

# ENVIRONMENTAL IMPACT ASSESSMENT SCREENING (DETERMINATION)

## Step 1: Consideration of Annex I and II screening thresholds

### Name of Project

A590 Cross-a-Moor Roundabout

### Location (including national grid reference)

A590 GR: 326839 476700

### Description of development

The proposed improvement scheme is a replacement of the existing A590 Cross-a-Moor staggered junction with a roundabout and a re-alignment of the A590 single lane trunk road, Main Road and Cross-a-Moor/Pennington Lane. The new roundabout forms part of improvement measures identified in the South Ulverston Infrastructure Delivery Study and will help support the proposed housing developments planned in the area. The scheme covers an area greater than a hectare and requires land acquisition.

### Anticipated consenting route

Planning Act 2008

Highways Act 1980

Other (please specify e.g TCPA)

### Annex I thresholds

Planning Act 2008 and Highways Act 1980			Other (please specify)
Construction of a motorway or an express road.	Construction of a new $\geq 4$ lane road of $\geq 10$ km in length (e.g. dual carriageway).	Realignment/widening of an existing $\leq 2$ lane road to provide $\geq 4$ lanes of $\geq 10$ km length (e.g. single carriageway road to dual carriageway or larger).	(insert threshold(s))
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Note: If an Annex I threshold is identified move to sign off procedure. Otherwise proceed to Annex II thresholds

### Annex II thresholds

Planning Act 2008	Highways Act 1980			Other (please specify)
All roads	Construction or improvement project not included in Annex I above and occupying $>1$ ha.	Project located (in whole or in part) in a 'sensitive area.'	In the view of a Competent Expert, there are other impacts which may result in significant effects.	(insert threshold(s))
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Sign off procedure

Given the information included above, I support the conclusion that (HE Project Manager to tick as appropriate):

- Environmental Impact Assessment **is** mandatory for the named project, on the basis that it meets the relevant thresholds within Annex I of Directive 2014/52/EU (amending Directive 2011/92/EU) and any specific requirements of the relevant EIA Regulations (**Step 2 not required**).
- Environmental Impact Assessment **is not** mandatory for the named project, on the basis that it does not fall within the relevant thresholds of Annex I or II of Directive 2014/52/EU (amending Directive 2011/92/EU) or any specific requirements of the relevant EIA Regulations (**Step 2 not required**).
- The named project falls within the relevant thresholds of Annex II of Directive 2014/52/EU (amending Directive 2011/92/EU) and any specific requirements of the relevant EIA Regulations and therefore screening against the Annex III criteria is required to determine if there are likely significant effects (**Step 2 required**).

Signature Highways England Project Manager:



Date: 03/02/2021

Signature Highways England (SES) Environmental Advisor:

Date:

### EIA Screening (Determination) Audit

This Environmental Impact Assessment screening (determination) is saved in the following location in SHARE:

<http://share/share/llisapi.dll?func=ll&objaction=overview&objid=50346168>

## Step 2: Annex III screening of Annex II projects

### A. Characteristics of the project

The project will involve the replacement of the existing staggered A590 Cross-a-Moor junction with a roundabout and a re-alignment of the A590 carriageway, Main Road and Cross-a-Moor/Pennington Lane. Three access roads will also be created off the realigned Cross-A-Moor and Main Road links to continue serving the existing properties on the current alignments, including the Uplands Bungalow property. Works will involve: site clearance works; compound establishment; earthworks; new pavement construction and re-alignment; kerb and footway construction; drainage; fencing; diversion of utilities; landscape planting and construction of a flood attenuation area which will form a wetland area accessible to the public. The improvement scheme covers an area greater than a hectare. It is to be progressed under the Highways Act and requires purchase of third party land outside of the highway boundary, some of which will be subject to the Compulsory Purchase order process.

### B. Location of the project

The scheme is located within the South Lakeland District Council boundary on the A590 south west of Ulverston, GR: 326839 476700  
Location Plan - Appendix A  
The existing site is served by the A590 trunk road, which is currently a 40mph single carriageway. The trunk road is connected by Cross-A-Moor/Pennington Lane and Main Road to the north and south of its alignment, respectively. These road connections are in the form of staggered priority junctions. The wider site is rural/semi-rural in nature bordered by fields to the north and south and the village of Swarthmoor to the north west. There are no national or international statutory sites designated for nature conservation within 2km of the scheme. The closest internationally designated site is Morecambe Bay Ramsar 3.4km to the east. The proposed scheme is however within a Site of Special Scientific Interest (SSSI) Risk Zones for the activity of 'all infrastructure' projects. There are seven non-statutory designated sites within 2km, none of which are within the proposed scheme boundary: Diamond Pit Local Geological Site 709m southwest, Flat Woods Local Wildlife Site 875m south, Daylight Hole Mine Local Geological Site 1175m west, Hagg End Local Wildlife Site 1460m south, Urswick Tarn Local Wildlife Site 1750m south, Dalton and Lindal Mining Area Local Wildlife Site 1777m west. The proposed scheme is within the national landscape character area profile 20 'Morecambe Bay Limestones'. Relative local landscape character types include 00 Urban Area, 2d Coastal Urban Fringe, 3a Open Farmland Pavements, 3c Disturbed Areas, 5c Rolling Lowland, 7b Drumlin Field and 9d Ridges. There are no landscape designations within the study area. The Grade II listed Pennington Parish War Memorial Cross is within 2m of the proposed scheme and existing A590 carriageway.

### C. Type and characteristics of potential impacts

Assessment of environmental effects has been carried out in accordance with the DMRB Sustainability and Environment documents, these are summarised below for each factor. Construction impacts will be mitigated by standard good practices that are detailed within the Environmental Management Plan.

#### **Air Quality**

During construction there is likely to be a temporary minor adverse impact on air quality due to dust generating activities. However, by implementing mitigation measures in the EMP the impact will be reduced, and considered to be 'not significant'.

There is no anticipated significant air quality effect during operation, the proposed scheme will result in a minor beneficial impact on concentrations of NO<sub>2</sub> in the opening year scenario. All other pollutants will have a negligible impact in the opening year. The impact of the year 15 scenario is predicted to be negligible for NO<sub>2</sub>, PM<sub>10</sub> and PM<sub>2.5</sub>.

It is considered that the proposed scheme proposals comply with both national and local policy for air quality

#### **Cultural Heritage**

The Grade II Listed 'Pennington Parish War Memorial Cross', is adjacent to the scheme footprint. The construction works are predicted to have a temporary impact of moderate adverse significance due to the impacts to the setting of the structure. The completed scheme will result in a permanent slight beneficial impact on the setting of the War Memorial due to the relocation of the main road being further away from the cultural asset. The operation of a roundabout with associated infrastructure will have a neutral impact on low value undesignated assets, resulting in an impact of neutral significance.

A geophysical survey carried out in January 2021 revealed six anomalies within the schemes footprint. They are likely features of modern agricultural or geological origin however, they require further investigated to confirm whether or not these features are archeologically significant.

A Written Scheme of Investigation (WSI) outlining the proposed trenching strategy and describing the recording methods to be deployed should archaeological features be uncovered, has been agreed to and signed off by the Local Authority and works commence on 19th April 2021.

In the event that archaeological features are uncovered during the evaluation, mitigation options, such as an archaeological watching brief or preservation in-situ can be assessed and discussed with the county archaeologist while the scheme progresses. The mitigation measures, once agreed, will result in the impacts of the scheme being minor or negligible depending on the mitigation strategy employed. Full mitigation measures will be detailed in the EMP.

### **Landscape and Visual Effects**

The main landscape and visual impacts of the scheme will arise from the creation of the roundabout and realigned A590 and link roads. The scheme will result in the loss of agricultural land and mature vegetation.

During construction there will be temporary moderate adverse impacts on landscape and visual effects from vegetation removal, construction of a site compound, lighting, signage and construction traffic and plant within the construction corridor.

Planting seeks to replicate the existing vernacular, to maintain and enhance the existing degraded landscape character and to reduce adverse landscape and visual effects on receptors by providing new field boundary hedgerows, aquatic and wildflower planting to improve visual amenity and tree planting to minimise the effects of visual intrusion.

The significance of effect on the local landscape character type adjacent to the site is moderate adverse at year 1, reducing to slight adverse at year 15 once mitigation planting becomes established to integrate the proposed development into the landscape.

Mitigation planting has been specified to reduce specific landscape effects and specific visual impacts and to create an instant effect at Year 1. By Year 15 the mitigation planting will become established further reducing any residual operational effects the combined effect on landscape and visual amenity has been assessed and is judged as Slight Adverse.

It is concluded that there are no likely significant effects on landscape and visual amenity.

### **Biodiversity**

It is anticipated that there will be temporary minor adverse impacts on biodiversity during construction. Soft estate disturbance and land-take will result in a direct loss of hedgerow and agricultural land. However, with mitigation measures in place the construction effects on biodiversity are neutral and therefore not significant. In the operational phase, mitigation measures in the form of native hedgerow, wildflower bulb and tree planting, and native shrub planting in the wetland area will result in a long term beneficial impact and a very positive biodiversity net gain.

### **Noise and Vibration**

With regards to noise and vibration effects, some construction activities including the operation of the onsite recycling facility have the potential for significant temporary major adverse impacts on local sensitive receptors, however these would be temporary in nature and would reduce with the distance from the source. Implementing noise mitigation methods coupled with appropriate timing of construction works will reduce the significance of noise and vibration impacts and no significant effect is likely to result from construction during daytime evening or night-time works.

There are no anticipated significant adverse noise effects during operation on adjacent and nearby dwellings. Some dwellings are predicted to result in significant noise decreases as a result of the scheme.

Some dwellings will experience a permanent moderate decrease in both daytime and night-time noise, two dwellings will experience a minor decrease in daytime and night-time noise. Remaining dwellings will experience either a negligible increase, a negligible decrease or no change in operational noise during the daytime and night-time in the long-term.

### **Population and Human Health**

#### **Land use and accessibility**

During construction there will be the requirement for diversions of footpaths, and walkers, cyclists and horse-riders (WCH) accesses however, this is temporary and there will be no significant effects.

The main permanent effect during operation is the loss of agricultural land to accommodate the proposed Scheme, however as new accesses are being provided for land owners, this effect is not deemed to be significant.

It is concluded that there are no likely significant effects on land use and accessibility.

#### **Human Health**

During construction, there may be temporary minor adverse impacts on human health due to noise, presence of construction activity, increase in journey times and distances to community facilities however, with mitigation measures in place the outcome on human health is considered to be neutral with no likely significant effects.

During operation there are no likely significant effects on human health from this scheme. The scheme provides a long term slight positive permanent impact with multiple benefits to road users including; reduced congestion, and improved journey times; the introduction of recreational land with a new footpath around the new wetland area.

#### **Road Drainage and Water Environment**

During construction, activities such as large-scale site clearance, vegetation clearance, excavations and earthworks will have the potential to cause temporary minor adverse impacts due to increased surface water runoff rates, which could subsequently lead to surface water pollution events. These will be mitigated by construction best practice as detailed in the EMP and no significant effects are predicted.

Mitigation including flood resilience has been built into the design, additional attenuation to alleviate flooding of the properties north of Main Road will have a minor beneficial impact on flood risk during the operational phase.

It is concluded that there are no likely significant effects on road drainage and water environment.

**Material assets and Waste**

Following assessment in accordance with LA110 there are no likely significant effects on material assets and waste.

The following DMRB factors were scoped out:

- Geology and Soils
- Climate

**Cumulative Effects**

There are no significant adverse cumulative effects anticipated. There will not be a significant change in environmental conditions given the scale of the scheme therefore it is not predicted to give rise to any likely significant effects.

**Sufficiency of evidence and limitations**

To support the EIA Screening decision, an Environmental Scoping Assessment has been undertaken for the Scheme. Further assessment has been undertaken for the DMRB factors that were screened in to identify any potential impacts. The Scheme has been developed in collaboration with Cumbria County Council, South Lakeland District Council and Cumbria Local Enterprise Partnership (LEP), and additional consultation has been undertaken with English Heritage, the Lead Local Flood Authority, and local residents.

**Project Manager Sign off procedure**

Given the information included in Step 2, I support the conclusion that (*Project Manager to tick as appropriate*):

- Environmental Impact Assessment **is** required for the named Annex II project, on the basis that likely significant effects have been identified using the Annex III criteria in Directive 2014/52/EU (amending Directive 2011/92/EU)
- Environmental Impact Assessment **is not** required for the named Annex II project, on the basis that likely significant effects have not been identified using the Annex III criteria in Directive 2014/52/EU (amending Directive 2011/92/EU).

On this basis (*Project Manager to tick as appropriate*):

- (For Highways Act 1980 projects) I hereby request a determination for the named project.
- (For Planning Act 2008 projects and those falling under other consenting regimes) I hereby request confirmation of agreement with the screening conclusion for the named project.

Signature Highways England Project Manager:



Date: 08/04/2021

*NOTE: HE Project Manager to update the **audit tool** and seek the necessary technical approval sign off.*

**Technical approval sign off procedure**

Given the information included above, in accordance with the requirements of the Directive 2014/52/EU (amending Directive 2011/92/EU) I have reached the following conclusion: (*Highways England Nominee to complete applicable section*)

- There is sufficient uncertainty or an absence of evidence to support the conclusions that the project team has reached and on that basis I refer this back to the project team.

Environmental Impact Assessment **is** required for the named project due to the following:

- There are topic(s) where the project team have predicted likely significant effects.
- Sufficient evidence has been provided by the project team to support the conclusion.

Environmental Impact Assessment **is not** required for the named project due to the following:

- There are no topics where the project team have predicted likely significant effects.
- Sufficient evidence has been provided by the project team to support the conclusion.

Signature Strategic Highways Company Nominee:

(insert) Ivan Le Fevre

Date:

(insert) 16<sup>th</sup> April 2021