



CITY DEAL

Preston, South Ribble & Lancashire

Public Transport

The traffic management measures to be put in place during construction would mean that the potential adverse impacts to buses would be reduced to neutral.

During the operational phase, following the relocation of bus stops and diversion of bus routes no further mitigation would be required. There would be an adverse residual impact resulting from the loss of bus stops on the northern section of Sidgreaves Lane and the western section of Lightfoot Lane.

PRoW and Cycleways are displayed on the Environmental Masterplan.

PRIVATE AND COMMUNITY ASSETS

The assessment has considered the impacts of the scheme on demolition of and loss of land from private assets, loss of community land, community severance and the effects on development and agricultural land.

The construction and operation of the scheme results in the demolition of buildings at one commercial property, the loss of some community land at Priory Hospital and Lea Endowed School and the permanent loss of some agricultural land.

The majority of the impacts have been assessed as slight adverse during construction with a major beneficial impact for community severance at the operation stage and an overall moderate adverse impact on agricultural land due to the permanent loss of land.

ROAD DRAINAGE AND WATER ENVIRONMENT

An assessment of the impact of the scheme on the quality of surface water, on water resources, on flood risk and the geomorphology of watercourses was undertaken.

Flood Risk

The majority of the scheme is located in Flood Zone 1 with a low probability of flooding. A small section of the scheme is located in Flood Zone 3a, which has a high probability of flooding. The scheme satisfies the requirements of the Sequential Test and the development is not at risk from any source of flooding and does not increase flooding elsewhere.

Water Quality

3 Water Framework Directive (WFD) water bodies are within the vicinity of the Scheme: The Woodplumpton Brook, Savick Brook and Lancaster Canal – cruising section. 9 ordinary watercourses would be impacted directly through the construction of outfalls, culverts and channel diversions.

The majority of impacts would be neutral, after the application of mitigation measures. The results of the assessment indicate that there would be slight adverse impacts on two watercourses receiving routine runoff via the proposed outfalls. However, as sediment is likely to become diluted with natural sediment within a short distance of the outfall, these slight impacts are likely to be localised and are not predicted to result in deterioration in the WFD status of these watercourses.

The assessment also indicates that there would be no significant adverse impact to the quality status of WFD classified water bodies.

SOILS, GEOLOGY AND HYDROGEOLOGY

An assessment of soils, geology and hydrogeology was undertaken. Soil testing, during ground investigation work to date has indicated that there is a low likelihood of the site being affected by contamination.

A number of potential adverse impacts on soils and groundwater have been identified in relation to the construction and operation of the scheme. However, these will be substantially reduced or removed by adherence to good site practice and management during the construction works and operational life.



Keeping you updated

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