

A585 Windy Harbour to Skippool Improvement Scheme

TR010035

1.3 Introduction to the Application

APFP Regulation 5(2)(q)

Planning Act 2008

Infrastructure Planning (Applications: Prescribed
Forms and Procedure) Regulations 2009

Volume 1

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Infrastructure Planning

Planning Act 2008

The Infrastructure Planning
(Applications: Prescribed Forms and
Procedure) Regulations 2009

A585 Windy Harbour to Skippool Improvement Scheme

Development Consent Order 201[]

INTRODUCTION TO THE APPLICATION

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1 INTRODUCTION

1.1 Purpose of this document

- 1.1.1 Highways England (the Applicant) has submitted an application under Section 37 of the Planning Act 2008 for an order to grant development consent for the A585 Windy Harbour to Skippool Improvement Scheme (the Scheme).
- 1.1.2 This document provides an accessible guide to the Scheme, Applicant and application, and it will assist those in reviewing the application documentation.

1.2 Structure of this document

- 1.2.1 This document comprises 13 sections as described below:
- Chapter 1 - Introduces this document
 - Chapter 2 - Provides a high-level description of the Scheme
 - Chapter 3 - Introduces Highways England
 - Chapter 4 - Provides an overview of the application documentation - explains the structure of the documentation submitted as part of the Development Consent Order (DCO) application with a summary of each volume
 - Chapter 5 – Provides a list of the application documents within each volume and individual reference numbers
 - Chapter 6 to 12 - These sections explain the purpose of each of the documents submitted
 - Chapter 13 - A glossary of the abbreviations and definitions used within the Application.

2 THE SCHEME

2.1 Description

2.1.1 The Scheme comprises:

- A 4.85km (3 miles) long dual 2-lane carriageway bypass from Windy Harbour Junction to the Skippool Junction.
- Four new junctions including: conversion of Skippool Junction to a traffic signal-controlled crossroads with A588 Breck Road and B5412 Skippool Road; Skippool Bridge Junction in the form of a three-arm traffic signal-controlled junction with the existing Mains Lane; Poulton Junction in the form of a signal-controlled crossroads connecting the new bypass to A586 Garstang Road East and modification to Little Singleton Junction (also known as Five Lane Ends) to accommodate U-turning traffic including buses. Between Skippool Bridge Junction and Poulton Junction the bypass is on embankment. East of Poulton Junction through to east of Lodge Lane the bypass is mostly in cutting.
- Three new major structures including: replacement of Skippool Bridge; Lodge Lane Bridge and Grange Footbridge.
- Alterations to the existing road network on completion of the bypass include: de-trunking the A585 between Skippool Bridge Junction and the end of Garstang New Road east of Little Singleton; applying a reduction in speed limit to 30mph and providing a combined footway/cycleway along Mains Lane between Shard Road Junction and Little Singleton; altering Garstang New Road east of Little Singleton to allow restricted access to farmers' fields and provide a shared footway/cycleway route between Windy Harbour Junction and Little Singleton; applying a reduced speed limit of 30 miles per hour (mph) along Garstang Road East between the proposed Poulton Junction and Little Singleton and upgrading the lighting along Mains Lane and Garstang Road East.

2.2 Scheme Objectives

2.2.1 The key objectives of the Scheme are:

- Reduce congestion on the existing A585 through Little Singleton Junction, Shard Junction and Skippool Junction
- Reduce severance and improve access across the A585 between Little Singleton and Skippool Junctions
- Improve connectivity and community cohesion
- Making the A585 route safer by reducing conflicts between users
- Improve journey time reliability by reducing congestion
- Deliver capacity enhancements to the Strategic Road Network whilst supporting the use of sustainable modes
- Support employment and residential/commercial development and growth opportunities
- Support the removal of obstacles to economic growth potential in both Wyre and Fylde

- Reduce/minimise the impact on the wider environment particularly for air quality and noise
- Complement and realise the full benefits of the earlier pinch point scheme at Windy Harbour junction

2.2.2 The need for the Scheme is comprehensively set out in the Planning Statement and National Policy Statement Accordance (document reference TR010035/APP/7.1) and Statement of Reasons (document reference TR010035/APP/4.1).

2.3 **Scheme History, Timeline and Future Milestones**

2.3.1 **Table 2-1** provides a summary of the Scheme history and key future milestones.

Table 2-1 Scheme History and Milestones

Year	Activity
2005	The Fylde Coast Sub-Regional Transport Study was commissioned by Lancashire County Council to investigate options to improve access to Fleetwood from the national motorway network (the M55). That study, known as the M55-Norcross Link continued until an extensive public consultation was held in 2006.
2009	The Fleetwood-Thornton Area Action Plan was prepared, and it considered the potential for development on the Fylde Peninsula and its possible effects on the A585 route as part of a sustainable transport strategy. It concluded that section of the A585(T) outside of the area are operating close to capacity, and further development within the area would lead to additional traffic and further congestion. The lack of capacity on the A585(T) could pose a significant constraint to the future development of the area.
2014	The Highways Agency produced the South Pennines Route Strategy (SPRS) document along with associated Evidence Report and Technical Annex. The South Pennines route includes all east to west sections of the Strategic Road Network (SRN) from the Welsh border through to the coast of England. Included in this strategy was the full extent of the A585 corridor from the M55 to Fleetwood.
December 2014	The Government announced proposals to improve the A585 in their Road Investment Strategy 2015/16-2019/2020 (Department for Transport, 2015).
2016	Highways England undertook a non-statutory consultation to obtain feedback on two improvement options for the A585. The two options consulted on were: <ul style="list-style-type: none"> • Option 1: a bypass to the south of the A585. • Option 2 improvements to the existing A585 (no bypass).
24 October 2017	Following the non-statutory consultation, Option 1 was announced as the preferred route.
21 March 2018 to 8 May 2018	Statutory consultation carried out in accordance with Section 42-47 of the Planning Act 2008. This allowed members of the public to express their views on the design of the Scheme in advance of submitting the DCO application.

Year	Activity
17 August 2018	Poulton Junction Information Sharing Event took place.
28 August to 25 September 2018	Statutory consultation event - consultation brochures were sent to all of the individuals who had previously registered interest in the Scheme. The consultation brochure and an accompanying letter were sent on 24 August 2018 and the consultation period ran between 28 August to 25 September.
Autumn 2018	Submission of the DCO application to the Planning Inspectorate (the Inspectorate).
2020/21	Scheme construction planned to start on site.

2.4 **Qualification as a Nationally Significant Infrastructure Project**

2.4.1 The Scheme is a nationally significant infrastructure project ("NSIP") within Sections 14(1)(h) and 22(1) of the Planning Act 2008 ("2008 Act"). Under Section 22 an NSIP must fall within one of the three categories specified, which are expressly stated to be alternatives. This Scheme is construction of a highway in a case within the meaning of Section 22(1)(a). Whilst the Scheme includes some alteration and improvement of the existing A585, the new carriageway will follow a different alignment requiring construction of sections of new highway with a speed limit in excess of 50 miles per hour on an area in excess of 12.5 hectares. The Scheme is wholly located in England and Highways England Company Ltd, being a strategic highways authority, will be the highway authority for the highway to be constructed as part of the Scheme. The Scheme therefore complies with the requirements of Section 22(2) and 22(4) of the 2008 Act.

2.4.2 As the proposed authorised development is an NSIP, consent under the Act is required (section 31 of the 2008 Act). Under section 37 of the 2008 Act, an order granting development consent may only be made if an application for it is made (through the Inspectorate) to the Secretary of State.

3 THE APPLICANT

3.1 Highways England

3.1.1 The Applicant is appointed and licensed by the Secretary of State for Transport as the strategic highways company for England. It is responsible for operating, maintaining and improving the strategic road network in England on behalf of the Secretary of State for Transport. The network is made up of England's motorways and all-purpose trunk roads (the major "A" roads) and the existing A585 is part of the trunk road network for which Highways England is responsible. Following construction of the Scheme, Highways England will be responsible for operating, maintaining and improving (under its general statutory powers in respect of the latter) the new route of the A585 Windy Harbour to Skippool Improvement Scheme. On completion of the Scheme, the existing A585 will be de-trunked and management passed to Lancashire County Council.

3.1.2 The Scheme contact details are:

A585 Windy Harbour to Skippool Improvement Scheme Project Team

Regional Investment Programme

Highways England

Piccadilly Gate

Store Street

Manchester

M1 2WD

Email: A585WindyHarbourToSkippool@highwaysengland.co.uk

Telephone: 0300 470 2700

3.2 The A585 Windy Harbour to Skippool Improvement Scheme Project Team

3.2.1 The Scheme is managed by Highways England from its Manchester office by the A585 Windy Harbour to Skippool Improvement Scheme Project Team, which is responsible for delivering the Scheme in accordance with the Scheme's requirements.

4 OVERVIEW OF THE APPLICATION DOCUMENTATION

- 4.1.1 The reports, drawings and plans that make up the DCO application have been organised into 7 volumes as listed in
- 4.1.2 Table 4-1. The 7 volumes are explained in more detail in sections 6 to 12.

Table 4-1 Contents of the Application

Volume		Content
1	Application Form/Information/Background	The completed application form and an introduction to the Scheme.
2	Plans/Drawings and Sections	These include plans that illustrate the location of the Scheme, the proposed works, the land that will be acquired or used, and engineering details.
3	Draft Development Consent Order	This is the document that sets out the legal powers that Highways England is seeking to enable it to build, operate and maintain the Scheme, together with a separate document, the Explanatory Memorandum, explaining the provisions of the Order.
4	Compulsory Acquisition Information	Documents setting out the land to be acquired or used, and reports justifying the seeking of compulsory acquisition powers over this land.
5	Reports/Statements	Reports including the Consultation Report, Habitats Regulations Assessment and other Reports / Statements relevant to this DCO and not dealt with elsewhere in the application.
6	Environmental Impact Assessment (EIA) information	An assessment of the likely significant effects (both positive and negative) of the Scheme on the environment and a description of mitigation measures proposed to reduce any negative impacts.
7	Other Documents	Additional documents that support this DCO application including a Planning Statement and a Transport Assessment.

5 APPLICATION DOCUMENTS

- 5.1.1 A list of documents within the application is set out below. If you require a copy of any of the application documents, or parts of them, please contact the A585 Windy Harbour to Skippool Improvement Scheme Project Team (contact details in Section 3.1.2). A DVD containing these documents will be provided free of charge; a reasonable charge for printing and distribution of, hard copies may be made.

Table 5-1: Application Documents

VOLUME	DOCUMENT REFERENCE	DOCUMENT TITLE
VOLUME 1 Application Form / information / background	1.1	Application Letter and Schedule of Compliance with Section 55 Checklist
	1.2	Application Form
	1.3	Introduction to the Application
VOLUME 2 Plans / drawings / sections	2.1	Location Plan
	2.2	Land Plans
	2.3	Works Plans
	2.4	Streets, Rights of Way and Access Plans
	2.5	General Arrangement Plans
	2.6	Engineering Section Drawings
	2.7	Classification of Roads Plans
	2.8	Traffic Regulation Measures and De-Trunking Plans
	2.9	Outline Drainage Works Plans
	2.10	Hedgerows and Protected Trees to be Removed Plans
	2.11	Crown Land Plan
VOLUME 3 Draft Development Consent Order	3.1	Draft Development Consent Order
	3.2	Explanatory Memorandum
VOLUME 4 Compulsory Acquisition Information	4.1	Statement of Reasons
	4.2	Funding Statement
	4.3	Book of Reference
VOLUME 5 Reports / Statements	5.1	Consultation Report (including all appendices e.g. consultation material and statutory notices)
	5.2	Flood Risk Assessment
	5.3	Statement in Respect of Statutory Nuisance
	5.4	Habitats Regulations Assessment
	5.5	Consents and Agreements Position Statement
	5.6	Water Framework Directive Assessment
VOLUME 6 Environmental	6.1	Environmental Statement Chapter 1 Introduction

VOLUME	DOCUMENT REFERENCE	DOCUMENT TITLE
Impact Assessment (EIA) Information	6.2	Environmental Statement Chapter 2 Description of Scheme
	6.3	Environmental Statement Chapter 3 Consultation
	6.4	Chapter 4 Alternatives Assessment
	6.5	Environmental Statement Chapter 5 Approach to Environmental Impact Assessment
	6.6	Environmental Statement Chapter 6 Air Quality
	6.7	Environmental Statement Chapter 7 Cultural Heritage
	6.8	Environmental Statement Chapter 8 Biodiversity
	6.9	Environmental Statement Chapter 9 Landscape
	6.10	Environmental Statement Chapter 10 People and Communities
	6.11	Environmental Statement Chapter 11 Noise and Vibration
	6.12	Environmental Statement Chapter 12 Road Drainage and the Water Environment
	6.13	Environmental Statement Chapter 13 Geology and Contaminated Land
	6.14	Environmental Statement Chapter 14 Materials
	6.15	Environmental Statement Chapter 15 Climate
	6.16	Environmental Statement Chapter 16 Cumulative Effects
	6.17	Environmental Statement Chapter 17 Summary
	6.18	Environmental Statement Chapter 18 Non-Technical Summary
	6.19	Environmental Statement Chapter 19 Environmental Masterplan
	6.20	Environmental Statement Chapter 20 Planning Inspectorate Scoping Opinion
VOLUME 7 Other Documents	7.1	Planning Statement and National Policy Statement Accordance
	7.2	Outline Construction Environmental Management Plan
	7.3	Record of Environmental Actions and Commitments
	7.4	Transport Assessment

VOLUME	DOCUMENT REFERENCE	DOCUMENT TITLE
	7.5	Traffic Management Plan
	7.6	Ground Investigation Report
	7.7	Progress with Statements of Common Ground

6 VOLUME 1 APPLICATION FORM / INFORMATION / BACKGROUND

- 6.1.1 The Application Letter and completed Section 55 checklist (document reference TR010035/APP/1.1) is completed to evidence how the application fulfils the conditions for acceptance by the Inspectorate under Section 55 of the Planning Act 2008. The Schedule of Compliance with Section 55 will also be completed by the Inspectorate on receipt of the DCO application.
- 6.1.2 The Application Form (document reference TR010035/APP/1.2) is a standard form and provides a high-level summary of the Scheme and the documents that have been submitted. It is a form that originates from Schedule 2 of the Infrastructure Planning (Applications: Prescribed Forms and Procedures) Regulations 2009.
- 6.1.3 The Introduction to the Application (document reference TR010035/APP/1.3) is this document.

7 VOLUME 2 PLANS, DRAWINGS AND SECTIONS

- 7.1.1 There are 11 sets of plans as described below. Where a plan comprises three or more separate sheets, a key plan is provided, showing the relationship between the different sheets. Each plan (and each sheet within a set of plans) includes a key, which explains the use of symbols/lines/shading to denote features and information in the plans.
- 7.1.2 The Location Plan (document reference TR010035/APP/2.1) identifies the location of the proposed development in its wider context.
- 7.1.3 The Land Plans (document reference TR010035/APP/2.2) correspond to the Book of Reference (document reference TR010035/APP/4.3) and, in summary, set out:
- the limits of land to be acquired or used permanently or temporarily
 - the land to be acquired or used permanently for construction, operation and maintenance works for the Scheme
 - any land over which temporary possession may be taken
 - any land to be used temporarily and for rights in the land to be acquired permanently
- 7.1.4 The Works Plans (document reference TR010035/APP/2.3) show the centre line of the proposed works and the limits of deviation within which the development and works may be carried out. Most importantly, the plans show the extent of the individual works.
- 7.1.5 The Streets, Rights of Way and Access Plans (document reference TR010035/APP/2.4) show any new or altered means of access, stopping up of streets, roads and any diversions, extinguishment or creation of rights of way.
- 7.1.6 The General Arrangement Plans (document reference TR010035/APP/2.5) provide a technical illustration of the Scheme shown against an Ordnance Survey base map.
- 7.1.7 The Engineering Section Drawings (document reference TR010035/APP/2.6) show the levels of the proposed works including the ground levels, the height of certain structures and the depths of any cuttings required for the Scheme.
- 7.1.8 The Classification of Roads Plans (document reference TR010035/APP/2.7) show highways classifications which are proposed to apply to the Scheme where new classifications are required, and existing classifications are changed.
- 7.1.9 The Traffic Regulation Measures and De-Trunking Plans (document reference TR010035/APP/2.8) show the clearways, restrictions on vehicle weights and classes of user which are proposed to be applied to the Scheme and sections of the Scheme subject to de-trunking.
- 7.1.10 The Outline Drainage Works Plans (document reference TR010035/APP/2.9) are provided to show the extents of the proposed drainage that is required as part of the Scheme.
- 7.1.11 The Hedgerows and Protected Trees to be Removed Plans (document reference TR010035/APP/2.10) show hedgerows and protected trees to be removed for the Scheme.
- 7.1.12 The Crown Land Plan (document reference TR010035/APP/2.11) identify an area of

land in which the Crown has an interest.

8 VOLUME 3 DRAFT DEVELOPMENT CONSENT ORDER

8.1.1 The Draft DCO (document reference TR010035/APP/3.1) sets out the powers that Highways England is seeking to enable it to construct and maintain the Scheme. It sets out the parameters for what development would be permitted. It consists of 7 Parts and is accompanied by 11 schedules as outlined below:

- Part 1 Preliminary
- Part 2 Principal Powers
- Part 3 Streets
- Part 4 Supplemental Powers
- Part 5 Powers of Acquisition and Possession
- Part 6 Operations
- Part 7 Miscellaneous and General
- Schedule 1 Authorised Development
- Schedule 2 Requirements
- Schedule 3 Classification of Roads, etc
- Schedule 4 Permanent Stopping up of Streets and Private Means of Access
- Schedule 5 Land up in which only new rights etc may be required
- Schedule 6 Modification of Compensation and Compulsory Purchase Enactments for Creation of New Rights
- Schedule 7 Land of which Temporary Possession May Be Taken
- Schedule 8 Deemed Marine Licence
- Schedule 9 Hedgerows and Trees
- Schedule 10 Protective Provisions
- Schedule 11 Documents to be certified

8.1.2 The Explanatory Memorandum to Draft Development Consent Order (document reference TR010035/APP/3.2) explains the purpose and effect of each provision in the draft DCO including why it is considered necessary.

9 VOLUME 4 COMPULSORY ACQUISITION INFORMATION

- 9.1.1 In order to implement the Scheme, Highways England will need to use statutory powers to acquire land and rights in land, and to possess and use land temporarily. Highways England is required to provide evidence that the use of these powers would be justified, proportionate and in the public interest and this evidence is set out in a Statement of Reasons (document reference TR010035/APP/4.1), Funding Statement (document reference TR010035/APP/4.2) and Book of Reference (document reference TR010035/APP/4.3) as explained below.
- 9.1.2 The Statement of Reasons (document reference TR010035/APP/4.1) explains that there is a compelling case in the public interest which would justify Highways England's exercise of powers of compulsory acquisition in order to acquire land and rights permanently and to use land temporarily to enable it to construct, operate and maintain the Scheme.
- 9.1.3 The Funding Statement (document reference TR010035/APP/4.2) explains how the Scheme, including any compulsory purchase acquisition, would be funded.
- 9.1.4 The Book of Reference (document reference TR010035/APP/4.3) identifies all parties who own or occupy land and/or have an interest in or right over the land affected by the Scheme, and/or who may be entitled to make a 'relevant claim' as defined in Section 57 of the Planning Act 2008. It is structured in 5 parts in accordance with relevant regulatory requirements. The 5 parts are:
- Part 1: Names and addresses for service of each person / organisation within Categories 1 and 2 as defined in Section 57 of the Planning Act 2008 in respect of any land which it is proposed shall be subject to:
 - powers of compulsory acquisition
 - rights to use land, including the right to attach brackets or other equipment to buildings
 - rights to carry out protective works to buildings

Category 1 interests are owners, lessees, tenants, or occupiers of land. Category 2 interests are those who have an interest in the land or who have the power to sell and convey the land or release the land.
 - Part 2: Names and addresses for service of each person / organisation within Category 3. These are interests who might be entitled to make a relevant claim if the DCO were consented and implemented, e.g. potential claimants under Part 1 of the Land Compensation Act 1973 (c. 26), Section 10 of the Compulsory Purchase Act 1965, Section 152(3) of the Planning Act 2008.
 - Part 3: Names of all those entitled to enjoy easements or other private rights over land (including private rights of navigation over water) which it is proposed shall be extinguished, suspended or interfered in the proposed DCO. Note: these all need inclusion in Part 1 also.
 - Part 4: Owner of any Crown interest in the land which it is proposed to be used for the purposes of the order for which application is being made.
 - Part 5: Land the acquisition of which could be subject to special parliamentary procedure, is special category land, or is replacement land.

10 VOLUME 5 REPORTS / STATEMENTS

- 10.1.1 The Consultation Report (document reference TR010035/APP/5.1) provides an account of the pre-application consultation undertaken on the Scheme. The report includes details of the statutory consultation which Highways England is required to undertake in accordance with the Planning Act 2008, the informal engagement that has taken place, and how the comments received have been taken into account when developing the Scheme.
- 10.1.2 The appendices that support the report are described below:

Table 10-1 Consultation Report Appendices

Appendix Number	Appendix Name
Appendix A	Options consultation brochure
Appendix B	The Infrastructure Planning (EIA Regulations) 2017: Regulation 8(1) letter to the Inspectorate
Appendix C	Copy of the draft Statement of Community Consultation (SoCC) provided to local authorities
Appendix D	Letter to local authorities for SoCC consultation
Appendix E	Response from local authorities on the draft SoCC
Appendix F	Published SoCC with location and date
Appendix G	Audit log of SoCC Deposit Locations
Appendix H	Community Reference Group Meeting
Appendix I	List of Land Interests
Appendix J	List of Prescribed Consultees
Appendix K	Section 42 letters
Appendix L	Section 46 letter and the enclosures sent to the Inspectorate (with date)
Appendix M	Section 47 consultation material
Appendix N	Section 48 newspaper notices with locations and dates
Appendix O	Section 48 Notice
Appendix P	Poulton Junction Consultation Material
Appendix Q	Additional Section 42 consultation materials
Appendix R	List of any additional consultation recipients (noting their interest)
Appendix S	Tables evidencing regard had to consultation responses (in accordance with Section 49 of the Planning Act 2008)
Appendix T	Tables evidencing regard had to additional consultation (in accordance with Section 49 of the Planning Act 2008)

- 10.1.3 A Statement relating to Statutory Nuisance (document reference TR010035/APP/5.3) identifies the matters set out in Section 79 of the Environmental Protection Act 1990 in respect of statutory nuisances and considers, whether the Scheme would engage one or more of those matters. Where any matters may be potentially engaged, this statement sets out its proposals for mitigating or limiting them. As stated in the Statement relating to Statutory Nuisance (document reference TR010035/APP/5.3), with the proposed mitigation measures in place, the Scheme would not give rise to any statutory nuisance as set out in section 79(1) of the Environmental Protection Act 1990.
- 10.1.4 There are a number of other supporting documents which are relevant to and support this DCO application; these are:
- Flood Risk Assessment (document reference TR010035/APP/5.2). This report documents the approach taken to assess sources of flood risk to the Scheme and to quantify any flood risk impacts. The findings of the assessment have both informed the Scheme design and flood risk mitigation requirements.
 - Habitat Regulations Assessment Report including the Habitats Regulations Assessment Matrices (document reference TR010035/APP/5.4). The Scheme is not located within any European sites and is not connected with or necessary for the management of any European sites. However, the qualifying features of the European Sites include mobile species associated with Morecambe Bay and Duddon Estuary Special Protection Area / Morecambe Bay Ramsar site within and adjacent to the Scheme. This created a requirement for the potential for effects on the sites to be considered. It was concluded in the report that the Scheme would not prevent the European sites from achieving their Conservation Objectives and no adverse effect on the integrity of any European sites and features as a result of the Scheme alone or in combination with other schemes.
 - Consents and Agreements Position Statement (document reference TR010035/APP/5.5). The purpose of this document is to identify at a high-level the consents needed to construct the Scheme and how the consents would be obtained, outlining those consents which would be wrapped up within the DCO and which would be needed outside of the DCO, together with associated time-scales.
 - Water Framework Directive Assessment (document reference TR010035/APP/5.6). The Water Framework Directive (WFD) legislation framework covers the protection of surface waters and groundwaters. Great Britain is obliged to meet targets for the ecological and chemical status of waterbodies. Any development which could affect the hydro-morphology, ecology and water quality of any classified waterbody requires an assessment under the WFD. The Scheme is situated within the North West River Basin within the Wyre surface water and North West groundwater management catchments. The preliminary assessment concluded that the design of the Scheme and measures set out in the Outline Construction Environmental Management Plan (CEMP) (document reference TR010035/APP/7.2) and Record of Environmental Actions and Commitments (REAC) (document reference TR010025/APP/7.3) would prevent any works causing deterioration of the current status of WFD status waterbodies or groundwater bodies.

11 VOLUME 6 ENVIRONMENTAL IMPACT ASSESSMENT (EIA) INFORMATION

- 11.1.1 Highways England has undertaken an EIA of the Scheme to consider what significant effects the scheme is likely to have on the environment. The Environmental Statement (document reference TR010035/APP/6.1-6.20) reports the findings of the EIA.
- 11.1.2 The Environmental Statement also provides general information on the Scheme including context, description of the Scheme and its construction, main alternatives considered, the consultation process that was part of the EIA and technical information on a range of topics. This chapter provides an overview of the structure of the document to assist with navigation.
- 11.1.3 The Environmental Statement includes the following Chapters:
- Chapter 1 Introduction
 - Chapter 2 Description of the Scheme
 - Chapter 3 Consultation
 - Chapter 4 Alternatives Assessment
 - Chapter 5 Approach to Environmental Impact Assessment
 - Chapter 6 Air Quality
 - Chapter 7 Cultural Heritage
 - Chapter 8 Biodiversity
 - Chapter 9 Landscape
 - Chapter 10 People and Communities
 - Chapter 11 Noise and Vibration
 - Chapter 12 Road Drainage and the Water Environment
 - Chapter 13 Geology and Contaminated Land
 - Chapter 14 Materials
 - Chapter 15 Climate
 - Chapter 16 Cumulative Effects
 - Chapter 17 Summary
 - Chapter 18 Non-Technical Summary
 - Chapter 19 Environmental Masterplan
 - Chapter 20 The Planning Inspectorate's Scoping Opinion
- 11.1.4 The Environmental Statement is accompanied by a series of Appendices which support the findings of the EIA.

Table 11-1: List of Appendices that support the EIA

Appendix Number	Appendix Name
Appendix 1.1	Competent Expert Evidence
Appendix 2.1	Construction Information
Appendix 5.1	The Inspectorate's Scoping Opinion and Response
Appendix 5.2	Section 42 Comments and Responses
Appendix 5.3	Transboundary Screening
Appendix 6.1	Air Quality Model Verification
Appendix 6.2	Air Quality Model Parameters
Appendix 6.3	Air Quality Monitoring Data
Appendix 7.1	Desk-Based Assessment
Appendix 7.2	Archaeological Geophysical Survey
Appendix 7.3	Geoarchaeological Assessment
Appendix 8.1	Extended Phase 1 Habitat Technical Appendix
Appendix 8.2	Great Crested Newt Technical Appendix
Appendix 8.3	Reptile Technical Appendix
Appendix 8.4	Bird Technical Appendix
Appendix 8.5	Bat Technical Appendix
Appendix 8.6	<i>Confidential Badger Technical Appendix</i>
Appendix 8.7	Otter Technical Appendix
Appendix 8.8	Water Vole Technical Appendix
Appendix 8.9	Biodiversity Metric Calculation
Appendix 9.1	National Character Area 32
Appendix 9.2	Extracts from "A Landscape Strategy for Lancashire"
Appendix 9.3	Visual Effects Schedule
Appendix 10.1	Baseline NMU Surveys
Appendix 10.2	Driver Stress Calculations
Appendix 11.1	Noise Survey Data
Appendix 11.2	Construction Noise Assessment
Appendix 11.3	Noise Insulation Regulations Assessment
Appendix 13.1	Consultation

Appendix Number	Appendix Name
Appendix 13.2	UXO Desk Study Appendix
Appendix 16.1	Other Development Longlist

12 VOLUME 7 OTHER DOCUMENTS

- 12.1.1 A range of additional documents has been submitted with the DCO application. These documents are not legally required but are intended to provide useful information on the Scheme and aid detailed understanding of the application and its justification.
- 12.1.2 The Planning Statement and National Policy Statement Accordance (document reference TR010035/APP/7.1) sets out the need for the Scheme, the objectives that it seeks to address, options and alternatives considered and an explanation of the Scheme over time. It sets out how the Scheme meets its objectives and how it aligns with government policy.
- 12.1.3 The Outline Construction Environmental Management Plan (CEMP) (document reference TR010035/APP/7.2) provides an essential project specific tool to manage on-site construction activities that may affect the environment. The key aims of the Outline CEMP are to ensure all environmental mitigation, DCO requirements, consents and licences are met and to minimise and manage the risk of adverse environmental impacts.
- 12.1.4 The Record of Environmental Actions and Commitments (document reference TR010035/APP/7.3) lists items, including mitigation proposed in the Environmental Statement and other DCO Application documents, a reference to the source of this action within the application, the person responsible (i.e. the contractor), achievement criteria and the anticipated project state or date of implementation and / or achievement.
- 12.1.5 The Transport Assessment (document reference TR010035/APP/7.4) provides detail on the collection of baseline data and development of traffic models, provides an overview of current highway network performance and future network performance.
- 12.1.6 The Traffic Management Plan (document reference TR010035/APP/7.5) describes the type and extent of traffic management arrangements required to facilitate the construction of the works to provide a safe environment for all those on or travelling through the Scheme.
- 12.1.7 The Ground Investigation Report (document reference TR010035/APP/7.6) details the finding of the ground investigation in the Scheme area and recommendations for construction of the scheme.
- 12.1.8 Progress with Statements of Common Ground (document reference TR010035/APP/7.7) is the document which details the progress to date with each relevant stakeholder and statutory undertaker.

13 GLOSSARY

13.1.1 **Table 13-1** contains the abbreviations and definitions used through the application for A585 Windy Harbour to Skippool Improvement Scheme.

Table 13-1: Abbreviations and Definitions

Term	Meaning/Definition
AADT	Annual Average Daily Traffic - The total volume of vehicle traffic of a road for a year divided by 365 days
AAWT	Annual Average Weekday Traffic
ADMS	Atmospheric Dispersion Modelling System
ALC	Agricultural Land Classification
AOD	Above Ordnance Datum
AONB	Area of Outstanding Natural Beauty
APFP	Applications: Prescribed Forms and Procedures
AQMA	Air Quality Management Area - A Local Authority must designate an Air Quality Management Area (AQMA) if any of the Air Quality Objectives set out in the regulations are not likely to be met over a relevant time period
AQS	Air Quality Strategy - The Air Quality Strategy for England, Scotland, Wales and Northern Ireland describes the plans drawn up by the Government and the Developed Administrations to improve and protect ambient air quality in the UK in the medium-term. The Strategy sets objectives for the main air pollutants to protect health. Performance against these objectives is monitored where people regularly spend time and might be exposed to air pollution
ARN	Affected Road Network
AURN	Automatic Urban and Rural Network - The UK's largest automatic monitoring network. It is the main network used for compliance reporting against the Ambient Air Quality Directives
BNL	Basic Noise Level - The BNL is a measure of source noise at a reference distance of 10m from the nearside carriageway edge. It is determined from obtaining the estimated noise level from the 18-hour flow then applying corrections for vehicle speed, percentage of heavy vehicles, gradient and road surface as described in CRTN.
Biodiversity	The variety of life. The term embraces the full range of habitats, species, and the variation found within species (including genetic variation)

Term	Meaning/Definition
blg	below ground level
BGS	British Geological Survey
BHS	Biological Heritage Site
BMVL	Best and Most Versatile Land
BGS	British Geological Survey
CEMP	Construction Environmental Management Plan
Ch	Chainage
CIEEM	Chartered Institute of Environmental and Ecological Management
CIEH	Chartered Institute of Environmental Health
CIfA	Chartered Institute for Archaeologists
CIRIA	Construction Industry Research and Information Association
CIWEM	Chartered Institution of Water and Environment Managers
CL: AIRE	Contaminated Land: Application in the Real Environment
CLR	Contaminated Land Report
CMLI	Chartered Member of the Landscape Institute
CO ₂	Carbon Dioxide – a greenhouse gas
CRRN	Compliance Risk Road Network
CRTN	Calculation of Road Traffic Noise
DBA	Desk-based Assessment
dB	Decibel
DCLG	Department for Communities and Local Government
DfT	Department for Transport
DCO	Development Consent Order
Defra	Department for the Environment, Food and Rural Affairs
DfT	Department for Transport
DMRB	Design Manual for Roads and Bridges
DTM	Digital Terrain Model
EA	Environment Agency
ES	Environment Statement
EIA	Environmental Impact Assessment

Term	Meaning/Definition
FRA	Flood Risk Assessment
GIS	Geographical Information Systems
GLVIA3	Guidelines for Landscape and Visual Impact Assessment, 3 rd Edition (Landscape Institute / Institute of Environmental Management and Assessment, 2013)
HADDMS	Highways Agency Drainage Data Management System
HAWRAT	Highways Agency Water Risk Assessment Tool
HER	Historic Environment Record
HDV	Heavy Duty Vehicle
HGV	Heavy Goods Vehicle
IAN	Interim Advice Note
IAQM	Institute of Air Quality Management
JNCC	Joint Nature Conservation Committee
KM	Kilometres
LAQM	Local Air Quality Management
LBAP	Local Biodiversity Action Plans
LB	Listed Building
LCA	Landscape Character Area
LCC	Lancashire County Council
LCT	Landscape Character Type
LGS	Local Geological Site
LLFA	Lead Local Flood Authority
LOAEL	Lowest Observed Adverse Effect Level
LPA(s)	Local Planning Authority(ies)
LQM	Land Quality Management
LTT	Long Term Trends
LVIA	Landscape and Visual Impact Assessment
MMO	Marine Management Organisation
MMP	Materials Management Plan
MP	Member of Parliament
MPG	Miles Per Gallon

Term	Meaning/Definition
NMU	Non-Motorised User
NCA	National Character Area
NIA	Noise Important Area
NMU	Non-Motorised User
NN NPS	National Networks National Policy Statement
NO ₂	Nitrogen Dioxide
NOEL	No Observed Adverse Effect Level
NO _x	Oxides of Nitrogen
NERC	Natural Environment and Rural Communities
NPPF	National Planning Policy Framework
NPPG	National Planning Practice Guidance
NPSE	Noise Policy Statement for England
NSIP	Nationally Significant Infrastructure Project
NTEM	National Trip End Model
NTM	National Transport Model
NTS	Non-Technical Summary
ONS	Office for National Statistics
PCM	Pollution Climate Mapping
PEIR	Preliminary Environmental Information Report
PINS	Planning Inspectorate
PM ₁₀	Particulate Matter (less than 10 microns in diameter)
PPE	Personal Protection Equipment
PRA	Preferred Route Announcement
PRoW	Public Right of Way
PEIR	Preliminary Environmental Information Report
PSSR	Preliminary Sources Study Report
RBS	Route Based Strategy
REAC	Record of Environmental Actions and Commitments
RIS	Road Investment Strategy
RBMP	River Basin Management Plan
RBS	Route Based Strategy

Term	Meaning/Definition
RIGS	Regionally Important Geological and Geomorphological Sites
RIS	Regional Investment Strategy
rMCZ	Recommended Marine Conservation Zone
The Act	The Planning Act 2008
s42	Planning Act 2008 – Section 42: Duty to consult
s46	Planning Act 2008 – Section 46: Duty to notify Commission of proposed application
s47	Planning Act 2008 – Section 47: Duty to consult local community
s48	Planning Act 2008 – Section 48: Duty to publicise
s49	Planning Act 2008 – Section 49: Duty to take account of responses to consultation and publicity
s55	Planning Act 2008 – Section 55: Acceptance of applications
SAC	Special Area of Conservation
SAQAP	Scheme Air Quality Action Plan
SLA	Special Landscape Area
SLR	Single Lens Reflex (camera)
SMP	Soil Management Plan
SOAEL	Significant Observed Adverse Effect Level
SoS	Secretary of State
SPA	Special Protection Area
SPRS	South Pennines Route Strategy
SPZ	Source Protection Zone
SRN	Strategic Road Network
SSSI	Site of Special Scientific Interest
STEAM	Scarborough Tourism Economic Activity Monitor
SuDS	Sustainable Drainage Systems
TAG	Transport Analysis Guidance
TCA	Townscape Character Assessment
TMP	Traffic Management Plan
TPO(s)	Tree Preservation Order(s)
TRL	Transport Research Laboratory
TTM	Temporary Traffic Management

Term	Meaning/Definition
UAEL	Unacceptable Adverse Effect Level
UKBAP	UK Biodiversity Action Plan
ULCT	Urban Landscape Character Type
ULEV	Ultra-Low Emission Vehicle
ULSD	Ultra-Low Sulphur tax-exempt Diesel
VDM	Variable Demand Modelling
WFD	Water Framework Directive
ZTV	Zone of Theoretical Visibility
Zol	Zone of Influence