

LATE SCOPING CONSULTATION RESPONSES

Consultation bodies have 28 days to respond with any comments, stating either the information that they consider should be included in the ES or that they do not have any comments.

Any responses received after the deadline will not be considered within the scoping opinion but are forwarded to the applicant for consideration in accordance with the policy set out in Advice Note 7: Environmental Impact Assessment, Screening and Scoping.

The following EIA scoping consultation responses were received after the consultation deadline specified under legislation and therefore did not form part of the Secretary of State's scoping opinion.

Richard Kent

From: TownPlanning LNW <TownPlanningLNW@networkrail.co.uk>
Sent: 28 February 2018 09:31
To: A5036 Port of Liverpool
Subject: Liverpool-PI Port of Liverpool Access Scheme DCO

LIVERPOOL – SEFTON AREA - PLANNING INSPECTORATE
A5036 PORT OF LIVERPOOL ACCESS SCHEME - DCO
SCOPING OPINION

FAO Planning Inspectorate

Apologies for the delay I have been out of the office due to health reasons.

To note are that two Network Rail structures as below may be affected by the proposal:

- HXS3 24a A5036 Up;
- HXS3 24a A5036 Down.

There could be an increase in collision risk due changes in road layout and this needs to be borne in mind by the applicant going forward.

The applicant should contact Network Rail's Asset Protection team to discuss the impacts via AssetProtectionLNWNorth@networkrail.co.uk

Regards

Diane Clarke AssocRTPI
Town Planning Technician LNW
Network Rail
Floor 1
Square One
4 Travis Street
Manchester, M1 2NY

The content of this email (and any attachment) is confidential. It may also be legally privileged or otherwise protected from disclosure.

This email should not be used by anyone who is not an original intended recipient, nor may it be copied or disclosed to anyone who is not an original intended recipient.

If you have received this email by mistake please notify us by emailing the sender, and then delete the email and any copies from your system.

Liability cannot be accepted for statements made which are clearly the sender's own and not made on behalf of Network Rail.

Network Rail Infrastructure Limited registered in England and Wales No. 2904587, registered office Network Rail, 2nd Floor, One Eversholt Street, London, NW1 2DN

This email has been scanned by the Symantec Email Security.cloud service.
For more information please visit <http://www.symanteccloud.com>



Mr Richard Kent
The Planning Inspectorate
3D Temple Quay House
Temple Quay
Bristol
BS1 6PN

Direct Dial: 0161 242 1412

Our ref: PL00336102

7 March 2018

Dear Mr Kent

Re: A5036 PORT OF LIVERPOOL ACCESS SCHEME ENVIRONMENTAL IMPACT ASSESSMENT (EIA) SCOPING REPORT

Thank you for your letter of 26 January 2018 consulting us about the above EIA Scoping Report.

This development could, potentially, have an impact upon a number of designated heritage assets and their settings in the area around the route of the proposed Access Scheme. In line with the advice in the National Planning Policy Framework (NPPF), we would expect the Environmental Statement to contain a thorough assessment of the likely effects which the proposed development might have upon those elements which contribute to the significance of these assets.

We would also expect the Environmental Statement to consider the potential impacts on non-designated features of historic, architectural, archaeological or artistic interest, since these can also be of national importance and make an important contribution to the character and local distinctiveness of an area and its sense of place. This information is available via the local authority Historic Environment Record (www.heritagegateway.org.uk) and relevant local authority staff.

We would strongly recommend that you involve the Conservation Officer of Sefton Council and the archaeological staff at the Merseyside Historic Environment Record in the development of this assessment. They are best placed to advise on: local historic environment issues and priorities; how the proposal can be tailored to avoid and minimise potential adverse impacts on the historic environment; the nature and design of any required mitigation measures; and opportunities for securing wider benefits for the future conservation and management of heritage assets.

We consider that the extent of the proposed study area as set out in Section 8.2 of the Scoping Report is of the appropriate size to ensure that all heritage assets likely to be affected by this development have been included and can be properly assessed. It is important that the assessment is designed to ensure that all impacts are fully understood. Section drawings and techniques such as photomontages are a useful



SUITES 3.3 AND 3.4 CANADA HOUSE 3 CHEPSTOW STREET MANCHESTER M1 5FW

Telephone 0161 242 1416
HistoricEngland.org.uk





Historic England

NORTH WEST OFFICE

part of this.

The assessment should also take account of the potential impact which associated activities (such as construction, servicing and maintenance, and associated traffic) might have upon perceptions, understanding and appreciation of the heritage assets in the area. The assessment should also consider, where appropriate, the likelihood of alterations to drainage patterns that might lead to in situ decomposition or destruction of below ground archaeological remains and deposits, and can also lead to subsidence of buildings and monuments.

If you have any queries about any of the above, or would like to discuss anything further, please contact me.

Yours sincerely,



Andrew Davison
Principal Inspector of Ancient Monuments
andrew.davison@HistoricEngland.org.uk



SUITES 3.3 AND 3.4 CANADA HOUSE 3 CHEPSTOW STREET MANCHESTER M1 5FW

Telephone 0161 242 1416
HistoricEngland.org.uk



Historic England is subject to the Freedom of Information Act, 2000 (FOIA) and Environmental Information Regulations 2004 (EIR). All information held by the organisation will be accessible in response to an information request, unless one of the exemptions in the FOIA or EIR applies.