

HyNet North West Hydrogen Pipeline

Delivering clean growth



Appendix 11A

Stakeholder engagement summary

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1 Stakeholder Engagement and Consultation

1.1 Introduction

- 1.1.1 The assessment of traffic and transport effects, within **Chapter 11: Traffic and Transport**, has been informed by consultation responses and statutory and technical engagement.
- 1.1.2 An overview of the approach to consultation is provided in **Chapter 3: Approach to preparing the Draft ES**.
- 1.1.3 This appendix summarises the key stakeholder engagement and consultation undertaken to inform the assessment of traffic and transport effects reported within **Draft ES Chapter 11**. It is structured as follows:
- Scoping Opinion – summarises the key traffic and transport related responses to the scoping opinion and how they are addressed in the **Chapter 11**.
 - Statutory Consultation – summarises the key traffic and transport related responses to Stage Two Statutory Consultation (responses to the PEIR submission) and how they are addressed in the **Chapter 11**.

1.2 Scoping Opinion

- 1.2.1 A Scoping Opinion was adopted by the Secretary of State, administered by the Planning Inspectorate, on 08 March 2022. A summary of the relevant responses received in the Scoping Opinion in relation to traffic and transport and confirmation of how these have been addressed within the assessment is presented in **Table 11A 1.1**.

Table 11A 1.1 **Summary of EIA Scoping Opinion responses for traffic and transport**

Consultee	Consideration	How addressed in this Draft ES
Planning Inspectorate (PINS) – ID – 2.6.13	Access – The ES should identify the locations of access routes to site for construction and maintenance. Any likely significant effects resulting from their use should be assessed.	Section 11.12 of the Draft ES Chapter 11: Traffic and Transport sets out the results of the assessment of the traffic and transport effects on the local road network (LRN) in the Study Area.
PINS – ID – 3.1.7	Operational Phase Effects – The Applicant proposes to scope out effects on roads and users of	As agreed with the Planning Inspectorate this has been scoped out of assessment as

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	these routes from traffic associated with the operational phase and maintenance activities, on the basis that the volume of vehicle movements during operation would be low, taking into account the expected maintenance operations associated with the project. The Inspectorate agrees that the magnitude of change and significance of effect would be negligible on that basis and agrees that this matter can be scoped out of further assessment on the basis of the evidence provided.	set out in The Draft ES Chapter 11: Traffic and Transport Section 11.8.
PINS – ID – 3.7.2	Decommissioning Phase – Effects on Roads, Public Rights of Way (PRoW) and users of these routes - The Applicant proposes to scope out effects on roads, PRoWs and users of these routes from traffic associated with the decommissioning phase on the basis that decommissioning would involve leaving the pipeline in-situ and making it safe, which would typically involve rail, road and watercourse crossings being filled with grout and the removal of all HAGIs, followed by restoration of the land to its former use. The Inspectorate considers that the effects associated with pipeline decommissioning are unlikely to be significant, however insufficient information has been provided regarding the location of HAGIs to understand the scale and nature of effects on PRoWs and users during the decommissioning phase and these effects should be assessed in the ES.	A Draft Outline Public Rights of Way Management Plan (PRoWMP) has been prepared (Draft ES Chapter 11: Traffic and Transport Appendix 11C) which sets out that all PRoW impacts from the Project are temporary in nature and none of the HAGI sites are proposed across PRoW. Therefore, there are no decommissioning impacts on PRoW.
PINS – ID – 3.7.3	Effects on roads, PRoW and users of these of hazardous loads at all phases of the Project- The Applicant proposes that effects on roads, PRoWs and users of these routes from hazardous loads at all phases of the	As agreed with the Planning Inspectorate this has been a scoped out of assessment as set out in The Draft ES Chapter 11: Traffic and Transport Section 11.8.

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	Project can be scoped out, on the basis that no hazardous loads are anticipated. The Inspectorate is content with this approach.	
PINS – ID – 3.7.4	Scope of Assessment – Canal Bridges - The potential impact of Heavy Goods Vehicle (HGV) traffic on canal bridges should be assessed as part of the ES, with particular regard to load bearing capacity and the use of bridges by heavy vehicles and the risk of harm to both users and the underlying structure of the highway and waterways. The Applicant's attention is drawn to consultation responses from the Canal and River Trust in this regard.	The Draft ES Chapter 11: Traffic and Transport Appendix 11B Draft Outline Construction Traffic Management Plan (CTMP) sets out the proposed construction routes required for HGVs on the project. Regular consultation has taken place with the Canal and River Trust in relation to the project design.
PINS – ID – 3.7.5	Scope of Assessment – Construction Traffic - The Inspectorate notes that construction traffic is likely to pass through or be in close proximity to multiple residential areas, including small towns and villages. The Applicant should demonstrate that the route for construction traffic has considered the suitability of roads for HGVs, particularly those transporting Abnormal Indivisible Loads (AIL) and that construction routes have been developed to avoid impacts on the local community where possible. The Applicant's attention is drawn to consultation responses from Helsby Parish Council, Pickmere Parish Council, Lostock Gralam Parish Council, Acton Bridge Parish Council and Thornton le Moors Parish Council in this regard.	The Draft ES Chapter 11: Traffic and Transport Section 11.12 sets out an assessment of the traffic and transport effects on the LRN. This assessment focuses upon a number of key receptor locations and is informed by the draft HGV access strategy set out in The Draft ES Chapter 11: Traffic and Transport Appendix 11B (CTMP) . The HGV access strategy has been developed to avoid settlements as much as possible utilising key A roads and seeks to adopt the shortest distance from Strategic Road Network (SRN). The Applicant does not plan to use Abnormal Indivisible Loads for the delivery of materials or equipment. However, should the contractor determine that the use of AILs is necessary for any element of the Project,

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		the following process should be adopted: 1. Road access only to be considered if there is no water route available; 2. Confirm suitability of proposed road route for AILs. This would be done using swept path analysis to assess any need to remove street furniture and engagement with the affected Local Highway Authority; 3. If a road route is to be adopted police, highway and structures authorities must be notified via Electronic Service Delivery for Abnormal Loads (ESDAL); 4. Engage with the Local Highway Authority and police to determine any escort requirements for the AIL.
PINS – ID – 3.7.6	Scope of Assessment – PRow - Scoping consultation responses have identified a number of pending PRow and footpaths that appear not to have been addressed in the Scoping Report, the Inspectorate considers that these should be incorporated into the PRow assessment. The Applicant's attention is drawn to the consultation response from Cheshire West and Chester Council in this regard.	The Draft ES Chapter 11: Traffic and Transport Appendix 11C – Draft Outline PRow Management Plan (PRowWMP) sets out the impacts at all the PRow which are affected by proposed Draft Order Limits. The Applicant's approach to the management of PRows during construction has been discussed with a number of the relevant local authorities including Cheshire West and Chester Council.
Acton Bridge Parish Council	1 - What measures will be put in place to limit disruption to local residents during the installation? The A49 that runs south of Warrington from the M56 and through Acton Bridge is a major road with a large volume of traffic. The plans look like	The HGV Access Strategy has been provided to support this chapter in the Draft Outline CTMP Appendix 11B . It is proposed that only a limited number of HGVs will route along the A49 between Sandiway and the junction with

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	there will be major disruption to this road and are no suitable diversions with the only alternative being diversions through small local villages which would have a significant impact on residents who live both in and around the vicinity. The A49 at Acton Bridge is also the only major crossing point of the waterway in this area. This would mean long detours would be required to Frodsham or Northwich, which also needs to be taken into account. The works will need to be planned very carefully with a full understanding of the traffic and routes that will be impacted, otherwise there will be gridlock. Consideration will need to be given to routes, facilities, storage etc for the Contractors completing the work, such that it minimises impact on the local residents.	the A533. It is not proposed to use the A49 as a route for HGVs for all the sections to be constructed of the South Corridor. Only the accesses for the sections of pipeline between the Central HAGI and the crossing of the Northwich to Chester rail line and for traffic routing away from three additional accesses (SH15, SH22 and SH23) would route along the A49 south of the A533. For the avoidance of doubt, it is not proposed that any construction traffic routes pass through the main settlement area of Action Bridge, the construction traffic in the vicinity of Acton Bridge exits the LRN on Acton Lane and Station Road.
Canal and River Trust	The proposed works, in particular the construction routes would potentially cross our waterways. The potential impact on the canal bridges should be assessed as part of the Environmental Statement. Of particular concern would be the use of accommodation bridges owned by the Trust. Accordingly, the Trust has different obligations maintaining such bridges in comparison with public road bridges. When the canals were built, the accommodation bridges were built to restore existing routes which were severed by the new canal. Therefore, the load obligation would ordinarily be the previous use, for example by horse-drawn carts. If nothing has changed and bridges have not subsequently been strengthened, then the previous use still defines the required load bearing capacity of the bridge, with the modern equivalent deemed as being a 3-tonne maximum	The proposed HGV Access strategy along the LRN is set out in the Draft Outline CTMP Appendix 11B. • The HGV Access Strategy has been designed to avoid inappropriate crossings of the canal network. There are no proposals to use weight restricted or high restricted crossings of the Canal and River Trust network. In addition to bridges on the LRN it is proposed to use two bridges across the Canal and River Trust network for onsite haul routes. Details of these are provided below.

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	gross vehicle weight. This does not mean that the bridges do not necessarily have the capacity to carry an increased vehicle weight, but that the Trust has no obligation to maintain it at any greater capacity. As a consequence, the use of accommodation bridges by vehicles heavier than 3 tonnes may increase the risk of harm to both users and the underlying structure of the highway and waterways.	• Dutton Hall Bridge 211 – Trent and Mersey Canal – Proposed as light vehicle access only. • Richardson's Bridge 178 – Trent and Mersey Canal – Proposed light vehicle access only. Additional comments were received from the Canal and River Trust during Stage One Statutory Consultation, as summarised within Table 3.1.
Cheshire East Council	Cumulative Impacts with HS2 - The route of the pipeline corridor within Cheshire East crosses the proposed route of the HS2 Phase 2b at A533 south of Northwich and to the north at the A559. It also impacts on the land identified as required for associated construction, infrastructure and mitigation measures.	This comment was made prior to the cancellation of HS2 north of Birmingham. HS2 no longer forms part of the cumulative baseline.
Cheshire East Council	Highways - The proposed scope and methodology of assessment in relation to the traffic and transport impact of the pipeline is considered acceptable; the assessment will need to be mindful of the latest iteration of the planned HS2 phase2B railway.	The scope of assessment agreed in the Chester East Council (CEC) Scoping Opinion was discussed in a further technical meeting set out in Section 11.8 . As above, HS2 no longer forms part of the cumulative baseline.
Cheshire West and Chester Council	Highways - The Council's Highways Officer is supportive of the general proposed scope of the traffic and transport assessment section of the ES. They however note that the ES Transport Chapter would appear to only include a CTMP and not a specific Transport Assessment (TA). The Highways Officer advises that, as much of the impacts are related to the Construction Period, as the ongoing	The scope of assessment agreed in the Cheshire West and Chester Council (CWACC) Scoping Opinion was discussed in a further technical meeting set out in Section 11.8. In technical discussions, the requirement for a TA was discussed and it was agreed to

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	traffic for maintenance of the pipeline etc. will be small and that this approach could be acceptable, but provided that the CTMP does undertake a TA type assessment for the construction period.	revisit this potential requirement in the CWACC area following the submission of the PEIR. As outlined in Table 3.1 in the CWACC first round of Section 42 consultation CWACC confirmed general agreement with the details set out within the Transport Impact Assessment which would form the basis of the ES/TA.
Cheshire West and Chester Council	PRoW - The Council's PRoW Officer advise that a detailed methodology for the assessment or consideration of impacts to PRoW should be scoped into the ES, including direct and indirect impacts for both construction and operation phases. The assessment should include consideration to construction methods including any vibration impacts on any right of way as well as impacts upon users of the PRoW network from construction traffic and accidents. The assessments also need to address the impact on different classes of users where the status of the way is more than a footpath (e.g. bridleway, restricted byway). For example, at Frodsham, there is a restricted byway on the line north of the M56 and the class of user includes non-mechanical vehicles; Restricted Byway 23 Helsby is used for emergency access to M56 and; the routes on the north side of the M56 are prone to anti-social behaviour (fly tipping) so sensitivity will be needed approaching any closures and direction of traffic flow.	Appendix 11C is a Draft Outline PRoWMP which sets out the impacts at all the PRoW, which are affected by proposed Draft Order Limits. The PRoWMP includes details of the proposed impacts on footpaths, bridleways, byways open to all traffic and restricted byways. In addition to PRoW, the document sets out impacts on Areas of Open Land (AOL), Other Routes with Public Access (ORPA) and permissive footpaths and bridleways. A detailed discussion with the CWACC PRoW Officer was undertaken as a separate technical meeting and the details of this are set out in Table 3.1. The Applicant is maintaining access for light construction vehicles over some Restricted Byways which cross the M56. The rights to allow motorised vehicles will be sought within the DCO should this intention remain to form part of the submitted application.

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		Vibration impacts are considered in Draft ES Chapter 10: Noise and Vibration .
Cheshire West and Chester Council	PRoW – Specific Comments - The proposed route over land to the east of Northwich is affected by advance proposals for the HS2 project. The PRoW is currently under notice of modifications under the HS2 Bill. - North of Northwich; A multi-user promoted route has been missed – at Aston/Dutton the Aston ring is a horse riding recreational route (attached) at Aston Heath. The routes are currently closed due to no through route from badger disturbance near the river but are expected to be repaired this summer 2022, with an expected increase in traffic thereafter. - East- Antrobus area has a few pending applications for an upgrade of status, there may be higher status traffic than the PRoW suggests (eg footpath being used by horse riders); - Weaverham south of Winnington Lane - there is a pending Order for a footpath from Winnington Lane through Beech Woods; - On the route south of Gorstage at the Forest Hill sand quarry, there are some permissive pedestrians routes;	The PRoWs affected by the Draft Order Limits are set out in Appendix 11C (PRoWMP). HS2 no longer forms part of the cumulative baseline. The impacts on the Aston Ring recreational riding route are included in Appendix 11C (PRoWMP) as the impacts on Aston BR6, Dutton BR22, Dutton BR15, Dutton BR11, Dutton BR13 and Little Leigh BR15. Discussions have taken place with the Mid-Cheshire Bridleway Association and British Horse Society. In the Antrobus area only one PRoW is identified as being directly impacted by the Project (Antrobus BR17) and this is included in the assessments in Appendix 11C (PRoWMP). A review of this route indicates this is no longer affected by the Draft Order Limits.

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	- At Whatcroft, the footpath along the canal walk includes access routes at the canal bridges, which do not show up on maps but is thought to form part of a circular walks; - East of Lostock CWACC has had counters in place and the footpath linking the north and south side of the A556 by-pass shows heavy usage; - Woodland adjacent to A556 on north side and then east of Lostock, reportedly has walkers –CWACC has received queries about claiming ProW in this area, although there are no pending applications; and - A558 Higher Marston pedestrian route to Northwich – this area; Northwich – Comberbach, Marston, Wincham, have connecting footpaths with road walking if possible, mitigate with pedestrian walkways.	A review of this route indicates this is no longer affected by the Draft Order Limits. A review of this route indicates this is no longer affected by the Draft Order Limits as the route lies more southerly than that proposed at scoping. The Draft Order Limits do not include a route north and east of Northwich. As such no impacts are identified on the PROW north and south of A556 in this location. The Project does not now include a route north and east of Northwich. As such no impacts are identified on the PROW north and south of A556 in these locations. The Project does not include a route north and east of Northwich. As such no impacts are identified on the PROW in this area.
Helsby Parish Council	Traffic and Transport Comments The Council wishes to support the assessments proposed, particularly in terms of the impact of traffic and transport on the West corridor described in Sections 11.5.7 and 11.5.8 (of scoping chapter). The Parish Council notes that consultations will be	This Chapter includes details of the traffic and transport impacts on the agreed scope (and receptors). Consultation has been undertaken with key stakeholders and traffic numbers will be published in

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	held with highways authorities and CWACC in this respect and would also like to request that town and parish councils are involved too. As a local council, there is detailed knowledge and experience of the likely impact of construction traffic in the Parish Council areas. In particular, the following observations are highlighted at this stage: • If the M56 is closed for any reason, the A56 becomes gridlocked; • There is a new cycle lane being constructed along the A56 between Helsby and Frodsham which is likely to be busy with pupils attending Helsby High School; • The access route off the A56 down Lower Rake Lane includes a bridge over the railway line which has width and weight restrictions. This will limit the type of construction vehicles able to use the route; • The access route off the A56 down Hatley Lane and Straight Length passes under a railway bridge which has a height restriction. Again, this will limit the suitability for construction	the ES supporting the DCO application. Noted. The operation of the M56 is not in the control of the Applicant, but Appendix 11B Draft Outline CTMP sets out how deliveries to the sites will be subject to delivery time frames per day and that there will be an approach for “exceptional circumstances” where later deliveries would be accepted for matters such as severe delay arising from motorway closures. Noted. The element of Lower Rake Lane required for access is not adopted so there are no posted height and weight restrictions. Consultation with Network Rail regarding these restrictions will be undertaken. Alternative access routes into this area are also proposed. It is not proposed to use this route for HGV traffic.

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	vehicles. The alternative route down Godscroft Lane has the same problem. In addition, the Godscroft Lane/A56 junction adjoins the high school and is a very busy area of the A56.	It is noted that the route from Hatley Lane would require vehicles to route under a 12'0" height limit rail bridge or use Godscroft Lane and use a 11'3' high limit bridge. Some HGVs could use the Hatley Lane route based on the height restrictions. Due the presence of sensitive receptors, this route has been removed from the HGV Access Strategy set out in Appendix 11B Draft Outline CTMP , Hatley Lane is proposed for use by light vehicles (LVs) only.
Knowsley Council	Highways - The proposed pipeline 'Scoping Boundary' (based on Figure 14.1 – EIA Scoping Report) does not encroach into the Knowsley Borough Boundary (although a small section of the Land Use Study Area does). The adopted highway should not be directly affected as a result; however, a couple of roads mentioned within Chapter 11 (traffic and transport) do run through Knowsley. Although the specific sections of the roads discussed are outside the borough, it is within Knowsley Councils interests to remain aware of any construction traffic that may be routed through our network. The EIA document is subject to change and the road networks discussed as part of the Study Area are an estimation of those routes which could be utilised by construction traffic. Knowsley Council is not included within the EIA document as being a key stakeholder for consultation, given that the pipeline is not proposed to run through the Borough (or construction traffic). However, it is Knowsley Council's request that we remain up to date on	The Draft Order Limits do not encroach into the Knowsley Borough Boundary. Appendix 11B Draft Outline CTMP sets out the proposed HGV access routes for the Project and the routes from the SRN to the proposed accesses and none of these routes are proposed on the Knowsley Metropolitan Borough Council (KBC) network. KBC will have an opportunity to comment on the Draft ES documentation. Knowsley Council provided a response at Stage Two Statutory Consultation, this is summarised within Table 3.1.

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	any amendments to the scheme and any proposed routes for construction traffic that could utilise our highway network.	
Lostock Gralam Parish Council	Highways - This timeline clashes with the HS2 build project in the Lostock Gralam area and looking at the possible route of the pipeline it encroaches on the HS2 Smoker Viaduct South Satellite Compound and the construction of the Smoker Viaduct. The Parish Council is concerned that this has not been considered and may cause further disruption and blight on the local area with PRoWs already being closed leading to less outdoor spaces and more traffic movements.	The change of boundary of the Project from scoping to the Draft Order Limits now means that the routes of the Project that were to the east and north of Northwich through the Parish of Lostock Gralam have been removed from the assessment. Impacts on PRoW and local highways in this Parish have therefore been mitigated through avoidance. Some traffic is however still proposed to be required to use the key local A Road (A556) and an assessment of the impacts on this road are set out in The Draft ES Chapter 11: Traffic and Transport Section 11.10
National Highways	National Highways are content with the proposed traffic and transport Study Area. However, as the siting of compounds and haul routes has not fully been identified yet, the Study Area may need to change to encompass these factors should their locations potentially impact beyond the Study Area. The EIA Scoping Document makes reference to numerous crossings of the Strategic Road Network, identifying that this would be achieved through trenchless technology. However, further detail is needed to understand exactly where these crossings are to be located. Any third party works involving trenchless installations under the National Highways road network will require geotechnical certification	The Study Area in this chapter has been discussed with National Highways before Stage Two Statutory Consultation and the scope presented in this chapter was confirmed. Consultation with National Highways is ongoing including National Highways providing a response at Stage Two Statutory Consultation as summarised within Table 3.1. Ongoing discussions will continue through the development of the Project between the Applicant and NH to establish site specific requirements for the final crossings of the highway and

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	and would require a Section 50 Agreement. The EIA Scoping Note makes reference to construction compounds, Hydrogen Above Ground Installations (HAGIs) and other infrastructure. National Highways are keen to understand where these compounds are likely to be located, along with the potential access/haul routes. Paragraph 2.6.13 makes reference to temporary access points from the local Highway Network. National Highways would be keen to understand where these may be located within the vicinity of the Strategic Road Network National Highways' guidance document Circular 02/2013 "The Strategic Road Network and the Delivery of Sustainable Development" states that "new accesses to busy high speed strategic roads lead to more weaving and turning manoeuvres, which in turn create additional risk to safety and reduce the reliability of journeys, resulting in a negative impact on overall national economic activity and performance". As such we would be unlikely to approve any temporary access for construction traffic from the Strategic Road Network. National Highways are keen to work with the developer to understand potential transport impacts associated with the location of the compounds and haul routes. National Highways are also keen to understand the anticipated timescales involved around this project, particularly in relation to potential traffic impacts on the Strategic Road Network as well as for any sub surface tunnelling at locations around the SRN	these will be presented for the DCO submission. In post scoping discussions with National Highways it has been agreed that no direct accesses will be proposed to the SRN for the construction or operational phases and as such the Project is considered compliant with "The Strategic Road Network and the Delivery of Sustainable Development" requirements. The proposed temporal time frames of the Project to inform the assessments in this chapter are set out in The Draft ES Chapter 11: Traffic and Transport Section 11.8.

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Network Rail	The proposal appears to include railway land or access under railway land within the proposed red line area. The applicant will therefore need agreement to any access from Network Rail. The following should be emailed as below with the details. No works are to commence until agreed with Network Rail.	The Draft Outline CTMP (Appendix 11 B) sets out all locations where crossings of the local rail network and proposed HS2 line are proposed (though it is noted that Phase 2B of HS2 is in the process of being cancelled). Discussions will be ongoing with NR leading up to the application to agree the process for crossing the national rail network.
Pickmere Parish Council	Consideration of the impacts of the project prior to and during the construction process, including visual impacts, noise, traffic and pollution, including consideration of the impacts of engineering operations, and the movement of materials to and from the project site. Consideration of the impacts of the project on the Parish's road and public footpath networks, both prior to and during the construction phase and when the scheme is complete.	This chapter and Draft Outline CTMP (Appendix 11B) set out the proposed impact on the LRN. It is noted that since the scoping data was provided for comment the routes around the northeast of Northwich have been removed from the scope of assessment. As such direct impacts on Pickmere have been removed. No HGV construction traffic is proposed through the Parish and the nearest HGV construction route is the A556.
St Helens Borough Council	The Council's Highways Officers have commented that an EIA Scoping Report has been provided which sets out the methodology that will be used for the transport input into the EIA and the areas to be considered: • Proposed traffic growth to future year. • Committed highways schemes that may affect the future baseline. • Committed development that may affect the future baseline.	The Draft ES Chapter 11: Traffic and Transport has addressed the requirements of St Helens Borough Council in the following sections: • Traffic Growth – Section 11.6; • Committed highways schemes – Section 11.6; • Scope of assessment – Section 11.8;

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	• Scope of the assessment. • Existing traffic data and data collection techniques considering potential lingering effects of the COVID-19 pandemic and lockdowns on road traffic in the area. • Public Rights of Way (PRoW) management. • Potential traffic generation. • HGV management. • Identification of additional transport evidence base documents to support the Development Consent Order application, such as a Construction Traffic Management Plan (CTMP) and PRoW Management Plan; and • Permanent access design to the Hydrogen Above Ground Installations (HAGIs). The PRoW management should consider all forms of Active Travel routes and be compliant with the latest policies. Further details of St Helens Council requirements for Transport Assessments are provided in Supplementary Planning Document “Ensuring a Choice of Travel”. It is expected that the major impacts of the pipeline would occur during the construction stages and therefore a comprehensive Construction Environmental Management Plan (CEMP) would be required to consider the impacts on the highway network at this time. The CEMP should include, but not be limited to:	• Existing traffic data and collection – Section 11.6; • PRoW Impacts – Draft Outline PRoWMP (Appendix 11C); • Traffic Generation – Section 11.10 • HGV Management – Draft Outline CTMP (Appendix 11B); • Access designs – (Section 11.10). Appendix 11C Draft Outline PRoWMP sets out impacts on all local PRoWs and open access land. Impacts on local cycle routes and other active travel routes are set out in The Draft ES Chapter 11: Traffic and Transport within Section 11.6.

Consultee	Consideration	How addressed in this Draft ES
	- Construction traffic routes, including provision for access to the site. - Entrance/exit from the site for visitors/contractors. - Siting of temporary containers. - Parking for contractors. - Identification of working space and extent of areas to be temporarily enclosed and secured during each phase of construction. - Temporary road/areas of hard standing. - Schedule for large vehicles delivering/exporting materials to and from site; the movement of large vehicles would usually be restricted to avoid impact during the peak highway hours and would also consider proximity to schools. - Details of street sweeping/ street cleansing/wheel wash. - Hours of working. - Phasing of works. - Details of turning facilities for use by construction vehicles. - Traffic management proposals. - Severance/Impacts on active travel routes Following construction of the pipeline, the route will be buried with the exception of a number of locations where permanent Hydrogen Above Ground Installations (HAGIs) or Block Valves (BVs) will be installed. These	Details on the permanent access proposals are set out within Appendix 11B Draft Outline CTMP of the Draft ES.

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	facilities will require permanent access from the highways network and will include some parking for operatives. To enable full consideration of the highways impacts and any impacts on active travel routes, plans of the accesses would be required together with details of the day-to-day operational requirements	
Thornton Le Moors Parish Council	The Parish Council has major concerns about traffic flows, both during the construction phase and once the facility is operating. Our village is very cut off, and our only practical access is via the A5117 (unless you take a 7 mile detour via the lanes). The A5117 is already a very busy arterial road with many HGV travelling at 60 mph. Our particular concern is safe crossing for pedestrians to the bus stop and cycleway. An additional concern is village residents being able to safely turn into and out of the village in cars. The A5117 is a very long straight road, and road users are not expecting any obstacles. The only crossing point is a traffic island. This is not visible to cars or commercial vehicles approaching at speed from the Elton/HyNet traffic lights. We have 7 or 8 children as young as 11 years old crossing this road on a daily basis at dusk morning and evening to use the bus service. I understand that a development of this kind will involve Section 106 Funding. We, the parish council, would like to see, as part of the works Traffic Management Plan, mitigating actions to support safe travel and safe crossing for Thornton le Moors residents. We would like to see Section 106 Funding allocated to create a permanent safe crossing point for Thornton le Moors residents. In our	Thornton Le Moors is located to the east of the proposed pipeline corridor. The Draft Outline CTMP (Appendix 11B) sets out the proposed HGV access routes to the proposed accesses on the Project. It is proposed that to construct the Project east of Thornton Le Moors traffic would leave the M56 and route along the A5117. However, all HGV traffic would leave the A5117 before the village/parish. No HGV traffic would route along the A5117 within the village setting. No HGV traffic would be required to use Thornton Green Lane. Therefore, with no additional HGV traffic along the A5117 it is not proposed that any additional infrastructure for pedestrians would be required to be supported by the project in Thornton-le-Moors. It is noted that Thornton Le Moors Parish Council did not submit a further response to Stage Two Statutory Consultation.

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	view this needs to be in the form of a traffic light pedestrian crossing, with visibility for those approaching up the rise from Elton.	
Trafford Council	Construction routes will need to consider capacity on the existing road network, particularly in relation to the A6144 and M60 J8. Construction of the project will need to consider cumulative impacts on the road network with other major projects in the area that may occur simultaneously, including approved development, the PfE New Carrington allocation, Carrington Relief Road and HS2 Golborne Link, as discussed below.	As set out in the Draft Outline CTMP (Appendix 11B) construction traffic is proposed to use the A6114 from the M60 junction 8 to the B5160. Three receptor locations have been identified on this link and the impact of the traffic on the receptors is set out in Section 11.8. The M60 has also has two receptors identified on between junction 10 and 9 and between junction 5 and 6. The Carrington Bypass scheme was noted at PEIR, and detailed technical discussions (set out in Section 11.3) with Trafford Council set out that it would not need to form part of the future baseline but that further discussion would take place post Section 42 consultation (Stage Three Statutory Consultation) will be undertaken to define if and how this could affect the assessment report at DCO submission. An initial review of the scheme indicates that the project's boundary would not affect the Project. The presence of a completed road in the future years of assessment for the Project would be considered to be a benefit to the conveyance of HGV loads to the construction corridor. Trafford Council (TC) submitted a response to Stage

Consultee	Consideration	How addressed in this Draft ES
		Two Statutory Consultation, which is summarised and considered within Table 3.1 .
Warrington Borough Council	Overall the content and methodologies detailed in the Scoping Report are considered appropriate in respect of the traffic and transport issues arising from the construction of the pipeline; although much of the detail is still to be defined. All works affecting the highway will be required to meet the Council's requirements and any future Development Consent Order will require close liaison and approval of the Council as Highway Authority in line with the New Roads and Streetworks Act 1991 and the Traffic Management Act 2004. Further detail will be required of the construction process at crossing points of the Council's highway network as well as the extent of working areas and details of temporary compounds. Similarly, details will be required of proposed temporary and permanent access points to the Council's highway network. Detailed discussions will be required to determine potential impact on the existing highway and PRow network, proposed highway improvement schemes (particularly the Western Link), proposed highway and bridge maintenance schemes and future development proposals. Any assumptions in relation to traffic surveys or growth factors (particularly in respect of the impact of COVID-19) should be agreed with the Council as Highway Authority. WBC has undertaken detailed monitoring	The issues raised by Warrington Borough Council (WBC) at the scoping stage are addressed in the following locations within the Draft ES submission: • All highways works required on the project would be in line with the New Roads and Streetworks Act 1991 and the Traffic Management Act 2004 as set out in the Draft Outline CTMP (Appendix 11B). • The Draft Outline CTMP (Appendix 11B) sets out a detailed crossing schedule of all roads, rail and navigable waterways including those within WBC. • A Draft Outline PRowMP (Appendix 11C) has been prepared to set out impacts on all local PRow and open access land would be addressed including those within WBC. • The Western Link scheme was noted at PEIR, and technical discussions were undertaken with WBC to discuss any impacts which may occur as a result of changes to the

Consultee	Consideration	How addressed in this Draft ES
	throughout the period affected by COVID-19 and can provide feedback on baseline traffic levels The accident assessment of key routes should be based on the latest STATS19 data available from roadsafety@warrington.gov.uk (not Crashmap) It is accepted that the impacts of traffic associated from operational and maintenance activities be scoped out and that the EIA assessment will be undertaken for the construction phase only. The use of the two rules-of-thumb provided within Institute of Environmental Assessment: Guidelines for the Environmental Assessment of Road Traffic (1993) (GEART) are considered generally appropriate, however, there may be areas where the cumulative impact of other construction-related schemes e.g. Western Link require more considered assessment. It is accepted that a full Transport Assessment will not be required, however, it is considered that details will be required of the specific transport/highway issues (including detail of vehicle movements) at key locations i.e. construction compounds, main access points etc. This may be addressed via a Construction Management Plan although a series of Transport Statements is likely more appropriate.	future baseline. It was agreed that this scheme would not be included in the Stage Two Statutory Consultation assessment. It would appear that the projects would directly impact upon each other although this would be dependent upon the final route choice for the pipeline. WBC submitted a response to the Stage Two Statutory Consultation further detailing the potential impacts on the Western Link Scheme. This is summarised and discussed within Table 3.1. • The traffic growth methodology set out in The Draft ES Chapter 11: Traffic and Transport includes the methodology which has been agreed with WBC. • WBC accident data is being sought to supplement the data sourced from Crashmap that was presented at Stage Two Statutory Consultation for the WBC area. It is anticipated this data will be presented as part of the final ES. For the Draft ES Chapter 11: Traffic and Transport data has been sourced from the WSP Collision Analysis UK Collision Dashboard which presents DfT STATS19 verified

Consultee	Consideration	How addressed in this Draft ES
		accident data for the 2018 to 2022 period. The WBC response at Stage Two Statutory Consultation did not raise objection to the use of GEART. Additionally, since submission of the preliminary assessment at Stage Two Statutory Consultation, the GEART guidance has been superseded by the Institute of Environmental Management and Assessment (IEMA) Guidelines: Environmental Assessment of Road Traffic and Movement (EATM) (2023). EATM has been referred to for the assessment within Draft ES Chapter 11: Traffic and Transport. The up-to-date guidance, EATM, retains the use of the two rules for initial scoping of highways links for detailed assessment. A Draft Outline CTMP has been produced as Appendix 11B of this Draft ES and details of vehicle movement numbers at each access point are provided within Draft ES Chapter 11: Traffic and Transport

1.3 Statutory Consultation

1.3.1 Stage Two Statutory consultation took place between 12 September and 10 November 2022 in accordance with the Planning Act 2008. Prescribed and non-

prescribed consultees and members of the public were consulted. Various methods of consultation and engagement were used in accordance with the Statement of Community Consultation (SoCC) including letters, website, public exhibitions, publicity and advertising in newspapers and webinar briefings.

- 1.3.2 Cadent Gas Ltd (Cadent) (“the Applicant”) prepared a Preliminary Environmental Information Report (PEIR) which was publicised at this consultation stage. The Applicant sought feedback on the environmental information presented in that report. Feedback received during statutory consultation was considered by the Applicant and incorporated, where relevant into the design of the Project and its assessment and is presented in this Draft ES.
- 1.3.3 A summary of the key relevant responses received in response to statutory consultation, together with any subsequent discussions held in relation to traffic and transport and confirmation of how these have been considered within the assessment to date is presented in **Table 11A 1.2**.
- 1.3.4 Technical engagement with consultees in relation to traffic and transport is ongoing.

Table 11A 1.2 Summary of Section 42 Statutory Consultation responses for traffic and transport

Consultee	Consideration	How addressed in this Draft ES
Warrington Borough Council	HGV constrained right-turn manoeuvre from the A562 into Liverpool Old Road raises concerns of unsuitable routing, localised congestion and unnecessary transport delay on the network	HGV access route amended to be taken via A57, routing strategies are as detailed in the Draft Outline CTMP (Appendix 11B) .
	Routing along the B5356 which is subject to an environmental weight restriction which raises concerns of unsuitable routing, localised congestion and delay	HGV access route changed to via B5356 from M56 J10 to avoid environmental weight restriction, routing strategies are as detailed in the Draft Outline CTMP (Appendix 11B) .
	Concerns regarding the impact on the Trans Pennine Trail.	The Draft Outline PROWMP (Appendix 11C) identifies the location of the Trans Pennine Trail (TPT) impacted by the Project as ORPA1 (within the TC area) and outlines mitigation measures. Separate discussions have taken place with the TPT team.
	Design of accesses considerations.	As set out in the Draft Outline CTMP (Appendix 11B) the CTMP is a 'live' document to be updated throughout the DCO process including refinement of design post further consultation with the appropriate highways authorities.
	Accident data needs to be updated and concerns are raised over highways safety.	WBC accident data is being sought to update the baseline and assessment provided within the Draft ES Chapter 11 . It is anticipated this data will be presented as part of the final ES. For the Draft ES Chapter 11 :

Consultee	Consideration	How addressed in this Draft ES
		Traffic and Transport data has been sourced from the WSP Collision Analysis UK Collision Dashboard which presents DfT STATS19 verified accident data for the 2018 to 2022 period.
	Concerns relating to interaction with the Warrington Western Link Road	Concerns are with regard to the protection of infrastructure and the respective designs and do not relate to traffic and transport effects so are not considered within Chapter 11: Traffic and Transport of the Draft ES .
Trafford Council	Covershaw Lane is unsuitable for HGV's as a 7.5ton weight restriction is present on the route.	Access route amended to be from A56 via Sinderland Road, which also reduces impact on A6144.
	Carrgreen Lane considered unsuitable for two-way HGV traffic	Single way operations introduced for duration of works.
	Concerns regarding the volume of Project construction traffic using the A6144. The response notes data including that 508 total vehicles including 220 HGVs to be using the A6144 [RE8] on the peak day based on the information presented at PEIR.	The construction traffic routing strategy has been amended to reduce construction traffic on the A6144 as far as practicable. Access points Eh-49 and EH-50 are now accessed via the A56.
	Concerns particularly relate to potential detrimental impacts within Partington.	Due to changes and refinements to the Project design and impact on traffic generation assumption the peak day construction traffic at RE8 in the draft construction programme is 533 total vehicles but including only 123 HGVs (shown in Figure 11.16 (provided separately)). TC raised concerns over the consideration given to public transport impacts. As set out in the Draft ES

Consultee	Consideration	How addressed in this Draft ES
		Chapter 11: Traffic and Transport detailed consideration is not given to public transport impacts due to likely low impacts, however it is of note that for links where detailed assessment of traffic and transport effects is required the conclusions for 'driver delay' will also relate to potential impacts on public bus delay. Additional measures relating to Partington are discussed within the Draft ES Chapter 11: Traffic and Transport Additional Measures section. The Draft Outline CTMP (Appendix 11B) identifies measures proposed to mitigate impacts of construction traffic. A CTMP would be secured by the DCO.
	Concerns regarding impacts of workforce traffic.	The Draft Outline CTMP (Appendix 11B) sets out consideration of the Project workforce traffic within the assessment.
	Further information required on impacts to PRowS and the Trans Pennine Way.	The Draft Outline PRowWMP (Appendix 11C) details management for PRowS affected by the Project. Within the Draft Outline PRowWMP it is noted the Draft Outline PRowWMP will be updated to an Outline PRowWMP for submission with the DCO application and that post consent further consultation will be undertaken with local authorities with affected PRowS to develop an agreeable management and environmental measures strategy.

Consultee	Consideration	How addressed in this Draft ES
	Consideration needs to be given to consented and proposed development particularly the Places for Everyone allocation at New Carrington.	There is currently insufficient information on the expected traffic flow impacts of the allocation on road links in the area. We would however note that traffic flows due to forthcoming development generally have been allowed for in the assessment through the use of the latest version of Temprow (v8)
Cheshire West and Chester Council	For the future ES layout if the scheme is broken down into its actual authority areas it would make dealing with the actual simpler with specific parts in the ES/TA that just cover the CWACC area.	Tables and plans amended to clearly show which LHA areas are covered.
	Additional rail crossings on non-network rail lines should be noted.	Rail spurs to the Encirc and CF Fertilisers rail heads in Ince Park, Ellesmere Port, are not crossed by the pipeline. The rail crossing points figure is included with the Draft ES for review, provided separately as Figure 11.8 .
	Detailed comments were provided by the PRow officer including: - an omission of an OAL in Anderton. - clarification is requested over access to the condition surveys and other inspection documents. - Noting the need to consider the multi-user nature of PRow within management - Recommendation that signage message to be condensed.	The OAL in Anderton is no longer requiring consideration due to changes to the project design resulting in the removal of the Tata Spur. The Draft Outline PRowMP (Appendix 11C) details management for PRow affected by the Project. Within the Draft Outline PRowMP it is noted the Draft Outline PRowMP will be updated to an Outline PRowMP for submission with the DCO application and that post consent further consultation will be undertaken with local authorities with affected PRow

Consultee	Consideration	How addressed in this Draft ES
	- Confirmation requested that PRoWs running by canals/ivers will not be closed. - Recommendation of consultation with Mid Cheshire Bridleway Association.	to develop an agreeable management and environmental measures strategy. The Draft Outline PRoWMP presents a more concise example signage text than that set out within the Preliminary PRoWMP. Construction of the pipeline under main rivers and canals will be trenchless therefore not directly affecting towpaths/ PRoWs. Consultation with Mid Cheshire Bridleways Association and the British Horse Society has taken place and the Draft Outline PRoWMP updated accordingly.
National Highways	Notes continuing engagement with the Project concerning transport impacts and traffic management proposals which might impact on the SRN, including crossings of the SRN.	Consultation with National Highways is ongoing.
Hatton Parish Council	Request advanced notice of future works which may affect the village's main access routes.	A Draft Outline CTMP is provided as Appendix 11B of this Draft ES , which identifies mitigation measures including that any temporary road closures/ diversion will be agreed in advance with the local highway authority and will be advertised in advance and alternative routes indicated through signage. The requirement of a CTMP will be secured by the DCO.
Knowsley Council	Request that a CTMP be secured by condition to any permission granted due to the potential for	A Draft Outline CTMP is provided as Appendix 11B of this Draft ES .

Consultee	Consideration	How addressed in this Draft ES
	indirect impact on Knowsley's highways due to re-routing of traffic from affected highways.	Table 11.22 'Summary of embedded environmental measures' of the Draft ES Chapter 11: Traffic and Transport outlines that a CTMP is to be secured by DCO requirement.
Cheshire East Council	Detail comments were provided regarding the PRow management and requirements by Cheshire East Council.	The Draft Outline PRowMP (Appendix 11C) details management for PRowS affected by the Project. Within the Draft Outline PRowMP it is noted the Draft Outline PRowMP will be updated to an Outline PRowMP for submission with the DCO application and that post consent further consultation will be undertaken with local authorities with affected PRowS to develop an agreeable management and environmental measures strategy.
	It is also noted that the scheme highways details should be provided by plans detailing affected junctions/crossing points within CEC.	The Draft ES Chapter 11: Traffic and Transport tables and figures show the local authority areas/ boundaries, where relevant.
Acton Bridge Parish Council	Concern regarding impact of traffic on access to Acton Bridge village including: - The A49/Acton Lane junction and safety concerns. - Crossing of Acton Lane, Station Road and footpath FP24. - Weight limits on Acton Lane and Hill Top Road.	Section 11.20 of the Draft ES Chapter 11: Traffic and Transport details the accident baseline for highways link section on the construction route. No accidents are recorded on Station Road or Acton Lane in the latest five years of verified data (2018 to 2022) and the A49 between the A533 and B5144 has an average annual accident rate per million vehicle kms below the national average for its road type. Figure 11.1 (provided separately) shows only one slight accident in the accident assessment period at the Acton Lane/A49 junction.

Consultee	Consideration	How addressed in this Draft ES
		The construction route strategy presented within the Draft Outline CTMP (Appendix 11B) shows that no project construction traffic is to route through the village. There are project accesses proposed on Acton Lane – approximately 140m of Acton Lane is on the construction route – there are accesses proposed on Station Road. Figure 11.14 and Figure 11.15 (provided separately) detail the draft construction programme traffic movements for accesses including SH05 and SH06 on Acton Lane and SH07 and SH08 on Station Road per day for HGVs and LVs. The Draft Outline CTMP (Appendix 11B) outlines mitigation measures to minimise disruption due to project construction traffic.
Halton Borough Council	Further detail requested regarding: - Location of accesses. - Construction traffic routing. - Crossing methods of highways. - Impact on PRoWs and trails and PRoW strategy. - The robustness of the HGV distribution. It is noted that: - at PEIR Runcorn Road was listed for requiring detailed assessment.	The Draft Outline CTMP (Appendix 11B) provides tables and plans of the project construction traffic accesses and access routes and crossings. The Draft ES Chapter 11: Traffic and Transport Section 11.40 details the HGV distribution methodology. Due to changes to the Project design Runcorn Road is no longer requiring detailed assessment of traffic and

Consultee	Consideration	How addressed in this Draft ES
	-at PEIR access from Rocksavage Way is listed but it is suggested by HBC this would be via the Express Way rather than Clifton Road. -Halton specific information would be of use -HBC has aspirations to provide bridge crossing of the canal at Cholmondeley Road and improve Cow Hey Lane. -Consideration should be given to the Farnworth Sutton Greenway.	transport effects, as shown in Chapter 11: Traffic and Transport Table 11.31. The Draft Outline PRowMP (Appendix 11C) provides detail, including plans, of impacts on the PRowMP network and ORPAs and OALs. The Draft ES Chapter 11: Traffic and Transport (and associated appendices) tables and figures show the local authority areas/boundaries, where relevant. As outlined in the Draft Outline CTMP(Appendix 11B) Cholmondeley Road is proposed to be crossed but is not proposed to be used as an access route for construction traffic, Cow Hey Lane is not part of the Project access strategy. Project access is no longer proposed from Rocksavage Way. The impacts on the Farnworth Sutton Greenway not a formal PRow, bus has been included in the Draft Outline PRowMP under the category “Other routes with public access”.
Dunham Massey Parish Council	Concern regarding potential increase in traffic through Dunham Massey during construction.	Appendix 11B Draft Outline CTMP which sets out measures to mitigate construction traffic impacts, including that Project traffic routing to Dunham Massey from the east will be limited to LVs, with HGVs only routing from the west.

Consultee	Consideration	How addressed in this Draft ES
		Highways receptors in the vicinity of Dunham Massey are RE11 and RE9. RE11 is showing a reduction in peak daily construction traffic movements within the Draft ES Chapter 11: Traffic and Transport assessment compared to that presented within the assessment presented at Stage Two Statutory Consultation which showed 248 vehicle movements including 158 HGV. The assessment presented within Draft ES Chapter 11: Traffic and Transport now predicts 212 total vehicle movements including 107 HGV. Meanwhile RE9 is showing a slight increase in peak LV daily construction movements with 62 assessed previously and 68 in Draft ES Chapter 11, even with this slight increase the percentage increase in traffic at RE9 is only 1.9%.
Davenham Parish Council	Concern over the use of Hartford Road and Eaton Lane for construction traffic, including weight restrictions, parking constraining road routes, right turn into Eaton Lane and Eaton Lane's status as a PRow.	At Stage Two Statutory Consultation Hartford Road and Eaton Lane were proposed as construction routes, the Draft Outline CTMP (Appendix 11B) shows that this route is now designated as a LV and low HGV access route. Regarding HGVs, as shown in Figure 11.14 (provided separately) the maximum daily HGV traffic movements on this route is restricted to four. As set out in the Draft Outline CTMP (Appendix 11B) appropriate traffic management will be considered for access points. The management PRow at Eaton Lane (Restricted Byway 106/RB4/1) is considered within the Draft Outline PRowMP (Appendix 11C).

Consultee	Consideration	How addressed in this Draft ES
Warburton Parish Council	Concern regarding construction traffic through Warburton.	Appendix 11B presents the Draft Outline CTMP which outlines the construction traffic routing strategy. No HGV construction traffic is proposed to route through Warburton village, construction traffic routing from/to the M60 will route along the A6144 before turning onto the B5160 to the east of Warburton.
National Trust	Concern regarding additional traffic along road around Dunham and the need to minimise potential highways and access disruption.	Appendix 11B presents the Draft Outline CTMP which sets out measures to mitigate construction traffic impacts, including that project traffic routing to Dunham Massey from the east will be limited to LVs, with HGVs only routing from the west. Highways receptors in the vicinity of Dunham Massey are RE11 and RE9. RE11 is showing a reduction in peak daily construction traffic movements within the Draft ES Chapter 11: Traffic and Transport assessment compared to that presented within the PEIR assessment with PEIR 248 vehicle movements including 158 HGV and Draft ES 212 total vehicle movements including 107 HGV. Meanwhile RE9 is showing a slight increase in peak LV daily construction movements with 62 assessed a PEIR and 68 in the Draft ES, even with this slight increase the percentage increase in traffic at RE9 is only 1.9%.
Pennington Choices Ltd.	Concerns regarding construction traffic impact on Grimsditch Lane and any one-way system being	As set out in the Draft Outline CTMP Appendix 11B , it is now proposed that no Project construction traffic route along Grimsditch Lane.

Consultee	Consideration	How addressed in this Draft ES
	implemented. Request assessment into the viability of RN13.	Access to Project access points (NH-01 to NH-04, with the representing traffic receptor of RN13) on Higher Lane are proposed to route via the west of Higher Lane from the A533.
Cheshire West and Chester Conservative Group	Concern over viability of RN13 and implementation of a one-way system	As set out in the Draft Outline CTMP Appendix 11B , it is now proposed that no Project construction traffic route along Grimsditch Lane. Access to Project access points (NH-01 to NH-04, with the representing traffic receptor of RN13) on Higher Lane are proposed to route via the west of Higher Lane from the A533.
Sustrans	Notes that the Project has the potential to impact on the National Cycle Network (NCN) and impacts should be discussed to minimise disruption.	Chapter 11: Traffic and Transport of the Draft ES outlines crossings of the NCN and outlines that all NCN routes would remain open for the duration of the Project's construction and operational phases with traffic management being put in place where necessary. Engagement has been undertaken with Sustrans.
Canal and River Trust	The construction traffic routes along some historic bridges with weight restrictions. Identifies that some PRowWs and cycle routes are also canal paths and impacts to tow paths must be minimised. It notes that at PEIR the following HGV crossings of the Canal and River Trust network were identified and clarified that not all are in the ownership of the Canal and River Trust:	The proposed HGV Access strategy along the LRN is set out in the Draft Outline CTMP Appendix 11B. It should be noted that the Soot Hill Bridge and A533 Bridges are no longer proposed as construction traffic routes. Impacts on and proposed management of PRowWs are set out in the Draft Outline PRowWP Appendix 11C.

Consultee	Consideration	How addressed in this Draft ES
	• Weaver Navigation – M56 (Bridge) – National Highways; • Weaver Navigation – A56 (Swing Bridge) – shared interest with CWACC; • Weaver Navigation – A49 (Swing Bridge) - shared interest with CWACC; • Trent and Mersey Canal – A49 (Bridge) - CWACC; • Trent and Mersey Canal – A533 (Bridge) - CWACC; • Trent and Mersey Canal – Soot Hill (Bridge) - CWACC; • River Weaver – A533 (Swing Bridge) shared interest with CWACC; • River Weaver – A556 (Bridge) - CWACC; and • Trent and Mersey Canal – A556 (Bridge) CWACC.	
Peel L&P	Detail is requested regarding the proposed crossing of Bridgewater Canal at Higher Walton.	The Draft Outline CTMP (Appendix 11B) identifies locations of crossings of navigable waterways, including the Bridgewater Canal. It outlines all navigable waterways will be crossed via trenchless crossing techniques. It provides information on potential trenchless crossing techniques.

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