monitoring of routes used by traffic and use of a Traffic Management Plan to ensure clear communication and co-ordination of traffic.

18.9.2 Mitigations Measures Review

25. Cuadrilla is committed to restricting HGV movements to and from the Site to a maximum of 50 two-way HGV's per day (25 each-way).
26. In addition to the mitigation measures set out in the 2014 ES, further mitigation measures are proposed including:

- Restrictions on hours of HGV deliveries during the weekday;
- Restriction of routing HGVs via Red Route between 0800-0900 and 1500-1600 to avoid routing HGVs past the Inskip St Peters primary school during school drop off and pick up (school term time only);
- Installation of passing places on each of the routes;
- Installation of temporary traffic signals on Blue Route via Clifton and Dagger Road. The signals would be located on a narrow part of Dagger Road where passing places are not possible to install. The traffic signals would only be activated when two HGVs are travelling on Dagger Road in opposite directions.
- Limiting the number of mobilisations and demobilisations over the course of the project to no more than two mobilisations and two demobilisations for the drilling rig and no more than two mobilisations and two demobilisations for the hydraulic fracturing equipment.

18.10 Assessment Summary

27. The updated ES assessment has concluded that the residual transport effects of the Project are **not significant**. This is consistent with the 2014 ES.

19 Water Resources

1. Section 19 of the 2014 ES assessed the effects of the Project on water supplies and surface water runoff or drainage and the consequent impact on flood risk.
2. There are no hydrological implications anticipated as a result of the use of the revised HGV Route Strategy.
3. As such, there is no material change to the information presented in Section 19 of the 2014 ES as a result of the revised HGV Route Strategy.

20 Public Health

20.1 Introduction

1. The 2014 ES Public Health Chapter provided an overview of potential public health issues considered relevant to the Project, the communities and groups of the population, rather than individuals, that might be affected and identifies how they were addressed.
2. As detailed in Section 4 (Description of Proposed Development) and Section 18 (Transport) of this report, a revised HGV Route Strategy is now proposed.
3. A re-assessment of the likely significant impacts of the Project on public health as a result of the use of the revised HGV Routes has therefore been undertaken.

20.2 Scoping and Consultation

4. No addition scoping or consultation with regards to the potential public health issues has been undertaken since the 2014 ES.

20.3 Community Profile

5. The overall baseline conditions have not changed since the 2014 ES.

20.4 Health Topics Considered

6. The following topics in relation to potential links to health are applicable to the potential impacts arising from the use of the revised HGV Routes.
 - Noise;
 - Air quality;
 - Surface water and Groundwater; and
 - Perception Effects (Road safety and traffic concerns).
7. The 2014 ES scoped out potential effects on physical activity as it was felt the Project did not pose a risk to existing user access to PRoW or recreational or amenity facilities that local residents may use for exercise. It was concluded that increased volume of traffic likely to be generated by the Project was unlikely to deter cyclists or pedestrians from using the roads surrounding the Site. This assumption remains valid.

20.5 Health Issues

20.5.1 Noise

8. Whilst it is acknowledged that the use of the revised HGV Routes will increase the number of communities (and associated community facilities) that may be affected by

the passing HGV traffic, the commitment to restricting HGV movements to and from the Site to a maximum of 50 two-way HGVs per day (25 each-way) and dispersed nature of the routes mean that there will be no significant increase in noise level.

9. A revised noise impact assessment is provided in Chapter 16. With all mitigation in place, the noise effects are assessed as **not significant**.

20.5.2 Air Quality

10. The criteria for assessing the impacts from road traffic state that where a change in HGV flows by 100 AADT is not exceeded then no significant air quality impacts are likely (Chapter 6).
11. Cuadrilla is committed to restricting HGV movements to and from the Site to a maximum of 50 two-way HGVs per day (25 each-way).
12. As such, the air quality effects anticipated as a result of the use of the revised HGV Routes are assessed as **not significant**.

20.5.3 Surface Water and Groundwater

13. No surface water or groundwater impacts are anticipated as a result of the use of the revised HGV Routes.

20.5.4 Perception Effects (Road safety and traffic concerns)

14. The use of the revised HGV Routes seeks to minimise overall disruption by dispersing the traffic routes being used. In addition, traffic management measures are being proposed (as discussed in Chapter 18) and the accompanying draft Traffic Management Plan aims to improve road safety and minimise traffic impacts.
15. These traffic management strategies will be discussed and agreed with LCC prior to implementation and will be carefully monitored and adhered to through the life of the Project.
16. Overall the effects on crime and public safety; and PRoWs generated by the Project as a result of the use of the revised HGV Routes is therefore assessed as **not significant**.

21 Overview of Cumulative and In Combination Effects

21.1 Cumulative Effects

1. A review of emerging local plans and planning applications (24-28 June 2017) was undertaken to determine whether any significant development granted or in determination lie within 10km of the Site and in close proximity to the revised HGV Routes for the Project. The following resources were considered:
 - Emerging Fylde Local Plan (to 2032);
 - Lancashire Minerals and Waste Development Framework Core Strategy (2007);
 - Fylde Borough Councils Planning Portal;
 - Wyre Borough Council Planning Portal;
 - Preston City Council Planning Portal; and
 - Lancashire County Council Planning Portal.
2. In order to identify any potentially significant developments, a detailed screening exercise was undertaken for all planning applications identified within the initial scope of search (Appendix 21.1). These included large developments within close proximity to the traffic routes (e.g. highway schemes and housing developments). Significant developments taken forward for review are illustrated in Table 21.1 and Figure 21.1 (see Appendix 21.2).
3. A number of planning applications for schemes situated around the village of Elswick will affect the use of B5269 High Street and Lodge Lane. These primarily include housing developments in response to the Elswick Neighbourhood Development Plan Area Housing Allocation (within the Emerging Fylde Local Plan to 2032) to build 50 houses by 2022. In total, the five applications amount to 141 dwellings (14 - 15/0349, 33 - 16/0846, 36 - 16/1038, 43 - 17/0536 and 95 - 17/0247). A further application of note is 48 (17/00631/REMMAJ) (55 dwellings) which affects Preston Road.
4. The planning applications mentioned above raise potential for cumulative impacts to occur due to additional traffic volume associated with each development. However, it is not possible to fully assess the cumulative impact due to 'unknowns' relating to phasing and duration of the proposed developments, traffic volume data and preferred access routes of each development. Nevertheless, it is unlikely that 100 AADT for HGVs would be exceeded in any one year to cause a significant cumulative effect on any one particular HGV Route.
5. Lancashire County Council as Highways Authority is applying for planning permissions for a new highway scheme that links the M55 at Lower Bartle to the A583 in Lea (Preston Western Distributor - LCC/2016/0046) (Figure 21.1, 94). The

scheme is proposed to support the delivery of the North West Preston Strategic Housing Site which comprises 5000 new homes. With the plans approved on 4 October 2017, work will begin once land has been acquired. The anticipated timing for construction is 36 months⁴ with the scheme expected to commence in 2020. The permitted route for all vehicle types and vehicles under 7.5T for the Preston Western Distributor will only interact with the revised HGV Routes where Clifton Road meets Stations Road and where Church Lane crosses into Deepdale Lane. Assuming the Project commences onsite in 2019/2020 the small overlap in traffic routes, it is not considered that it will cause a significant cumulative effect.

21.1.1 Preston New Road

6. It is acknowledged that there is likely to be an overlap of construction activities between Preston New Road and this Project. As stated in the 2014 ES, different activities would be synchronised at each site to reduce the risk of any cumulative effect, including associated traffic generation. Traffic generation for Extended Flow testing will be very low.

21.2 In Combination Effects

7. Some of the impacts from the Project result in effects on more than one EIA topic, e.g. air quality impacts on human beings and ecological receptors.
8. However, due to the dispersed nature of residential properties, topography of landscape features along the revised HGV Routes and appropriate mitigation measures in place, no in-combination effects are predicted.

21.3 Conclusion

9. Following a careful review of all local plans and planning applications within 10km of the Site, **no significant** cumulative and in combination effects are anticipated.

⁴ Preston Western Distributor and East West Link Road, Preston – Planning Statement (2015) (Available at <http://planningregister.lancashire.gov.uk/DisplayImage.aspx?doc=cmVjb3JkX251bWJlcj02OTQ4JmZpbGVuYW1lPVxcQ29ycGRhdGEwMkxYXRhd3JpZ2h0JFwQbGFubmluZ1xMQ0MtMjAxNi0wMDQ2XFBSYW5uaW5nIFN0YXRibWVudC5wZGYmaW1hZ2VfbnVtYmVyPTMmaW1hZ2VfdHlwZT1wbGFubmluZyZsYXN0X21vZGhmaWVkbX2Zyb21fZGlzaz0yMy8wNS8yMDE2IDEwOjI1>)

Table 21.1 Cumulative developments

	Application No	Summary of Application	Status/ Decision	Decision Date	Expiry Date	Grid ref	Site Address	Include in cumulative	Overview of Cumulative and In- Combination Effects
No.	FYLDE COUNCIL – KIRKAM N/S, MEDLAR WITH WESHAM, FRECKLETON E, ELSWICK WITH LITTLE ECCLESTON and NEWTON AND TREALES								
12	15/0165	Outline application for residential development of 30 dwellings (access applied for with other matters reserved)	Awaiting Decision	N/A	N/A	346866 430523	Land east of Rowan Close, Ash Lane, Newton with Clifton	✓	The scale of development is small and therefore transport impacts are likely to be negligible. No significant in-combination or cumulative effects are anticipated.
14	15/0349	Outline application for erection of 8 dwellings following demolition of existing buildings (all matters reserved)	Granted	12/02/2016	12/06/2021 Application for approval of reserved matters no later than three years from decision date.	342187 438566	Bonds of Elswick, Bonds Lane, Elswick, Preston, pr4 3ze	✓	The scale of development is small and therefore transport impacts are likely to be negligible. No significant in-combination or cumulative effects are anticipated.
33	16/0846	Outline application for the erection of up to 24 no. Dwellings (access applied for and other matters reserved)	Awaiting Decision	N/A	N/A	342180 438707	Land north of High Gate and East of, Copp lane, Elswick	✓	The scale of development is small and therefore transport impacts are likely to be negligible. No significant in-combination or cumulative effects are anticipated.
36	16/1038	Outline application for erection of up to 9 dwellings (all matters reserved)	Refused	26/05/2017	N/A	341715 438278 (derived from postcode)	Land west of West View, West View, Elswick, Preston, pr4 3ua	✓	The scale of development is small and therefore transport impacts are likely to be negligible. No significant in-combination or cumulative effects are anticipated.
43	17/0536	Erection of 50 dwellings to be accessed from beech road with associated landscaping, parking, pumping station and electricity sub-station following demolition of existing agricultural buildings (resubmission of 16/0645)	Registered	N/A	N/A	341831 438554	Land north of, Beech Road, Elswick	✓	The scale of development is small and therefore transport impacts are likely to be negligible. No significant in-combination or cumulative effects are anticipated.
WYRE COUNCIL – GREAT ECCLESTON									
48	17/00631/REM MAJ	Reserved matters application for the erection of 55 dwellings with matters of access, layout, scale, appearance and landscaping to be determined (following outline approval 16/00481/OUTMAJ)	Pending Consideration	Received: 07/07/2017	N/A	345996 437983	Land to the north and south of Preston road Inskip Preston Lancashire pr4 0tt	✓	The scale of development is small and therefore transport impacts are likely to be negligible. No significant in-combination or cumulative effects are anticipated.
LANCASHIRE COUNCIL – FYLDE BOROUGH AREA									
94	LCC/2016/0046	Preston western distributor. Link road and east west link road. The development includes a new motorway junction to the m55 together with temporary soil storage and contractor areas, cycle track alongside all highways, water attenuation ponds, diversion/stopping up of public rights of way, landscaping and ecology mitigation areas, construction of two bridges, two viaducts, two underpasses and a cattle creep.	Approved		N/A Works expected to commence 2020.	348697 432102	Land in Lea, Cottam and Bartle and to the west and north of the existing built up area of Preston.	✓	The permitted route for all vehicle types and vehicles under 7.5T will only interact with Clifton Lane, where Clifton Road meets Stations Road and where Church Lane crosses into Deepdale Lane. However, given the small timescale of overlap with it is not considered that it will cause a significant cumulative effect.
95	17/0247 Appeal reference: APP/M2325/W/1 7/3172835	Outline application for residential development of up to 50 dwellings (access applied for with all other matters reserved).	Applications refused (Feb and July 2017). Appeal hearing 1 st Nov 2017	Appeal hearing 1 st Nov 2017	N/A	342385 438502	Land North of Mill Lane, Elswick, PR4 3ZH	✓	The scale of development is small and therefore transport impacts are likely to be negligible. No significant in-combination or cumulative effects are anticipated.