

Network Rail

**170248 Headbolt Lane New
Station GRIP 4**

**Headbolt Lane Environmental
Statement Addendum**

Final | March 2022

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 0000

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Contents

	Page
1 Introduction	1
1.1 Introduction	1
1.2 Purpose of the Environmental Statement Addendum	1
1.3 Scope of the ES Addendum	2
1.4 Structure of the ES Addendum	2
2 Scheme Description	5
2.1 Introduction	5
2.2 Proposed Car Park	5
2.3 Platform Shift	5
2.4 Landscaping	6
2.5 PSP / REB Compound	6
2.6 Substation	6
2.7 Construction HGV Movements	7
3 Traffic and Transport	8
3.1 Introduction	8
3.2 Planning Policy Context	8
3.3 Assessment Method	8
3.4 Baseline Conditions	8
3.5 Design Development and Impact Avoidance	8
3.6 Environmental Impacts and Significance of Effects	8
3.7 Mitigation	10
3.8 Residual Effects	10
4 Landscape and Visual	11
4.1 Introduction	11
4.2 Planning Policy Context	11
4.3 Assessment Method	11
4.4 Baseline Conditions	11
4.5 Design Development and Impact Avoidance	11
4.6 Environmental Impacts and Significance of Effects	11
4.7 Mitigation	12
4.8 Residual Effects	12
5 Summary of Significant Effects and Mitigation	15
5.1 Introduction	15
5.2 Environmental Effects, Mitigation and Monitoring	15

1 Introduction

1.1 Introduction

This Environmental Statement (ES) Addendum has been prepared to accompany the original ES, submitted in August 2021, in support of a full planning application for the construction of a new railways station and associated railway corridor upgrades at Headbolt Lane, Kirkby (referred to as ‘the proposed Scheme’) (Ref: 21/00563/FUL)¹.

The 2021 ES and this ES Addendum are prepared in accordance with the Town and Country Planning (EIA) Regulations 2017 (referred to as the ‘EIA Regulations’). The 2021 ES and ES Addendum report the likely significant environmental effects associated with the proposed Scheme and the mitigation measures which are included as part of its design or provided in order to protect or minimise those effects on the environment.

1.2 Purpose of the Environmental Statement Addendum

Since the planning application was submitted in August 2021 (granted December 2021), there has been extensive consultation with Knowsley Metropolitan Borough Council (KMBC) (as local planning authority) and statutory consultees regarding the design of the scheme. As a result of ongoing discussion through the planning application determination process, the Applicant is seeking to submit a Section 73 application proposing revisions to the proposed Scheme with respect to the car park and associated landscaping, proposed substation, platform shift, Principal Supply Point (PSP) and Relocatable Equipment Building (REB) Compound and changes to construction traffic numbers to accommodate new cut and fill balances. This ES Addendum has therefore been produced to support the Section 73 application.

This ES Addendum has been produced to update the findings of the 2021 ES in light of the proposed alterations to the proposed Scheme that are described in Section 2 of this ES Addendum. The purpose of this ES Addendum is to ensure that the environmental impacts of those proposed amendments have been appropriately assessed with any likely significant environmental effects identified, and to satisfy the requirements of the EIA Regulations. This addendum, along with the original 2021 ES, form the environmental information to support the application.

¹ KMBC Planning Portal. Application Ref: 21/00563/FUL. Accessed online via: <https://planapp.knowsley.gov.uk/online-applications/applicationDetails.do?keyVal=QVTOMEIX0MW00&activeTab=summary>

1.3 Scope of the ES Addendum

This ES Addendum only presents additional information or new assessment work where the proposed changes to the scheme design have the potential to result in new or different effects to those assessed and reported in the 2021 ES. Where there is no potential for a topic to be affected by the proposed changes, that chapter has not been updated, and the original conclusions in the 2021 ES are unaffected.

Further details on the EIA assessment method can be found in Chapter 3: EIA Methodology of the 2021 ES. The significance criteria adopted in the ES Addendum are the same as those outlined in Section 3.5 of the 2021 ES.

1.4 Structure of the ES Addendum

This Addendum comprises updates to the following 2021 ES Volume I: Main Report chapters:

- Chapter 2: Scheme Description;
- Chapter 4: Traffic and Transport;
- Chapter 8: Landscape and Visual; and
- Chapter 12: Summary of Significant Effects and Mitigation.

The main text of this ES Addendum considers each of the above chapters of the 2021 ES in turn. Within each technical chapter the updated information is presented under the same section headings as the original assessment of the 2021 ES. The ES Addendum should therefore be read in conjunction with, and as an addendum to, the 2021 ES.

Chapters that have been scoped out of and therefore have not been updated as part of this ES Addendum, due to not being affected by changes in the Proposed Scheme comprise of the following:

- Chapter 1: Introduction;
- Chapter 3: EIA Assessment Methodology;
- Chapter 5: Air Quality and GHG Emissions;
- Chapter 6: Noise and Vibration;
- Chapter 7: Ecology;
- Chapter 9: Flood Risk;
- Chapter 10: Ground Conditions; and
- Chapter 11: Cumulative Impact Assessment.

For Chapters 7, 9 and 10, the design changes within this ES Addendum present betterments to the original assessment and conclusions of the 2021 ES and are

therefore not detailed in this document as the focus of this Addendum is to concentrate on the worsening of significant effects. This means that the original assessment and conclusions of the 2021 ES act as a worst-case scenario and should be read as such.

For Chapters 5 and 6, the design changes within this ES Addendum do have influence on these chapters, however the changes do not pose the potential to change the assessment or results and are therefore not included. This means that the original assessment and conclusions of the 2021 ES still stand and should be read as such.

A summary of the changes to the 2021 ES is provided in Table 1.1. Where no change to the technical chapter and associated figures and appendices presented within the 2021 ES is necessary, no additional text regarding that topic has been included within this ES Addendum as the design changes do not result in any changes in the original assessment and results.

Table 1.1 Summary of changes

Document/ Chapter	Summary of the changes included in the ES Addendum	Where information can be found in this ES Addendum
Chapter 2: Scheme Description	Design development relating to the proposed car park and associated landscaping, proposed substation, platform shift, Principal Supply Point (PSP) and Relocatable Equipment Building (REB) Compound and changes to construction traffic numbers to accommodate new cut and fill balances. Amendments to the construction duration and HGV movements associated with the proposed car park.	Chapter 2: Scheme Description
Chapter 4: Traffic and Transport	Re-evaluation of the 2021 ES findings to incorporate the update design whereby there is a comparison back to the original ES findings to highlight any changes.	Chapter 3: Traffic and Transport
Chapter 8: Landscape and Visual	Re-evaluation of the 2021 ES findings to incorporate the update design whereby there is a comparison back to the original ES findings to highlight any changes.	Chapter 4: Landscape and Visual
Chapter 12: Summary of Significant Effects and Mitigation	A summary of residual effects section has been completed to detail the changes between the summary of the ES Addendum and the summary of the 2021 ES.	Chapter 5: Summary of Significant Effects and Mitigation
Figures		
Figure 2.8: Station Car Park and Access Layout	Changes to the proposed car park layout since the 2021 ES.	Figure 2.1
Figure 2.10: Platform General Arrangement	Changes to the platform configuration, showing the shift to the west since the 2021 ES.	Figure 2.2
Figure 2.15: Landscape Plan	Changes to the Landscape Plan and planting strategy since the 2021 ES.	Figures 2.3a – 2.3h
Appendices		
Appendix 8B: Viewpoint Assessment	Changes to the Landscape Viewpoint Assessment since the 2021 ES to capture the design changes including the new location of the proposed substation.	Appendix A

2 Scheme Description

2.1 Introduction

The contents of Chapter 2: Scheme Description of the 2021 ES remain unchanged and valid, with the exception of the additions and changes outlined below.

2.2 Proposed Car Park

The proposed main car park has undergone design changes since the submission of the 2021 ES in order to incorporate an enhanced landscaping strategy and to facilitate design requests made by KMBC. It should be noted that the proposed accessible car park, south of Kirkby Brook is unchanged from the 2021 ES.

The overall shape of the proposed car park has not changed and still consists of a 'kidney shape' layout. The number of spaces is also unchanged from the 2021 ES and still consists of 270 spaces.

The changes to the proposed car park since the 2021 ES are;

- the proposed car park has shifted on its axis bringing it approximately 2m closer to Headbolt Lane at its closest point;
- additional landscape planting and bioretention systems (rain gardens) have been incorporated following consultation (explored more in depth in Section 2.3); and
- to accommodate the additional landscaping and bioretention systems the proposed car park has widened by approximately 15m and has been elongated approximately 20m westwards.

These changes to the proposed car park can be seen in Figure 2.1.

2.3 Platform Shift

Following design refinements since the 2021 ES it was concluded that in order to accommodate changes in the design and to better suit the needs and requirements of the proposed station, that the platforms would need to shift 20m to the west. The platform length and design are still the same as that seen in the 2021 ES the only change of note is that they have shifted 20m to the west.

This change can be seen in Figure 2.2.

2.4 Landscaping

As mentioned above in Section 2.2, landscaping was one aspect of the proposed Scheme, mainly that within the proposed car park, that was requested by KMBC throughout the determination period and post consent of the original 2021 ES.

As a result, the landscaping strategy has been amended and has been enhanced with the following features;

- additional tree planting has been implemented along the boundary of the proposed Scheme where it borders Headbolt Lane;
- additional tree planting within the proposed car park to aid with visual screening of aspects such as lighting columns;
- bioretention systems within the proposed car park which consists of six rain gardens that run through the spine of the car park in between the proposed parking bays;
- additional landscape planting around the proposed station building and the proposed substation to enable these structures to be incorporated into the surrounding area better.

These new areas of planting and landscape features can be seen in the updated Landscape Plan and associated landscape planting schedules (Figure 2.3a – 2.3h).

2.5 PSP / REB Compound

The 2021 ES outlined the design and requirements for a new sub-station to the west of the proposed Station. Due to site constraints and power connection requirements the substation is now being relocated to the north of the Site which is detailed further in Section 2.5 below.

The area assigned to contain the sub-station in the 2021 ES will now house a Principal Supply Point (PSP) and Relocatable Equipment Building (REB) Compound to facilitate the Proposed Scheme. REB's and PSP's are modular building designed to house railway signalling, telecoms and power systems alongside the track.

The PSP and REB units will be up to 3m in height and will occupy an area of approximately 90sqm. These modular buildings will be surrounded by 1.8m high palisade fences for security.

The location and layout of this proposed compound can be seen in Appendix Figure 2.1.

2.6 Substation

The 2021 ES outlined plans for the proposed substation due to be located to the land directly west of the proposed station. Through consultation with utilities companies (Scottish Power) during the determination period it was decided that the substation would better serve its purpose elsewhere within the Site.

These developments have meant that the proposed substation is now to be located directly adjacent to Headbolt Lane to the south, just east of the access road into the proposed car park. The proposed substation will be approximately 2.5m in height, compared to 3m high of the original design and will have a footprint of approximately 15sqm, compared to 14.5sqm of the original design and will be housed in a brick building which will follow a similar style and colour to that of the proposed station building and associated structures.

The substation building will occupy an area of 265sqm, compared to 900sqm of the original design which will consist of the 15sqm substation, as mentioned above, 80sqm of hardstanding (for access and maintenance) and 170sqm of landscaping to incorporate the area into the surrounding site.

2.7 Construction HGV Movements

To facilitate the new configuration and moving of the proposed car park as outlined above in Section 2.2, there has been a resulting change in the cut and fill balance required to construct the proposed car park.

The design of the proposed car park in the 2021 ES meant that due to the levels in the area, there was no need for any additional import of materials as materials from the site clearance activities were going to be reused on site and used to construct the proposed car park. However due to the movement of the proposed car park closer to Headbolt Lane, the new location is now in an area with differing level changes and as a result there is a shortage in fill material required for construction, equating to approximately 16,000m³ of additional fill material required.

This amount of additional fill means that construction Heavy Goods Vehicle (HGV) movements are increased as a result. The previous construction phase in the 2021 ES for this activity had a one-week peak period of 175 weekly HGVs visiting the Site. This has now increased to an eight-week peak period consisting of 170 weekly HGVs visiting the Site.

3 Traffic and Transport

3.1 Introduction

Chapter 4 of the 2021 ES described the likely significant effects of the proposed Scheme for Traffic and Transport. This ES Addendum only considers the proposed design changes and the potential for likely significant effects to occur as a result.

3.2 Planning Policy Context

The planning policy context for Traffic and Transport has not changed due to the proposed amendments to the scheme design. Therefore, the text within Section 4.2 of the 2021 ES remains unchanged and valid.

3.3 Assessment Method

The assessment methodology for Traffic and Transport has not changed due to the proposed amendments to the scheme design. Therefore, the text within Section 4.3 of the 2021 ES remains unchanged and valid.

3.4 Baseline Conditions

The baseline conditions have not altered due to the proposed amendments to the scheme design. Therefore, the text within Section 4.4 of the 2021 ES remains unchanged and valid.

3.5 Design Development and Impact Avoidance

Since the submission of the 2021 ES the design has developed in multiple ways throughout stakeholder consultation. Details of the design development can be found in Section 2 of this ES Addendum.

3.6 Environmental Impacts and Significance of Effects

3.6.1 Construction

The 2021 ES stated that HGV movements during the construction phase would peak for a one-week period, during which 165 weekly HGVs (330 two-way HGV movements) would be expected. In addition, it stated that 10 wide-load deliveries would be expected during this same week period, increasing the total to 175 weekly HGVs (350 two-way HGV movements).

Based on a six-day working week, an average of 29 HGVs per day (58 two-way movements) was forecast for the construction works during the busiest week.

Under the revised scheme, HGV movements during the construction phase will peak for an eight-week period, during which 170 weekly HGVs (340 two-way HGV movements).

Based on a six-day working week, an average of 28 HGVs per day (56 two-way movements) is forecast for the construction works during the busiest period.

This change results in marginally fewer weekly trips during the peak construction period, but extends the peak construction period from one to eight weeks. The total average HGV movements for the duration of the construction phase will therefore increase marginally as a result, although this is considered to be a negligible change.

The number of vehicle trips associated with the arrival and departure of construction staff outlined in the 2021 ES will remain unchanged.

Net Change in Vehicles During Construction

The 24-hour HGV impacts during the construction phase of the proposed Scheme, as set out in the 2021 ES, are presented in Table 3.1, along with the updated 24-hour HGV impacts to reflect changes to the proposed construction programme.

Table 3.1: AADT two-way HGV increase

Link		24hr AADT (HGVs) increase (%)		
		2021 ES	Updated ES	Change
A	Bank Lane (north of Shevington's Lane)	2%	3%	+1%
B	Shevington's Lane (W)	0%	0%	-
C	Bank Lane (south of Shevington's Lane)	3%	3%	-
D	Bank Lane (north of Headbolt Lane)	3%	3%	-
E	Boyes Brow	0%	0%	-
F	A506 County Road (N)	0%	0%	-
G	A506 County Road (S)	0%	0%	-
H	St Kevin's Drive	0%	0%	-
I	Headbolt Lane (west of site access)	12%	13%	+1%
J	Site access	100%	100%	-
K	Fallowfield	0%	0%	-
L	Headbolt Lane (east of site access)	0%	0%	-
M	Headbolt Lane (E)	0%	0%	-
N	Dale Lane	0%	0%	-
O	Pingwood Lane	0%	0%	-
P	Shevington's Lane (E)	0%	0%	-
Q	Stopgate Lane	0%	0%	-
R	Windermere Drive	0%	0%	-
S	Freckleton Drive	0%	0%	-

The table indicates that the transport impacts relating to the proposed changes to the construction programme are negligible and therefore do not require any further assessment.

Other assessments within the 2021 ES are closely linked to HGV movements during construction. The Air Quality and GHG Emissions and Noise and Vibration assessment within the 2021 ES both look at HGV numbers and consider these within their respective assessments.

The Air Quality and GHG Emissions assessment outlined that “*a change of Heavy Duty Vehicle (HDV) flows of more than 100 AADT Movement is the criteria at which a detailed dispersion modelling of the road traffic emissions would be necessary*”. This criterion was not met for the assessment carried out in the 2021 and has still not been met even with these increases as part of the design updates. Therefore, no further assessment or revisiting of assessment already carried out within the 2021 ES is necessary and therefore the original findings and results of the Air Quality and GHG Emissions assessment still stand and should be read as such.

The Noise and Vibration assessment in the 2021 ES outlined that the A506 County Road and Headbolt Lane Do-Minimum noise levels are below Significant Observed Adverse Effect Level (SOAEL) and were predicted to have a noise increases due to the peak construction site traffic (175 construction vehicles and 900 site staff vehicles) of +1.0 and +2.5 dB respectively. Therefore, the impact was classified as very low and the effect was considered not significant. Since the increased duration of the peak construction traffic from one to eight weeks is not anticipated to increase the peak number of vehicles, the impact remains very low and the construction traffic noise effects on properties on Headbolt Lane and the A506 County Road are still considered not significant. Therefore, the original findings and results of the Noise and Vibration assessment in the 2021 ES still stand and should be read as such.

3.6.2 Operation

The impacts and significance of effects associated with operation has not changed due to the proposed amendments to the scheme design. Therefore, the text within Section 4.6.2 of the 2021 ES remains unchanged and valid.

3.7 Mitigation

The mitigation has not altered due to the proposed amendments to the scheme design. Therefore, the text within Section 4.7 of the 2021 ES remains unchanged and valid.

3.8 Residual Effects

The residual effects have not altered due to the proposed amendments to the scheme design. Therefore, the text within Section 4.8 of the 2021 ES remains unchanged and valid.

4 Landscape and Visual

4.1 Introduction

Chapter 8 of the 2021 ES described the likely significant effects of the proposed Scheme for Landscape and Visual. This ES Addendum only considers the proposed design changes and the potential for likely significant effects to occur as a result.

4.2 Planning Policy Context

The planning policy context for Landscape and Visual has not changed due to the proposed amendments to the scheme design. Therefore, the text within Section 8.2 of the 2021 ES remains unchanged and valid.

4.3 Assessment Method

The assessment methodology for Landscape and Visual has not changed due to the proposed amendments to the scheme design. Therefore, the text within Section 8.3 of the 2021 ES remains unchanged and valid.

4.4 Baseline Conditions

The baseline conditions have not altered due to the proposed amendments to the scheme design. Therefore, the text within Section 8.4 of the 2021 ES remains unchanged and valid.

4.5 Design Development and Impact Avoidance

Since the submission of the 2021 ES the design has developed in multiple ways throughout stakeholder consultation. Details of the design development can be found in Section 2 of this ES Addendum.

4.6 Environmental Impacts and Significance of Effects

4.6.1 Construction

The impacts and significance of effects associated with construction has not changed due to the proposed amendments to the scheme design. Therefore, the text within Section 8.6.1 of the 2021 ES remains unchanged and valid.

4.6.2 Operation

The proposed substation housed in a building situated to the north of the proposed car park entrance off Headbolt Lane poses a new edition to the effects during the operational phase that are considered to be long term

and irreversible.

Landscape Effects

Landscape effects remain unchanged due to the fact that the changes to the scheme design do not worsen or lessen the effects on landscape character.

Visual Effects (Year 1)

As a result of the proposed sub-station changing location, significant visual effects, both at Year 1 and Year 15 have changed for Viewpoint (VP) 03 which is located along Headbolt Lane.

The 2021 ES recorded moderate adverse effects for VP03 at Year 1 as the proposed substation would not be screened by any landscape planting but would however be naturally screened by the surrounding landscape due to the substation being located in a naturally occurring valley.

However, with the proposed substation moving out of the naturally occurring valley adjacent to the proposed station building, to the new location adjacent to Headbolt Lane, the significant effects have changed and worsened as a result. The new location means that for VP03 there will now be major adverse (significant) visual effects during operation as the proposed substation would be the most prominent feature in the area and result in a very noticeable change to the character and quality of the existing view and how it is perceived.

Visual Effects (Year 15)

In the 2021 ES, the residual significant effects on VP03 after landscape planting had matured and helped by the location of the substation being within a naturally occurring valley was recorded as minor adverse.

However due to the change in location of the proposed substation VP03 will now continue to have views of the building housing the substation. This building will, however, be partially obscured by the maturing planting, which will lessen its prominence and reduce the major effect identified above (at Year 1) to moderate adverse. This effect is considered significant, long-term and irreversible.

4.7 Mitigation

The mitigation has not altered due to the proposed amendments to the scheme design. Therefore, the text within Section 8.7 of the 2021 ES remains unchanged and valid.

4.8 Residual Effects

For a number of receptors, particularly those along or close to Headbolt Lane, the effects of the proposed Scheme will be significant and adverse in the short term. In the longer term, as the new planting matures, the car park and station will be

better accommodated into the landscape and the effects will reduce and become non-significant. However due to the location of the new proposed substation there are now residual significant effects where this component is concerned Table 4.1 is a summary of the new predicted effects on local landscape character and on views as a result of the design changes proposed within this ES Addendum.

Table 4.1 Summary of effects

Potential impact	Impact avoidance measures / embedded mitigation	Environmental effect without additional mitigation	Additional mitigation	Environmental effect after additional mitigation (residual effect)	Nature of effect
Viewpoint 03: Junction of Fallowfield Lane with Headbolt Lane.	Implementation of the landscape plan	Major adverse (significant) reducing to moderate adverse (significant) after 15 years when landscaping matures.	No additional mitigation proposed	Major adverse (significant) reducing to moderate adverse (significant) after 15 years when landscaping matures.	Lt, P, IN

5 Summary of Significant Effects and Mitigation

5.1 Introduction

Chapter 12 of the 2021 ES describes the likely significant effects of the proposed Scheme reported in the 2021 ES.

The proposed changes to the scheme design have resulted in a change to the likely significant effects for Landscape and Visual only. The changes are reported in Table 5.1 below. All other conclusions within the 2021 ES remain valid.

The contents of Chapter 12 of the 2021 ES remain unchanged and valid, with the exception of the changes described below.

5.2 Environmental Effects, Mitigation and Monitoring

Table 5.1 below summarises the changes to likely significant effects that are likely to result from the proposed design amendments and compares them back to the 2021 ES. Table 12.1 in the 2021 ES remains valid where no effects have been reported.

Table 5.1: The potential residual significant environmental effects of the proposed Scheme

Development Stage	Potential Impact	Effects prior to mitigation	Additional mitigation/enhancement (if identified)	Residual effect after additional mitigation	Nature of effect	Comparison to 2021 ES
Landscape and Visual						
Operation	Viewpoint 03: Junction of Fallowfield Lane with Headbolt Lane being impacted by new substation.	Major adverse (significant) reducing to moderate adverse (significant) after 15 years when landscaping matures.	Implementation of the updated landscape plan - No additional mitigation proposed.	Major adverse (significant) reducing to moderate adverse (significant) after 15 years when landscaping matures.	Lt, P, IN	Change from moderate adverse to major adverse at Year 1 and from minor adverse to moderate adverse at Year 15.