

A585 Windy Harbour to Skippool Improvement Scheme

TR010035

6.10 Environmental Statement Chapter 10: People and Communities

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A585 Windy Harbour to Skippool Improvement Scheme

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ENVIRONMENTAL STATEMENT CHAPTER 10: PEOPLE AND COMMUNITIES

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10 PEOPLE AND COMMUNITIES

10.1 Introduction

- 10.1.1 This Chapter presents the assessment of impacts associated with the Scheme on people and communities. The Chapter presents the regulatory framework, assessment methodology, study area, existing and future baseline, mitigation measures, residual effects, monitoring and a summary.
- 10.1.2 This Chapter should be read in conjunction with Figure 10.1: People and Communities - Public Rights of Way and Key Community Facilities, Figure 10.2: People and Communities – Soilscape mapping; Figure 10.3: People and Communities - Provisional – Agricultural Land Classification (ALC) – Mapping, Figure 10.4: People and Communities - Post 1988 – ALC – Mapping, Figure 10.5: People and Communities - Environmental Stewardship Agreements and Forestry Woodland Schemes, Figure 10.6: People and Communities – Driver Stress Node Locations Figure 10.7: People and Communities – Driver Stress (Without Scheme) and Figure 10.8: People and Communities – Driver Stress (With Scheme) together with Appendix 10.1: Non-Motorised Users Survey (document reference TR010035/APP/6.10.1) and Appendix 10.2: Driver Stress Calculations (document reference TR010035/APP/6.10.2).

10.2 Regulatory Framework / National Networks National Policy Statement (NN NPS) Requirements

- 10.2.1 This assessment has been undertaken in considering current legislation, together with national, regional and local plans and policies. A list is provided within Table 10-1 and further detail can be found in the Planning Statement and National Policy Statement Accordance (document reference TR010035/APP/7.1).

Table 10-1: People and Communities – Regulatory Framework and NN NPS Requirements

Policy / Legislation
National Policy
NN NPS (2014)
National Planning Policy Framework (NPPF) (2018)
The Soil Strategy for England (Department for Environment, Food and Rural Affairs, 2009)
Local Policy
Joint Lancashire Minerals and Waste Development Framework Core Strategy Development Plan Document (2009)
Adopted Fylde Borough Local Plan (2005)
Plan for Fylde – Plan for the Future – Economic Development Strategy and Action (2013)
Fylde Local Plan to 2032 (emerging document – due to be adopted 2018)
Adopted Wyre Local Plan (1999)

Policy / Legislation
Adopted Fleetwood-Thornton Area Action Plan (2009)
Wyre Local Plan to 2031 (emerging document – due to be adopted 2018)
Draft Lancashire Visitor Economy Strategy 2015-2020, Marketing Lancashire

10.3 Methodology

Items Scoped in and out of the Assessment

10.3.1 People and communities includes a number of sub-topics. The following sub-topics have been scoped in to the assessment during both the construction and operation phases of the Scheme:

- Land use (this includes development land, tourism and agricultural land)
- Journey length, severance and amenity
- View from the road
- Driver stress

10.3.2 No people and communities themes have been scoped out.

10.4 Baseline Information

10.4.1 Baseline information has been gathered using the following sources:

- Data on land use has been collected using a variety of data sources, including online cartographic sources (for example Ordnance Survey maps, MAGIC online maps, Google maps), local authority websites and landowner interviews
- Data on land quality (in accordance with the ALC system) has been gained from MAGIC online maps
- Use of statistical data including Census data 2011, Nomis and Office for National Statistics (ONS)
- Baseline data derived from a Non-Motorised User (NMU) survey (Appendix 10.1 (document reference TR010035/APP/6.10.1))

Post-Scoping and Preliminary Environmental Information Consultation

10.4.2 Further consultation has been undertaken since the receipt of the responses to the Environmental Impact Assessment (EIA) Scoping Report and the Preliminary Environmental Information Report (PEIR) to agree a range of issues relevant to this Chapter, Table 3-1 of Chapter 3: Consultation (document reference TR010035/APP/6.3) provides full details.

Identifying Mitigation and Enhancement Measures and Assessing Residual Effects

10.4.3 This environmental topic structure takes into account guidance provided in Appendix D of Interim Advice Note (IAN 125/15); Environmental Assessment Update Highways England 2015). IAN 125/15 provides guidance on the approach to environmental assessment in line with the requirements of the updated EIA Directive (Directive 2014/52/EU on the assessment of effects on certain public and private projects on the environment) (European Union 2014). As such, the assessment has drawn on guidance provided in the Design Manual for Roads and Bridges (DMRB) Volume 11

‘Environmental Assessment’, Section 3, Part 6 ‘Land Use’ Chapter 1 – 11, Section 3 Part 8 ‘Pedestrians, Cyclists and Equestrians and Community Effects’, and Section 3 Part 9 ‘Vehicle Travellers.’

10.4.4 In addition, apart from the EIA Regulations there are no legislative requirements governing the assessment of agricultural matters, and the framework of any assessment is derived from a combination of EU and national agricultural and land use policies and measures. The key elements of these can be summarised as:

- The conservation of the best and most versatile (BMV) resources of agricultural land
- Retention of a competitive and sustainable agricultural industry
- The diversification of individual farm businesses into supplementary non-agricultural activities
- The more positive engagement of individual farm businesses with the delivery of environmental benefits

10.4.5 The assessment of effects on agricultural land and businesses has also drawn on guidance provided in the DMRB Volume 11 ‘Environmental Assessment’, Section 3, Part 6 ‘Land Use’ and Part 11 ‘Geology and Soils’.

10.4.6 Mitigation and enhancement measures have been developed as the Scheme has progressed.

10.4.7 Unlike most other environmental topics, the sensitivity of receptors for the people and communities topic are not determined by reference, designations or an objective standard. The sensitivity of receptors has been determined based on the perceived type and value of the asset or facility affected by the Scheme and through applying professional judgement. Table 10-2 is used as a guide for assessment.

Table 10-2: People and Communities – Value of Receptors

Value	Description of Receptor
High	Residential or commercial buildings Buildings and land designated for use by the community e.g. schools, community halls, health facilities, playing fields Community land that attracts users nationally e.g. national parks Religious sites and cemeteries Land identified for residential development in local development plans National and regional recreational routes Tourism receptors that are of national status / experience high visitor numbers (>50,000 per annum) BMV agricultural land (i.e. Grades 1, 2 and 3a) Irrigated agriculture Higher level agri-environment schemes Soils with a high susceptibility to structural damage and soil erosion throughout the year, including heavily textured, poorly structured soils Pastoral farms

Value	Description of Receptor
Medium	<p>Residential or commercial land e.g. gardens</p> <p>Land used by the community on a regional scale, e.g. country parks, forests and other land managed in such a way as to attract visitors from a regional catchment.</p> <p>Locally used community land, e.g. local parks and children's play areas</p> <p>Tourism receptors that are of regional status / experience medium visitor numbers (>25,000 per annum)</p> <p>Locally used footpaths e.g. PRow</p> <p>Grade 3b agricultural land</p> <p>Entry level agri-environment schemes</p> <p>Soils with some seasonal susceptibility to structural damage and soil erosion</p> <p>Mixed farms</p>
Low	<p>Derelict or unoccupied buildings and land</p> <p>Tourism receptors that have a local status / experience low visitor numbers (up to 25,000 per annum)</p> <p>Grades 4 and 5 agricultural land</p> <p>Arable and grassland areas (including organic farms)</p> <p>Soils with medium to coarse textures less susceptible to structural damage and soil erosion</p>

Source: adapted from DMRB and professional judgement

Land Use

- 10.4.8 The methodology for the land use assessment comprises a number of stages:
- Identify the importance (value) of receptors identified (as detailed above)
 - Determine the magnitude of impact with consideration of any embedded measures and additional mitigation
 - The significance of effect is then derived by comparing the value of receptors with the magnitude of effect
- 10.4.9 The significance of effects is a function of the magnitude of the impact and the sensitivity of the receptor. Tables 10-3 and 10-4 set out how the magnitude and significance of impacts for land use have been determined. Unless otherwise specified, the definitions of magnitude of impact and significance of effect have been developed using professional judgement from those presented in the DMRB.

Table 10-3: People and Communities – Magnitude of Impacts – Land Use

Score	Definition
Major Adverse	<p>Loss of resource or severe damage to resource. For example:</p> <ul style="list-style-type: none"> • The demolition of more than 10 buildings or significant loss of land (>50% of total footprint) • Complete severance of access to private or commercial asset • Where the extent of effects on a tourism receptor is large in scale and affects a large number of people or activities • Permanent loss or degradation of over 20ha of BMV land, or entire regional resource of BMV land (i.e. Grades 1, 2, 3a).

Score	Definition
	<ul style="list-style-type: none"> Existing land-use would not be able to continue
Moderate Adverse	<p>Where the extent of effects may be moderate. For example:</p> <ul style="list-style-type: none"> The demolition of more than 5 and less than 10 buildings or a moderate loss of land (between 25% to 50% of total footprint) Major severance of access to private or commercial asset Where the extent of effects on a tourism receptor may be large in scale, but only a small number of people are affected Permanent loss or degradation of 5-20ha of BMV land, or large proportion of regional resource of BMV land. Existing land-use would be able to continue but with major changes such as loss of yield, additional land management or increased use of fertilisers and herbicides.
Minor Adverse	<p>Where the extent of effects is considered to be minor. For example:</p> <ul style="list-style-type: none"> The demolition 5 or less properties or a minor loss of land (<25% of total footprint) Some partial or temporary severance of access to private or commercial asset Where the extent of effects on a tourism receptor is small in scale and likely to only affect a small number of people or activities Permanent loss or degradation of <5ha of BMV land, or small proportion of regional resource of BMV land Existing land-use would be able to continue but with some changes such as loss of yield, additional land management or increased use of fertilisers and herbicides
Negligible Adverse	<p>Very minor detrimental alteration to the characteristics of 1 or more receptor(s). Permanent loss or degradation of non-BMV land (i.e. Grades 3b, 4 and 5). Short-term impacts to receptors with no impact on integrity. No material change to existing land-use</p>
No Change	No observable impact in either direction, positive or negative
Negligible Beneficial	Very minor benefit, or positive addition to the characteristics of 1 or more receptor(s)
Minor Beneficial	Some measurable positive change for example in employment levels
Moderate Beneficial	Where there may be moderate beneficial effects (for example improved access to local services and facilities)
Major Beneficial	Large scale or major improvement of resource; extensive enhancement (for example significant employment creation)

Table 10-4: People and Communities – Determination of the Significance of Impacts – Land Use

Magnitude of Impact (Change)	Value / sensitivity of Receptor / Resource		
	High	Medium	Low
Major	Major	Major	Moderate
Moderate	Major	Moderate	Minor
Minor	Moderate	Minor	Minor
Negligible / No Change	Minor	Minor	Negligible

10.4.10 The assessment of development land makes use of an alternative approach. Impacts are described as:

- Beneficial – where the availability of land for the proposed use is not affected and where there may be improvements to viability as a result of improved linkages or access, and where there are no amenity issues that may affect the use of the land
- Adverse – where part or all of the site may no longer be available, or where there may be a reduction in amenity at the site that may affect the use of land (either on a temporary or permanent basis)
- Neutral – where there would be no obvious impact on either the viability or amenity of the site

10.4.11 Impacts of Moderate or above are considered to be significant in terms of EIA.

Journey Length, Severance and Amenity

10.4.12 To identify changes to journey length and pattern, PRoW potentially affected by the Scheme have been mapped. Changes to these routes as a result of the Scheme have been identified, together with proposed mitigation measures where relevant. Roads where traffic flows are anticipated to increase or reduce by greater than 30% in the opening year have also been highlighted.

10.4.13 Temporary and permanent severance caused by the Scheme has been assessed in line with DMRB in terms of the change in access to community facilities. This assessment identifies the location of community facilities and their catchment areas where relevant, in addition to information taken from the journey length and travel patterns assessment referred to above in terms of PRoW and route changes.

10.4.14 The scale of severance criteria in Table 10-5 is based on DMRB Volume 11, Section 3, Part 8 (Highways Agency, 1993) and uses multi-dimensional criteria covering the change in length to journeys, the type of crossing, and impacts on accessing community facilities.

Table 10-5: People and Communities – Description of New Severance Impacts

Scale	Description	Examples
Slight	Current journey pattern likely to be maintained, with some disturbance to the route	Pedestrian at-grade crossing of a new road carrying below 8,000 vehicles per day – Annual Average Daily Traffic (AADT). A new bridge would need to be climbed or a subway traversed; Journey distance would increase by up to 250m
Moderate	Some residents would be dissuaded from making trips, other trips made longer or less attractive	Two or more of the hindrances set out under slight applying to single trips; Pedestrian at-grade crossing of a new road carrying between 8,000 – 16,000 vehicles per day (AADT) in the opening year; Journeys would be increased by 250 to 500m
Severe	People likely to be deterred from making their trip to the point that they make alternative arrangements of their habits, leading to a change in the location of centres of activity, or loss of a community. Would also include considerable hindrance to journeys	Pedestrian at-grade crossing of a new road carrying over 16,000 vehicles per day (AADT) in the opening year; An increase in length of journeys of over 500m; 3 or more of the hindrances set out under slight severance or 2 or more set out under moderate severance

10.4.1 The assessment of changes to journey amenity has been approached qualitatively. Journey amenity is a factor of relative fear / safety (affected by traffic flows and distance from the road), noise, dirt and air quality, as well as the visual intrusion of the Scheme itself.

10.4.2 Moderate Impacts or above are considered to be significant in terms of EIA.

Vehicle Travellers – View from the Road

10.4.3 The ‘view from the road’ is defined in DMRB, Volume 11, Section 3, Part 9: Vehicle Travellers as the ‘*extent to which travellers, including drivers are exposed to different types of scenery though which a route passes*’. The quality of views from a road can influence a drivers’ experience along a route, either positively or adversely.

10.4.4 The aim of the assessment is to compare the nature and quality of views likely to be experienced by travellers using the proposed scheme, with those currently experienced from the existing route.

10.4.5 These have been assessed through site visits to the proposed route undertaken as part of Chapter 9: Landscape (document reference TR010035/APP/6.9). The assessment takes account of the vertical alignment of the proposed carriageway in relation to existing ground level and mitigation measures (which could include environmental barriers, false cutting and tree and shrub planting).

10.4.6 The assessment of views from the road comprises:

- Types of scenery or the landscape character as described and assessed for the baseline studies
- Extent to which travellers might be able to view the scenery and landscape
- Quality of the landscape as assessed for the baseline studies

10.4.7 When assigning a view to the surrounding landscape, the following 4 categories have been used (DMRB, Volume 11, Section 3, Part 9, Vehicle Travellers, (Highways Agency, 1993))':

- No view – road in a deep cutting or contained by earth bunds, environmental barriers or adjacent structures
- Restricted view – frequent cuttings or structures block the view
- Intermittent view – road generally at ground level but with shallow cuttings or barriers at intervals
- Open view – view extending over many miles, or only restricted by existing landscape features

Vehicle Travellers – Driver Stress

10.4.8 The scale of driver stress is assessed using criteria taken from DMRB Volume 11, Section 3, Part 9 (set out in Tables 10-6 and 10-7).

Table 10-6: People and Communities – Driver Stress Rating for Single Carriageway Roads (DMRB, Volume 11, Section 3, Part 9)

Average peak hourly flow per lane, in flow Units / 1 hour	Average Journey Speed (km/h)		
	Under 50	50-70	Over 70
Under 600	High	Moderate	Low
600 – 800	High	Moderate	Moderate
Over 800	High	High	High

Table 10-7: People and Communities - Driver Stress Rating for Dual Carriageway Roads (DMRB, Volume 11, Section 3, Part 9)

Average peak hourly flow per lane, in flow Units / 1 hour	Average Journey Speed (km/h)		
	Under 60	60-80	Over 80
Under 1200	High	Moderate	Low
1200 - 1600	High	Moderate	Moderate
Over 1600	High	High	High

10.4.9 Baseline information for the assessment of vehicle travellers was derived from the output of the traffic model, which included traffic flow and speed scenarios for the

opening year.

- 10.4.10 Driver stress has been calculated by comparing average hourly flow per lane and average vehicle speed during morning (AM) and evening (PM) peak hours against thresholds for single carriageways and dual carriageways provided in DMRB guidance.
- 10.4.11 High Impacts are considered to be significant in terms of EIA.
- 10.4.12 Driver stress has been calculated for each link in each of the following scenarios to determine the level of impact:
- The existing layout in the baseline year (2015)
 - The do-minimum scenario (i.e. without the Scheme) in 2037
 - The do-something scenario (i.e. with the Scheme) in 2037

Assumptions and Limitations

- 10.4.13 Baseline conditions have been established using data that is currently available and which is as up-to-date as possible
- 10.4.14 No detailed ALC surveys have been undertaken. Based on available information it has been assumed that the majority of the land affected would be BMV land. This approach has been agreed with Natural England (see Table 3-1 of Chapter 3: Consultation (document reference TR010035/APP/6.3) for full details).
- 10.4.15 Detailed information regarding the catchment areas of community facilities has only been obtained where this is considered to be relevant; principally those facilities in close proximity to the Scheme.
- 10.4.16 Other than the NMU survey, no further site-specific visit confirming community facilities was undertaken for this assessment.
- 10.4.17 It has been assumed that the borrowpits would be used during construction as this represents the worst case for this Chapter (note construction vehicle numbers are not used in any of the assessments). If it was decided prior to construction that the Contractor did not want to utilise the borrowpits and instead import all the deficit material to site via road this would not change the assessment. This is because where mitigation in this Chapter relies on the draft TMP (document reference TR010035/APP/7.5), this document assumes that the deficit material would all be imported by road.

10.5 Study Area

- 10.5.1 Study areas have been chosen based on a combination of the requirements of the DMRB Volume 11, Section 3, Parts 6, 8 and 9 and professional judgement.

Land Use

- 10.5.2 The study area for impacts on private property, community facilities, development land and agricultural land (and associated land-take) is restricted to the footprint of the Scheme, associated works and locations where access arrangements (for example to private properties or community facilities) may be affected. To assess impacts on tourism, a wider study area extending to cover the Borough Council areas of Fylde and Wyre has been used. In addition, given the proximity of the Scheme to Blackpool, traffic flows to and from Blackpool would be considered.

- 10.5.3 When assessing potential impacts on agricultural circumstances, the assessment has taken into account the full extent of affected businesses where required.

Journey Length, Severance and Amenity

- 10.5.4 The study area for journey length, severance and amenity extends to 500m either side of the footprint of the Scheme and includes community facilities and PRow affected by the Scheme (new severance only).

Vehicle Travellers – Views from the Road and Driver Stress

- 10.5.5 The study area for the assessment of views from the road includes the general extent of views from new sections of carriageway.
- 10.5.6 For the driver stress assessment, the study area takes into account traffic movements between links. These movements are described in more detail in Table 10-8.

Table 10-8: People and Communities – Links Assessed for Driver Stress

	Description
Link 1	A585, between Windy Harbour Junction and the junction with Fleetwood Road South
Link 2	A586 Garstang Road East at its junction with the A585 to its junction with Hardhorn Road, Poulton-le-Fylde
Link 3	The A588 Shard Road from the A585 to Hambleton
Link 4	Lodge Lane between the A585 to Singleton
Link 5	A588 Breck Road between the A585 at Skippool to Poulton-le-Fylde

10.6 Existing and Future Baseline

Existing Baseline

Land Use

- 10.6.1 Land use includes private assets (commercial properties, residential properties and infrastructure) affected by the Scheme, in addition to development land and agricultural land. Existing information for each of these categories is provided below.

Private Assets

- 10.6.2 Properties that are within the draft order limits for the Scheme include West Wynds located on Old Mains Lane (which is in the ownership of LCC) and The Beeches located at 205 Mains Lane.
- 10.6.3 Residential properties found immediately adjacent to the draft order limits include (from west to east):
- Properties fronting the A585 Breck Road / Mains Lane between Skippool Junction and Skippool Bridge Junction (where access arrangements would be altered by the Scheme)
 - Properties fronting A588 Breck Road and B5412 Skippool Road / Wyre Road in the vicinity of Skippool Junction
 - Properties in the Royston Road / Kevin Avenue / Riversway and Fouldrey

Avenue area in the vicinity of Skippool Junction

- Properties fronting A585 Mains Lane between Skippool Bridge Junction and Little Singleton
- Properties along the A586 Garstang Road East in the vicinity of the junction with the A585 Mains Lane / B5260 Lodge Lane
- Properties along the B5260 Lodge Lane including Singleton Hall, The Manor, The Coach House and Barnfield Manor

10.6.4 Commercial and industrial operators found immediately adjacent to the draft order limits are identified in Table 10-9. These include operators located along the A585 Mains Lane and those found within the Poulton Industrial Estate. The latter is 1 of the 2 main concentrations of employment accommodation within the Wyre Council area; the Industrial estate (which includes the Poulton Business Park) suffers from a concentration of older business stock and relatively high vacancy rates (a 21% vacancy rate was recorded in 2015) (Wyre Employment Land Study Update, Nathaniel Lichfield and Partners 2015). Commercial and industrial operators listed in the table are also shown on Figure 10.1.

10.6.5 Tourism-related businesses (for example caravan parks) are considered under a separate heading.

Table 10-9: People and Communities – Commercial and Industrial Operators

Operator	Business Description	Location
The Koi Pool Water Gardens	Tropical Fish / Garden Centre	A585 Mains Lane
Fylde Flowers	Florist	A585 Mains Lane
Skippool Service Station	Petrol Station	A585 Mains Lane
Nationwide Laboratories	Veterinary Diagnostics	A585 Mains Lane
Greenways Nursery	Garden Nursery	A585 Mains Lane
Sundown Kennels	Kennels and Cattery	Old Mains Lane
Shell Petrol Station	Petrol Station	Junction of Garstang Road and A585 Mains Lane
P H Timber Ltd	Timber Merchant	A588 Shard Road
Poulton Industrial Estate	Various sized business and light industrial units	To the south of A586 Garstang Road East
Dawndew Salad	Food Producer	Fouldrey Avenue

Community Infrastructure

10.6.1 Community infrastructure includes a wide range of services and facilities – education and healthcare facilities; sports, recreation and open space facilities; and community centres and services (such as libraries, post offices and places of worship). Community infrastructure located within a 500m corridor of the draft order limits, primarily concentrated in the vicinity of the settlements of Thornton, Poulton-le-Fylde and Singleton, is described below and illustrated on Figure 10.1.

Education and Healthcare

10.6.2 The following educational facilities are located within the 500m study area:

- St John's Catholic Primary School, Breck Road, Poulton-le-Fylde
- Breck Primary School, Fouldrey Avenue
- Brookfield School (which caters for children with special needs), Fouldrey Avenue
- Hodgson Academy (comprehensive school), Moorland Road, Poulton-le-Fylde
- Singleton Church of England Voluntary Aided Primary School, Church Road, Singleton
- Poppy and Jack's Nursery and Pre-School, Breck Road, Poulton-le-Fylde

10.6.3 Healthcare facilities within the study area include the Lockwood Avenue GP Surgery, located in Poulton-le-Fylde. The nearest hospitals to the Scheme, which are likely to have a wider catchment area than day-to-day healthcare facilities such as GP practices and which offer more specialised treatment facilities, are the Blackpool Victoria Hospital and Spire Fylde Coast Hospital, both of which are located in Blackpool.

10.6.4 There are 4 care homes located within 500m of the Scheme, as follows:

- Alexandra Nursing and Care Home, Alexandra Road, Poulton-le-Fylde
- Primrose Bank Retirement Home, Breck Road, Poulton-le-Fylde
- Breck Lodge Assisted Living Home, Breck Road, Poulton-le-Fylde
- Crocus Court Retirement Living, Breck Road / Station Road, Poulton-le-Fylde

Community Facilities

10.6.5 There are no libraries, post offices or community centres located within 500m of the Scheme. The nearest community centres to the Scheme are the Vicarage Park Community Centre (off Breck Road in Poulton-le-Fylde) and Singleton Village Hall (located on Lodge Lane to the south of the Scheme). Places of worship within the study area include the St John the Evangelist Catholic Church in Poulton-le-Fylde.

Public Access and Recreation

10.6.6 The Scheme passes through the non-designated Singleton Park. To the south of the Scheme there are a number of Permissive Pathways associated with Singleton Park, these are presented on Figure 10.1. They are managed by the Richard Dumbreck Singleton Trust.

10.6.7 The Trust has built wheelchair friendly permissive footpaths with accessible kissing gates, linking these to the existing PRow network and plan to build more paths linking up with the B2560 Lodge Lane. In adjoining farmland, the Trust has developed permissive footpaths providing some 5km of walks.

10.6.8 The Wyre Estuary Country Park extends across the whole of the Wyre Estuary, from Shard Bridge in the south towards Fleetwood in the north. The Park comprises a network of footpaths and bridleways linking a number of picnic areas, nature reserves and areas of open space, providing accessibility from local communities including

Thornton Cleveleys and Poulton-le-Fylde. The Park offers year-round activities for all the family including ranger-led walks, environmentally themed activities and annual events. The park attracts thousands of visitors a year on a regional scale. The Skippool picnic site is one of the gateway sites for the Country Park.

10.6.9 The River Wyre is located to the north of the Scheme. River recreation uses including boating activities and the Blackpool and Fleetwood Yacht Club is located at the end of Wyre Road on the western bank of the river. The Club is a Royal Yacht Association (RYA) accredited training centre. The Skippool Creek is also home to boat moorings, with a number of public moorings available.

10.6.10 Other local parks, recreation grounds and facilities found within the 500m study area are summarised in Table 10-10.

Table 10-10: People and Communities – Public Access and Recreation

Facility	Commentary
Poulton-le-Fylde Golf Club	Nine-hole parkland style golf course. Club house is available for hire for local functions.
Poulton Health and Fitness Centre	Following Wyre Council investment, the centre is now home to a range of facilities.
Fylde Cricket Club	Local cricket club with a number of teams who play throughout the region.
Singleton Bowls Club	The Bowls Club is located in Singleton village and is used by members of the local community.
Thornton Cleveleys Cricket Club	Local cricket club with a number of teams who play throughout the region.

Development Land

10.6.11 A residential development (Moorfield Park) of approximately 500 homes was approved by Wyre Council in February 2017 (Application Number: 15/00298/LMAJ), for a development on the outskirts of Poulton-le-Fylde. This site, which comprises some 31 hectares, is located to the north of Poulton Industrial Estate, approximately 100m south-west of the Scheme. Two new access points are proposed off Garstang Road East, together with new footpath access. Construction on this site has begun.

10.6.12 An application for 9 residential units was allowed at appeal in November 2017 (Appeal Reference APP/M2325/W/17/3174723). The site is located between 185 and 195 Mains Lane, to the north-east of Poulton-le-Fylde.

Tourism

10.6.13 The draft Visitor Economy Strategy for Lancashire recognises the visitor economy as a catalyst for change and a creator of wealth, making a 'major contribution to providing services and facilities that would benefit local communities and raise quality of life'. STEAM data (Scarborough Tourism Economic Activity Monitor) for Lancashire uses locally derived data from a variety of sources to estimate the number of visitors, revenue generated and employment supported by tourism. For the County as a whole, the data identifies that in 2016 there were more than 67 million tourism visits to Lancashire (an increase of 4.5% on 2015), generating more than 25 million nights in local accommodation. The data also estimates that a total of £4.13 billion was generated within the local economy through visitor and tourism business expenditure.

- 10.6.14 The Lancashire Visitor Survey produced by Marketing Lancashire in 2016 provides further detail on visitor profile, motivations and opinions. The survey findings include that 67% of visitors were day visitors; 10% of visitors stayed in caravan or camping accommodation (split into 8% static caravan / chalet, 1% touring caravan and 1% camping); and that 76% of visitors travel to the area by car. Factors attracting people to Lancashire included a family day out (25%), easy to get to (21%), exploration of stunning countryside (12%) and tranquil environment (11%).
- 10.6.15 The Scheme is located approximately 6km from the visitor destination of Blackpool. Fylde Borough Council publicises 'Discover Fylde' visitor information, identifying the centres of Lytham, St Annes-on-the-Sea, Fylde towns and villages and rural Fylde as destinations. The latter focuses on countryside scenery and activities and publicises activities and facilities along the River Wyre.
- 10.6.16 Visitor data for Fylde and Wyre Boroughs, taken from the 2016 STEAM report, is summarised in Table 10-11.

Table 10-11: People and Communities – Tourism Statistics at Borough Level

Local Authority	Visitor Numbers		Economic Impact	Employment (%)
	Number	% of Total		
Fylde	3.3 million	5%	£242.2mn	5%
Wyre	4.9 million	7%	£362.5mn	8%

- 10.6.17 Tourism infrastructure within the vicinity of the Scheme includes a variety of accommodation types, for example 3 caravan parks, hotel and self-catering units. Details are provided in Table 10-12 below and identified on Figure 10-1.

Table 10-12: People and Communities – Tourism Infrastructure

Operator	Business Description	Commentary
Mains Hall Manor	Self-catering accommodation, conference and wedding venue	Luxury self-catering accommodation, catering for up to 14 people
Singleton Lodge Country House	Hotel	14-bedroom Country House Hotel
The Breck Holiday Home Park	Caravan park	Caravan park located adjacent to the Skippool Services Station
The River Wyre Caravan Park	Caravan park	26 pitch caravan park
Pool Brow Caravan Park	Caravan park	45 pitch caravan park
Windy Harbour Holiday Park	Caravan park	850 pitch caravan park
The River Wyre	Public House	-

Operator	Business Description	Commentary
Thornton Lodge	Public House and restaurant	Located on Skippool Road
Singleton Maize Maze	Visitor attraction	Seasonal attraction operated by local farming business
Koi Pool Water Gardens	Aquarium and pond supplier	Local attraction and business
Swans Rest Holiday Cottages	Self-catering accommodation	Development of 8 holiday cottages located off Garstang Road East

Agricultural Land

- 10.6.18 Agricultural land would be affected by the Scheme. Agricultural land is graded according to the degree to which its physical characteristics impose long-term limitations on agricultural use. The limitations may affect the range of crops which can be grown, the level of yield, the consistency of yield and production costs. Ability to grow a wide range of crops (including grass), whether actual or potential, is given considerable weight but does not outweigh the ability to produce consistently high yields of a somewhat narrower range of crops. The grading of agricultural land is on the basis of quality alone and the main physical factors which are taken into account are climate, relief and soil.
- 10.6.19 The land is generally lowland, lying between 150 and 200m AOD. Climatic data purchased from the National Soil Resources Institute (NSRI) is provided in Table 10-13.

Table 10-13: People and Communities - Climatological Data for Agricultural Land Classification

Measure	Value
Grid reference	SD36213994
Altitude	11m
AAR (Average Annual Rainfall 1941 – 1970)	932
ATO (Accumulated Temperature above 0C – median value January to June 1961-1980)	1425
ATS (Accumulated Temperature Above 0C – median value April to September 1961-1980)	2334
MDMWHT (Crop adjusted moisture deficit – wheat)	80
MDMPOT (Cop adjusted moisture deficit – potatoes)	65
FCD (Field Capacity Days)	208

- 10.6.1 Based on the ALC Guidelines (Ministry of Agriculture, Fisheries and Food (MAFF), 1988) and using AAR and ATO the land grade for this location is not restricted by climate (i.e. with no other restrictions it could be Grade 1 land).

- 10.6.2 The distribution of soil types is shown in Figure 10.2, with the distribution of land grades (based on the Provisional ALC mapping) shown in Figure 10.3.
- 10.6.3 On available maps the land within the application site is predominantly mapped as Grade 2, with Grade 3 land present at the western and eastern extents. It should be noted that this is provisional mapping. Natural England, in Technical Information Note 049 (Natural England, 2012), state that *“These maps are not sufficiently accurate for use in assessment of individual fields or development sites and should not be used other than as general guidance.”* In addition, their production preceded the subdivision of Grade 3 (into sub-grades 3a and 3b). This is an important distinction as Grade 3a land is considered to be BMV land (along with Grades 1 and 2).
- 10.6.4 No published detailed mapping (Post-1988) exists within the application site (Figure 10.4). Land immediately to the south of Main Dyke, as far as Garstang Road, has been mapped in detail as predominantly Grade 3b with a small area of Grade 3a land.
- 10.6.5 A number of different soil types are mapped within the application site (Figure 10.2). At the western limit of the Scheme the soils associated with the Main Dyke floodplain are mapped as loamy and clayey soils of coastal flats with naturally high groundwater. These are mapped as belonging to the Wisbech Association which are developed in Marine Alluvium. Typical profiles can be in excess of 1m in depth with evidence of waterlogging (gleying) within 20cm of the ground surface.
- 10.6.6 On slightly elevated ground running north-south around Little Singleton and north west towards Skippool Bridge, the soils are mapped as slightly acid loamy and clayey soils with impeded drainage. These are assigned to the Flint Association which are developed in till deposits. Profiles can be deep, but evidence of gleying is not normally seen within 60cm of the ground surface.
- 10.6.7 To the east the soils are mapped as slowly permeable, seasonally wet, slightly acid but base-rich loamy and clayey soils, with soils more typical of the coastal flat soils found within the lower lying areas. These are assigned to the Salop Association, developed in till deposits. These are also deep soils and can show gleying up to 25cm below ground level.
- 10.6.8 The reference to evidence of gleying in these soils may be a limiting factor and may be why the land is provisionally mapped as Grade 2. Most of the land was reported by landowners as being drained, although it is likely the drainage present is of various ages. The landowner interviews all reported the land to be productive and given this range of information it is likely that the majority of the land within the Scheme would be considered to be BMV land. The total areas of land required by the Scheme are as follows:
- Permanent agricultural land take – 5.1ha of Grade 3 and 38.9ha of Grade 2
 - Temporary agricultural land take (including the borrowpit areas) – 7.8ha of Grade 3 and 39.01 of Grade 2
- 10.6.9 The land is predominantly under grass for silage/haylage and grazing. The majority of landowners reported taking 2 to 3 silage/haylage cuts each year, with grazing as a follow on. Livestock grazed include horses, suckler cows, cattle, sheep and pigs. One herd was reported as having Clean Health Status. Drinking troughs are present in some fields. Where not present often there is a pond which livestock use for watering.

- 10.6.10 Some land is under arable production. At the western extent of the Scheme some areas are cropped with maize. To the east of Lodge Lane some of the land is rotated between maize and oilseed rape.
- 10.6.11 Land at the western extent of the Scheme is under Entry Level Stewardship (see Figure 10.5). Land east of Little Singleton is also shown as being under a Woodland Grant Scheme.
- 10.6.12 All the farms identified currently use the local road network. Standard farm machinery is used for land management and the movement of livestock. Many fields have livestock holding pens at the field entrance to help manage animals onto and off the land as required. Some fields have double gates and wider splays to enable safe access.
- 10.6.13 Shooting and fishing rights were highlighted for the majority of the land holdings within the Scheme.

Journey Length, Severance and Amenity

- 10.6.14 PRoW and recreation routes potentially affected by the Scheme are as follows and are identified on Figure 10.1:
- Footpath 1 (Poulton) – runs in a north south direction for 900m adjacent to the Main Dyke down to Little Poulton Lane
 - Footpath 2 (Singleton) – runs in a north south direction from Pool Foot Lane across Garstang New Road through Singleton Grange Farm
 - Footpath 6 (Singleton) – runs between Skippool on the A585 to Little Singleton along the Wyre Estuary and includes part of the Wyre Way recreational route
 - Footpath 2 (Poulton) – runs in a north-west / south-east direction from Little Poulton Lane towards Garstang Road
 - Footpath 3 (Poulton) – runs in an east west direction from Footpath 2 (Poulton) towards Main Dyke
 - The Wyre Way explores the Wyre Estuary and is found to the north of the site and runs along Wyre Road and Shard Road
 - A permissive pathway is found in Singleton Park, which runs in a north west direction from Great Singleton towards the Garstang New Road
 - A section of Route 90 of the National Cycle Network runs in a south westerly / north easterly direction to the south of the Scheme
- 10.6.15 NMU survey counts of pedestrians, cyclists and horse riders were conducted in December 2017. The surveys were undertaken in 10 locations along the existing network for 5 weekdays and 1 weekend. The count and direction of pedestrians, cyclists and equestrian journeys at each location was recorded (document reference TR010035/APP/6.10.1). Data analysis showed footpaths to have very limited usage, with an average of 2.1 users per day.

Vehicle Travellers – Driver Stress

- 10.6.16 The A585 is a single carriageway trunk road which provides access from the motorway network into Fleetwood. As the main route in and out of Fleetwood and the nearby

urban areas, the road is often heavily congested between Windy Harbour and Skippool where drivers frequently experience significant delays, particularly during morning and evening rush hours.

- 10.6.17 The congestion is particularly severe at the A585/A586 signalised junction (Little Singleton) and the A585/A588 signalised junction (Shard Road). The interaction of all 3 junctions further exacerbates congestion problems for travellers.
- 10.6.18 Driver stress has 3 main components: frustration, fear of potential accidents and uncertainty relating to the route being followed. The heavy congestion experienced in the Windy Harbour to Skippool area leads to drivers experiencing moderate to high levels of driver stress on the majority of links of the road network.
- 10.6.19 Congestion and driver stress is particularly high along Garstang New Road, Garstang Road, Mains Lane, Amounderness Way, Breck Road and surrounding roads in both the morning and evening rush hours.

Future Baseline

- 10.6.20 The future baseline has been determined using sources including borough level population and employment growth projections. Data has been collected from the Office for National Statistics, which outlines projected population growth between 2014 and 2039. Table 10-14 shows population growth of an average of 7.5% within the local authorities of Wyre and Fylde.
- 10.6.21 Analysis has shown that Fylde is expected to experience population growth of 9% between 2014 and 2039 and Wyre 6% over the same period. However, both areas would experience a significantly lower rate of population increase when compared to England as a whole, 17%.

Table 10-14: People and Communities – Forecast Growth in Population Growth in the Study Area

	2014	2039	% growth
Fylde	77,000	84,000	9%
Wyre	109,000	116,000	6%
Lancashire	1,184,735	1,219,958	3%
Great Britain	54,317,000	63,282,000	17%

Source: ONS, 2014-based National Population Projections

- 10.6.22 Fylde Borough Council's *Economic Development Strategy and Action Plan 2012 to 2030* highlights how the economy of Fylde would provide economic growth, wealth creation and employment opportunities for a growing population from 2012 to 2030.
- 10.6.23 The higher rates of population growth when compared to Lancashire as a whole, highlights the area as one of opportunity, development and growth. This may have implications for the people and communities topics by virtue of increases in the number of people living and working in the area, using the road network, in addition to potential increases in visitor numbers.
- 10.6.1 It is not considered there would be significant change in the agricultural land use in the absence of the Scheme.

- 10.6.2 Singleton Park which is found to the south of the Scheme has outlined plans to develop a number of permissive pathways for all abilities throughout the site, which would increase recreational opportunities for local and regional populations, these are presented on Figure 10.1.

Receptors Potentially Affected (including value / sensitivity)

- 10.6.3 The sensitivity of individual receptors is provided in Table 10-15.

Table 10-15: People and Communities – Receptors Potentially Affected – Construction

Receptor	Value / Sensitivity
Residential properties to be demolished – the Beeches and West Wynds	High
Development land	Medium
Community facilities	Medium
Commercial assets, e.g. Skippool Service Station and Singleton Lodge Country House Hotel	Medium
Tourism receptors, for example caravan parks	Low
Agricultural land (BMV land)	High
Agricultural businesses	Medium
PRoW	Medium
Recreational facilities and open space	Medium

10.7 Mitigation and Enhancement Measures

- 10.7.1 Mitigation measures are required to prevent, reduce or offset any significant adverse effects. Mitigation measures proposed for both construction and operational phases of the Scheme are described below.

Construction

- 10.7.2 A Construction Environmental Management Plan (CEMP) would be completed prior to the start of construction and would form the basis for how the Scheme would avoid, minimise or mitigate effects on the environment and surrounding areas.
- 10.7.3 An Outline CEMP (document reference TR010035/APP/7.2) and Record of Environmental Actions and Commitments (REAC) (document reference TR010035/APP/7.3) have been drafted and secured by Requirement 4 within the draft DCO (document reference TR010035/APP/3.1). The REAC includes, good practice measures to be adopted during construction to minimise impacts on the amenity of local residents and stakeholders by virtue of noise, dust and construction traffic. For example, all contractors and visitors to the site would be made aware of the Environmental policy and control applicable and working hours would be restricted, with no Sunday working
- 10.7.4 A Traffic Management Plan (TMP) would be implemented during construction which would help to minimise delays to drivers (and therefore of potential relevance to the driver stress topic in particular) and pedestrians. A draft TMP has been prepared

(document reference TR010035/APP/7.5) which is secured by Requirement 10 in the draft DCO (document reference TR010035/APP/3.1). Measures included in the TMP include temporary signage and stipulated construction routes, which would reduce uncertainty and frustration. The draft TMP (document reference TR010035/APP/7.5) within the HGV movements assumes the worst case that all the deficit material required to construct the Scheme would be imported rather than the borrowpits being utilised.

- 10.7.5 More detailed and specific mitigation methods for individual receptor categories are outlined below.

Land Use

- 10.7.6 For properties that would be subject to demolition, mitigation methods would include adhering to the methods and procedures for assessing appropriate levels of compensation (in accordance with the National Compensation Code).
- 10.7.7 The Scheme has been planned and developed to minimise land-take where possible. Phasing of land-take for construction works can also be planned to enable early release of land and thereby minimise the extent of disruption.
- 10.7.8 There are potential impacts on amenity during the construction period, for which more detailed mitigation measures are considered in Chapters 9: Landscape (document reference TR010035/APP/6.9) and Chapter 11: Noise and Vibration (document reference TR010035/APP/6.11). The use of best practice construction methods would reduce disruption to users of tourism facilities within the vicinity of the Scheme.

Agricultural Uses

- 10.7.9 There is no direct mitigation for the loss of agricultural land. The implementation of best practice in relation to soil handling, restoration and re-use (in accordance with the Defra Construction Code (2009)) would be implemented. This includes the development of a Soil Management Plan (SMP) which has been prepared in draft and appended to the Outline CEMP (document reference TR010035/APP/7.2). The SMP would be finalised by the Contractor in advance of construction to ensure protection, conservation and reinstatement of soil material, its physical and chemical properties and functional capacity for agricultural use. The draft SMP is based on current industry best practice and published guidelines as detailed above. The final SMP would be supported by a Soil Resources Plan, based on a detailed soil survey which would be undertaken in advance of any soil stripping operations commencing.
- 10.7.10 Further detail regarding mitigation for agricultural users is provided in the REAC (document reference TR010035/APP/7.3) and a summary is provided below:
- On land to be returned to agriculture surface water / agricultural drains would be re-installed to reinstate any pre-existing field drainage systems
 - All soils would be stored a minimum of 5m from watercourses
 - Industry standard measures would be put in place to control pollution
 - Following completion of construction operations all agricultural land taken temporarily would be fully reinstated
 - A considerate construction approach would be used to minimise potential impacts on the agricultural enterprises

- All fencing around the proposed development would be sufficient to resist damage by livestock and regularly checked
- Works would cease, and the Animal Health Regional Office would be advised, should animal bones be discovered which indicate a potential burial site
- All movement of plant and vehicles between fields would cease in the event of a disease outbreak
- In relation to temporary and permanent land take requirements liaison with the landowner would be undertaken to agree commercial terms with affected parties, including in relation to potential negative changes to land grade as a result of the works and restoration (for example the restoration of the borrowpits)

10.7.11 The Restoration and Aftercare Plan appended to the Outline CEMP (document reference TR010035/APP/7.2) outlines how the borrowpits if used would be reinstated and would be supported by the SMP also appended to the Outline CEMP (document reference TR010035/APP/7.2).

Journey Length, Severance and Amenity

10.7.12 Mitigation methods proposed relating to PRoW include:

- Siting of compound buildings and material storage areas away from PRoW
- A new footbridge would be provided (Grange Footbridge) which would improve safety for NMUs and therefore improve the permeability of the area
- Landscaping including tree, shrub and hedgerow planting and bunding to reduce noise and visibility of the Scheme
- Putting clear and concise signposts in place, indicating any temporary diversions
- Ensuring that any closure periods are kept to a minimum
- Utilising social media to update members of the public of any closures and diversions which are in place
- Liaise directly with PRoW officers from local authorities in order to keep them fully appraised of works and of any diversions / closures which would be put in place

10.7.13 All the above is further outlined in the REAC (document reference TR010035/APP/7.3) and draft TMP (document reference TR010035/APP/7.5).

Vehicle Travellers

10.7.14 Relevant mitigation measures in relation to the view from the road are set out in Chapter 9: Landscape (document reference TR010035/APP/6.9). Such mitigation measures include incorporating a combination of fencing and mounding to ensure that driver experience is varied.

10.7.15 As noted, a TMP would be implemented to minimise delays and reduce any increase in stress caused by roadworks. This would include temporary signage which would be put in place to reduce uncertainty and frustration. A draft TMP (document reference TR010035/APP/7.5) supports this application.

Operation

- 10.7.16 A number of improvements have been discussed with LCC for the sections of the existing route that would be de-trunked. This section includes Mains Lane from the proposed Skippool Bridge junction to Little Singleton and Garstang New Road East of Little Singleton, Section 2.12 and Figure 2.3 within Chapter 2: Description of the Scheme (document reference TR010035/APP/6.2) provides further details.
- 10.7.17 Mitigation for landscape, noise and vibration impacts are outlined in Chapter 9: Landscape (document reference TR010035/APP/6.9) and Chapter 11: Noise and Vibration (document reference TR010035/APP/6.11).
- 10.7.18 Road signs and traffic signals would outline route changes and direct drivers with the aim of reducing uncertainty, delays and driver stress for those drivers using the new road layout.

10.8 Residual Effects

Construction

Land-Use

Private Assets

- 10.8.1 Direct impacts on private assets as a result of the Scheme relate to permanent land-take. Two properties – West Wynds and The Beeches – would be demolished prior to the construction of the new Skippool Bridge. West Wynds is in the ownership of LCC and is currently occupied. A derelict agricultural structure to the south of Mains Lane and east of Skippool Service Station would also be demolished as part of the Scheme.
- 10.8.2 Taking into account the fact that the scale of impacts (in terms of the number of properties to be demolished) on private assets is low, the impact on **high** value private assets as a result of land-take for the Scheme is considered to be **minor adverse**, therefore has a **moderate significance** and therefore **significant** in terms of EIA.
- 10.8.3 Access to nearby local businesses, including the Skippool Service Station and the Singleton Lodge Country House Hotel, would be maintained during the duration of the construction period, there would be **no change** to these **medium** value receptors, therefore significance would be **minor**. This would **not be significant** in terms of EIA.
- 10.8.4 Indirect impacts on private assets may include changes in amenity for people who live and work in the vicinity of the Scheme. Such impacts could arise from construction activities (dust, construction traffic, noise levels and visual impacts). Findings from other chapters of that are of relevance here include Chapter 6: Air Quality (document reference TR010035/APP/6.6), Chapter 9: Landscape (document reference TR010035/APP/6.9) and Chapter 11: Noise and Vibration (document reference TR010035/APP/6.11).

Development Land

- 10.8.5 During Scheme construction, the impact on development land is summarised below:
- Application site 15/00298/LMAJ (outskirts of Poulton-le-Fylde) – impact described as **no change** on a **medium** value receptor i.e. it is not considered there would be an impact on either the viability or amenity of the residential site located to the north of Poulton-le-Fylde, particularly as this site is under construction. Therefore significance is considered to be **minor**, and not

significant in terms of EIA.

- Appeal site (Reference APP/M2325/W/17/317472) – a **minor adverse** impact on this **medium** value land is likely during construction as a result of the refinement of permanent land taken for earthworks and drainage design. Significance is therefore considered to be minor and **not significant** in terms of EIA.

Tourism

- 10.8.6 The Scheme is located within rural Fylde and within a relatively short distance of the visitor centre of Blackpool. As shown on Figure 10.1, there are 4 caravan parks found within 500m of the application site, 1 of which is a holiday park with 850 pitches, in addition to the Singleton Lodge Country House Hotel and other accommodation, pubs and restaurants. None of these facilities are directly impacted by the Scheme in terms of land-take. Visitor behaviour would only be affected adversely where the impact of the proposed development changes the number of visitors or their patterns of expenditure in a negative way. Changes to local amenity (primarily in terms of noise and visual impacts) experienced during the construction period may have an adverse effect, however it is considered that appropriate mitigation would be provided to manage this (for example the use of best practice construction methods).
- 10.8.7 The tourism receptors within the vicinity of the Scheme are considered to be of **low** value. The magnitude of impact is considered to be **minor to moderate adverse** therefore the significance of effect on tourism is considered to be **minor and not be significant** in terms of EIA.

Agricultural Land

- 10.8.8 There would be both temporary and permanent loss of agricultural land. In total, 46.81ha of agricultural land would be required temporarily (including the borrowpits) following which it would be returned to agriculture.
- 10.8.9 The area of agricultural land permanently lost would be 44ha. This is considered to all comprise BMV land. This receptor is considered to be of high value. The loss of 44ha would be a **major adverse** impact, resulting in an overall **significant** effect.
- 10.8.10 The construction of the Scheme would result in severance / loss of land, including land within agri-environment schemes. This is a receptor of medium value. However, with the mitigation above in place it is considered there would be no residual effects.

Journey Length, Severance and Amenity

- 10.8.11 Impacts on existing PRoW as a result of construction activities would primarily relate to changes in amenity for users. One PRoW (Footpath 2 (Singleton)) would be severed by the Scheme. Reconnection of the footpath would take place offline, with the construction of a new footbridge (Grange Footbridge) built at a location between Little Singleton and Windy Harbour Junction.
- 10.8.12 Table 10-16 sets out residual impacts on individual PRoW.

Table 10-16: People and Communities – Residual Effects on Public Rights of Way

Receptor	Description of Potential Effect	Value	Impacts
Footpath 1 (Poulton)	Users of the route may experience reductions in visual amenity during the construction period.	Medium	Slight
Footpath 2 (Poulton)	Users of the route may experience reductions in visual amenity during the construction period.	Medium	Slight
Footpath 3 (Poulton)	Users of the route may experience reductions in visual amenity during the construction period	Medium	Slight
Footpath 2 (Singleton)	The route could be impacted during Scheme construction, however the new Grange footbridge is being constructed offline; if necessary as a result of construction activities, temporary closure periods would be short and temporary diversions put in place.	Medium	Slight
Footpath 6 (Singleton)	Users of the route may experience reductions in visual amenity during the construction period	Medium	Slight

- 10.8.13 Community facilities have been identified within 500m of the Scheme. No direct impacts are anticipated in relation to access to community facilities as a result of Scheme construction and impacts are therefore considered to be **slight**.
- 10.8.14 Footpath 2 (Singleton) is proposed to be severed during Scheme construction. The limited usage of this footpath at present has been noted and would not present a loss of access to community facilities or services. Closure periods and the need for a diversion route are expected to be limited as construction of the Grange Footbridge would be carried out off-line.
- 10.8.15 Outside of the PRow network, there would be some localised diversions necessary for NMUs during construction, in particular at the Skippool junction and Little Singleton.
- 10.8.16 Severance impacts have therefore been assessed as **slight**, this would **not be significant** in terms of EIA.

Vehicle Travellers – Driver Stress

- 10.8.17 Appendix 10.2 (document reference TR010035/APP/6.10.2) provides a detailed breakdown of the driver stress calculations, which have been carried out using traffic data derived from the traffic model.
- 10.8.18 During the construction of the Scheme, there would be a short-term increase in driver stress, because of temporary disruption to the road network and the need to travel through active road works. Impacts would be localised, with short-term delays which may lead to driver frustration and uncertainty. As such, the significance of impact on driver stress during the construction period is considered to be **low**.

Operation

- 10.8.19 This section provides an assessment of the residual effects of the Scheme on people and communities during Scheme operation.

Land-Use

Private Assets

- 10.8.20 There would be no additional impacts from construction.

Development Land

- 10.8.21 There would be no additional impacts from construction.

Tourism

- 10.8.22 Improvements to the local road network may have a beneficial effect on the wider visitor economy. Such improvements could be advantageous to local visitor destinations, such as the 3 caravan parks which are found in close proximity to the Scheme. The Draft Visitor Economy Strategy for Lancashire (2016) identifies weak public transport and outdated rural road infrastructure east to west as one of the challenges facing growth in the visitor economy, which the Scheme would help to address.

- 10.8.23 There is likely to be a **minor adverse** impact overall on the **low** value visitor economy – given that the Scheme relocates the main road further from some receptors, but closer to others, this would result in a significance of **minor** and **not be significant** in terms of EIA. The extent of operational effects on tourism receptors is likely to again revolve primarily around visibility. Chapter 9: Landscape (document reference TR010035/APP/6.9) provides an assessment of the visual impact of the Scheme in relation to specific receptors, including Singleton Hall and The Manor.

Agricultural Land

- 10.8.24 As land take and disruption to agricultural practices, with associated mitigation, occur during the construction phase, impacts during operation would be very limited and would be considered to be **negligible** and **not significant** in terms of EIA.

Journey Length, Severance and Amenity

- 10.8.25 The Scheme would improve connectivity and minimise potential conflicts for NMUs by improving the safety of pedestrians, equestrians and cyclists around the existing A585.
- 10.8.26 At the Skippool junction, controlled crossing facilities would be provided for pedestrians and cyclists. At both the Skippool Bridge and Poulton junctions, pedestrian and cycle access would be provided. A new footbridge (Grange Footbridge) would include the creation of a new, accessible footpath with links across Garstang New Road and to the wider PRoW network. This new connection would increase opportunities for recreational use within the local area.
- 10.8.27 In terms of severance, new and improved crossing facilities would improve connectivity, enhancing the permeability of the area. Footpath 2 (Singleton) would be severed as a result of the Scheme, requiring diversion from its existing route. The route would be increased in length by approximately 10 - 15m and would replace an existing uncontrolled crossing with a new footbridge (Grange footbridge) over Garstang New Road. These improvements would greatly improve connectivity of the

footpath with other routes; and would improve the standard of the path. Overall, the effect is deemed to be **moderate beneficial**, resulting in an overall **significant effect** in terms of EIA.

- 10.8.28 The Scheme would bring about reductions in congestion throughout the area, which would lead to safety improvements for NMUs using adjacent footways and cycleways. Such improvements would be undertaken at the Skippool junction, Skippool Bridge junction, Poulton junction, Mains Lane and Garstang New Road. Reductions in congestion throughout the area would also improve environmental conditions (air quality and noise, for example (refer to Chapter 6: Air Quality (document reference TR010035/APP/6.6) and Chapter 11: Noise and Vibration (document reference TR010035/APP/6.11)).
- 10.8.29 As noted in respect of mitigation, the improvements proposed for sections of the existing route that would be bypassed which includes traffic calming measures. In addition, the Scheme would de-trunk the A585 between Junction 3 of the M55 and Fleetwood, which would bring about significant improvements for users of these routes, specifically along Mains Lane in Little Singleton (further detail is presented on Figure 2.3 and within Section 2.12 of Chapter 2: Description of the Scheme (document reference TR010035/APP/6.2)).
- 10.8.30 In addition, a new roundabout would replace the existing Little Singleton junction to better manage future traffic movements. This roundabout would be constructed after traffic has been diverted onto the bypass. The existing section of Garstang New Road, immediately east of Little Singleton roundabout would be maintained for pedestrians and cyclists.
- 10.8.31 Overall the effect of the Scheme on non-motorised users is deemed to be **moderate beneficial**, resulting in an overall **significant positive effect**.

Vehicle Travellers – Views from the Road

- 10.8.32 The predicted long-term impacts of the Scheme on views from the road for vehicle travellers are summarised in Table 10-17.

Table 10-17: People and Communities – View From the Road During Operation

Section	View from the Road	Assessment Category
Skippool Junction to Skippool Bridge Junction	Between Skippool Junction to Skippool Bridge Junction, to the north of the junction a noise barrier would be installed. To the south of the junction, there would be new planting.	Restricted View
Skippool Bridge	At Skippool Bridge, there would be no change from the baseline, which is made up of trees and planting to both the north and south of Skippool Bridge.	Restricted View
Skippool Bridge Junction to Poulton Junction	Between the Skippool Bridge Junction to Poulton Junction, would be a combination of planting, earthworks and reed beds on the northern side. On the southern side, there would be false cuttings and a small	Restricted View

Section	View from the Road	Assessment Category
	section of acoustic fencing.	
Poulton Junction	At the Poulton Junction, north and south of the junction, there would be earthworks, reed beds and tree planting. East and west of the junction, there would be planting.	Restricted View
Poulton Junction to Windy Harbour Junction	Between the Poulton Junction and Windy Harbour Junction, there would be earthworks and planting along the northern and southern section. East of Lodge Lane, there would be hedgerow and acoustic fencing. The central part of this section would also be in deep cutting.	Restricted View
Little Singleton Junction and Garstang New Road	At the Little Singleton Junction with Garstang New Road, hedgerow is found to the north, south and east of the junction and trees would be planted to the north and east of the junction.	Restricted View

- 10.8.33 For each of the sections assessed, each would experience views with frequent cuttings and structures, which are blocking the view, there would therefore be **restricted views** for each section.

Vehicle Travellers – Driver Stress

- 10.8.34 Appendix 10.2 (document reference TR010035/APP/6.10.2) provides details of the driver stress calculations. Effects on driver stress for the 5 journeys assessed are summarised in Table 10-18.

Table 10-18: People and Communities – Driver Stress for Different Journeys. Do Minimum / Do Something 2037

Link	Peak	Do Minimum	Do Something
A585, between Windy Harbour Junction and the junction with Fleetwood Road South	AM	High on all links	Low along new bypass, Moderate along Mains Lane and Amounderness Way
	PM	High for all links	Low along new bypass, Moderate along Mains Lane and Amounderness Way
A586 Garstang Road East at its junction with the A585 to its junction with Hardhorn Road, Poulton-le-Fylde	AM	Moderate / High for all links	Moderate for the majority of the link, high towards the west of Garstang Road East
	PM	Moderate / High for all links	Moderate for the majority of the link, high towards the west of Garstang Road East
The A588 Shard	AM	Moderate for all	Moderate for all links

Link	Peak	Do Minimum	Do Something
Road from the A585 to Hambleton		links	
	PM	High for all links	High for all links
Lodge Lane between the A585 to Singleton	AM	Moderate for all links	Moderate for all links
	PM	Moderate for all links	Moderate for all links
A588 Breck Road between the A585 at Skippool to Poulton-le-Fylde	AM	High for most links and moderate for one	Moderate / High for all links
	PM	Moderate / High for all links	Mostly moderate for all links and high in sections

- 10.8.35 During operation, there would be a beneficial effect on driver stress throughout the area, as the majority of the routes would witness reductions in driver stress. Low driver stress levels would be created on the new bypass (the Scheme).
- 10.8.36 In addition, as there would be significant reductions of traffic flow along Garstang Road and Mains Lane and additional cycleway / footway crossing provisions along this route, this would significantly improve the overall environment for pedestrians and cyclists. Whilst the analysis has shown that there would be significant reductions of traffic flow along these routes, in order to achieve low levels of driver stress Mains Lane, the average journey speed would have to be over 70km/hr, given that the speed limit along Mains Lane is 40mph (64km/hr), such a stress rating is not possible.
- 10.8.37 During operation, there would be a beneficial effect on driver stress through reductions in congestion and improved accessibility between jobs and the labour market throughout the wider. Time and cost savings would be realised, due to improved access to employment, goods and services.

Human Health

- 10.8.38 The following summarises the potential effects on human health relating to the topics covered in this chapter. Further effects on human health are outlined in Chapter 6: Air Quality (document reference TR010035/APP/6.6), Chapter 11: Noise and Vibration (document reference TR010035/APP/6.11), Chapter 12: Road Drainage and the Water Environment (document reference TR010035/APP/6.12), Chapter 13: Geology and Contaminated Land (document reference TR010035/APP/6.13) and Chapter 17: Summary (document reference TR010035/APP/6.17).
- 10.8.39 There would be some disruption to existing PRow as a result of construction activities, however, usage levels of PRow in the vicinity of the Scheme are relatively low. Therefore, the impact on journey length, severance and amenity is limited. No significant effects are anticipated on human health as a result of this.
- 10.8.40 The Scheme would result in an overall improvement to connectivity and therefore has the potential to help improve human health through increasing opportunities for walking and cycling thereby creating further opportunities for active lifestyles and exercise. Facilitating an increase in exercise could offer a beneficial effect on human health given that physical activity levels in both Fylde and Wyre are under the national average and physical inactivity levels are above the national average. Such improvements in activity levels could contribute to reducing existing levels of obesity

in the area.

- 10.8.41 The new road would also be designed to a higher highway standard than the existing road, which would help to reduce uncertainty, fear and driver stress. Therefore, the Scheme is predicted to have a beneficial effect on human health through reduced stress levels that are typically associated with delayed or congested road use.

10.9 Monitoring

- 10.9.1 Ongoing discussions would be required with relevant land-owners as appropriate to discuss extent of land-take, operational issues that may arise, and potential mitigation measures.

10.10 Summary

- 10.10.1 This chapter has considered the potential likely effects on people and communities as a consequence of the Scheme during both construction and operation. The assessment has been undertaken in line with best practice and follows published guidance as set out in the DMRB.
- 10.10.2 The people and communities topic focuses on the sub-topic areas of land-use (private assets, development land, tourism, and agricultural land); journey length, severance and amenity; and vehicle travellers (views from the road and driver stress).
- 10.10.3 Mitigation measures have been identified to minimise adverse effects of the Scheme, including: Construction Best Practice, appropriate travel management measures and measures to compensate landowners and occupiers for land-take. The Scheme has also been designed to minimise land-take where possible. More detailed environmental mitigation is set out in the Outline CEMP (document reference TR010035/APP/7.2), the REAC (document reference TR010035/APP/7.3) and draft TMP (document reference TR010035/APP/7.5).
- 10.10.4 Two properties are located within the draft order limits (West Wynds and the Beeches) and would be demolished. Further residential properties are located in the vicinity of the Scheme (within a 500m study area). Two parcels of development land have been identified in the vicinity of the Scheme, including land where development is under construction for residential use, and a small parcel of land that has recently formed part of an appeal site.
- 10.10.5 Community land and facilities have been identified within a 500m corridor either side of the Scheme. Baseline information relating to tourism identifies the strategic importance of tourism to the Lancashire economy as well as local tourism infrastructure provided in the vicinity of the Scheme (notably the presence of 3 caravan parks). Access to nearby local businesses, including the Skippool Service Station and the Singleton Lodge Country House Hotel, would be maintained during the duration of the construction period. The impact of the Scheme on tourism receptors is considered to be minor to moderate adverse and therefore not significant. There is likely to be a negligible impact overall on the visitor economy – given that the Scheme relocates the main road further from some receptors, but closer to others, with critical issues likely to revolve around visibility of the Scheme from individual receptors (refer to Chapter 9 – Landscape (document reference TR010035/APP/6.9)).
- 10.10.6 The principal land use within the footprint of the Scheme is agricultural. Provisional ALC mapping shows land within the application site to be predominantly mapped as

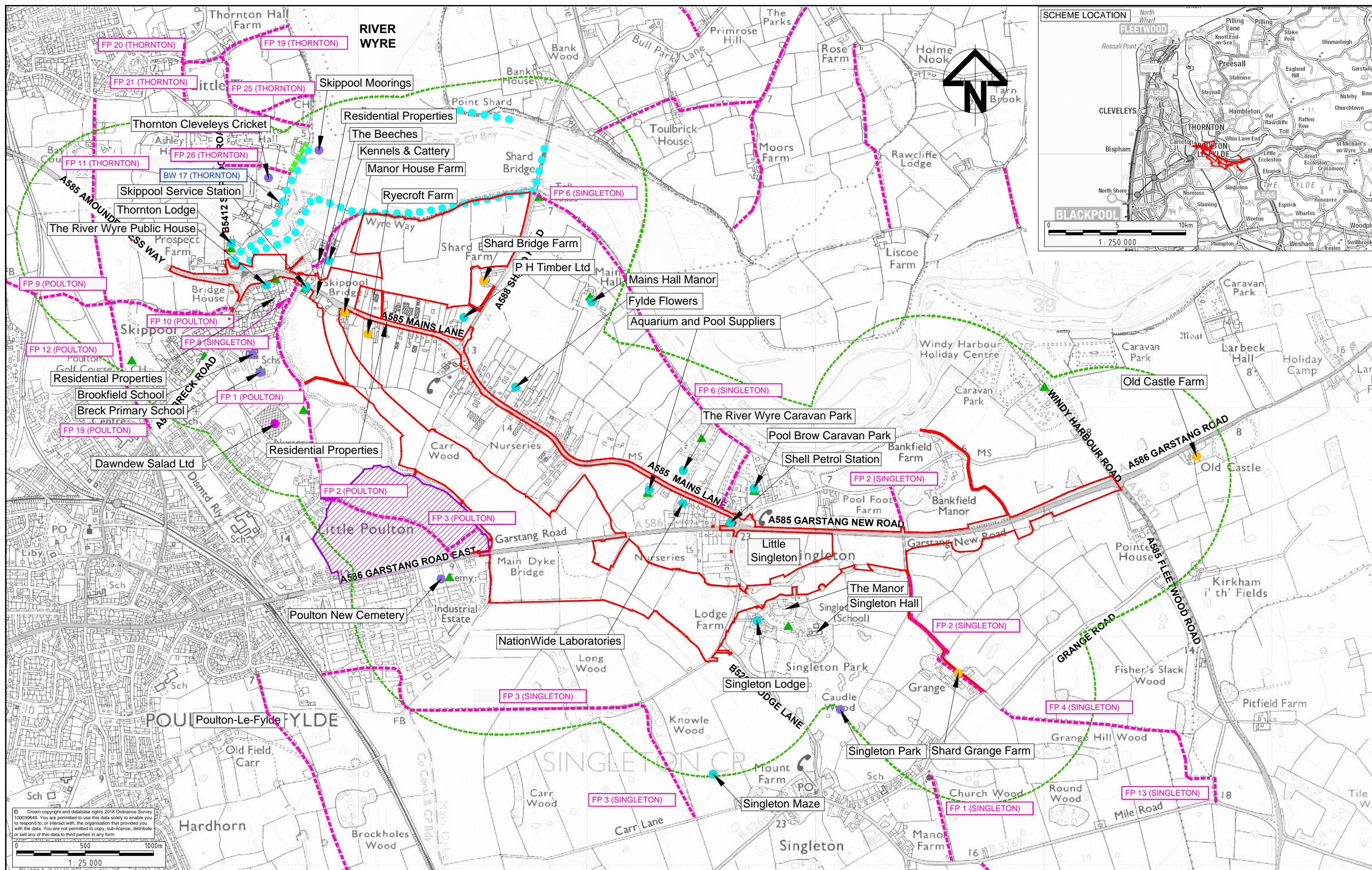
Grade 2, with Grade 3 land on the eastern edge. The impact on agricultural land, resulting from the permanent loss of BMV land, is considered to be major adverse and therefore significant in terms of EIA. There would be no residual effects in relation to farm businesses viability.

- 10.10.7 PRow and recreational routes have been identified and include local footpaths as well as part of the Wyre Way. NMU survey counts were conducted at 10 locations in December 2017 and identified relatively low usage levels of those routes likely to be potentially affected by the Scheme. There would be some disruption to existing PRow as a result of construction activities, particularly given the proximity of a number of footpaths to the Scheme. One PRow (Footpath 2 (Singleton)) would be severed by the Scheme. Usage levels of PRow in the vicinity of the Scheme are relatively low and the impact on journey length, severance and amenity has therefore been assessed as slight and not significant, with severance impacts assessed as slight. The Scheme would improve connectivity and minimise potential conflicts for NMUs by improving the safety of pedestrians, equestrians and cyclists around the existing A585; the impact of the Scheme in terms of journey length, travel patterns and amenity is therefore considered to be moderate beneficial. New and improved crossing facilities would improve connectivity, enhancing the permeability of the area, thus having a beneficial impact on community severance.
- 10.10.8 As part of the Scheme, road signs and traffic signals would be used to explain route changes and direct drivers with the aim of reducing uncertainty, delays and driver stress for those drivers using the new road layout. The new road would also be designed to a higher highway standard than the existing road, which would help to reduce uncertainty, fear and driver stress.

10.11 References

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10.12 Figures



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highways

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Client

A585 WINDY HARBOUR TO SKIPPOOL IMPROVEMENT SCHEME

Drawing Title

ENVIRONMENTAL STATEMENT REGULATION 5(2)(a)
PEOPLE AND COMMUNITIES:
PUBLIC RIGHTS OF WAY AND
KEY COMMUNITY FACILITIES

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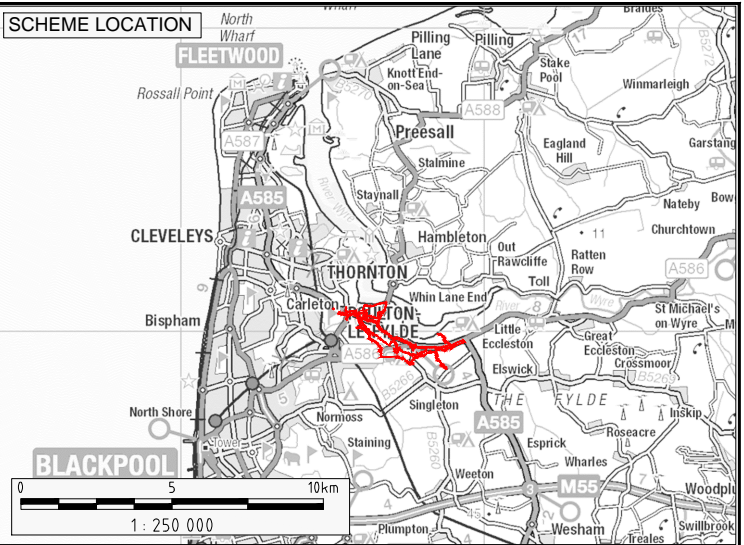
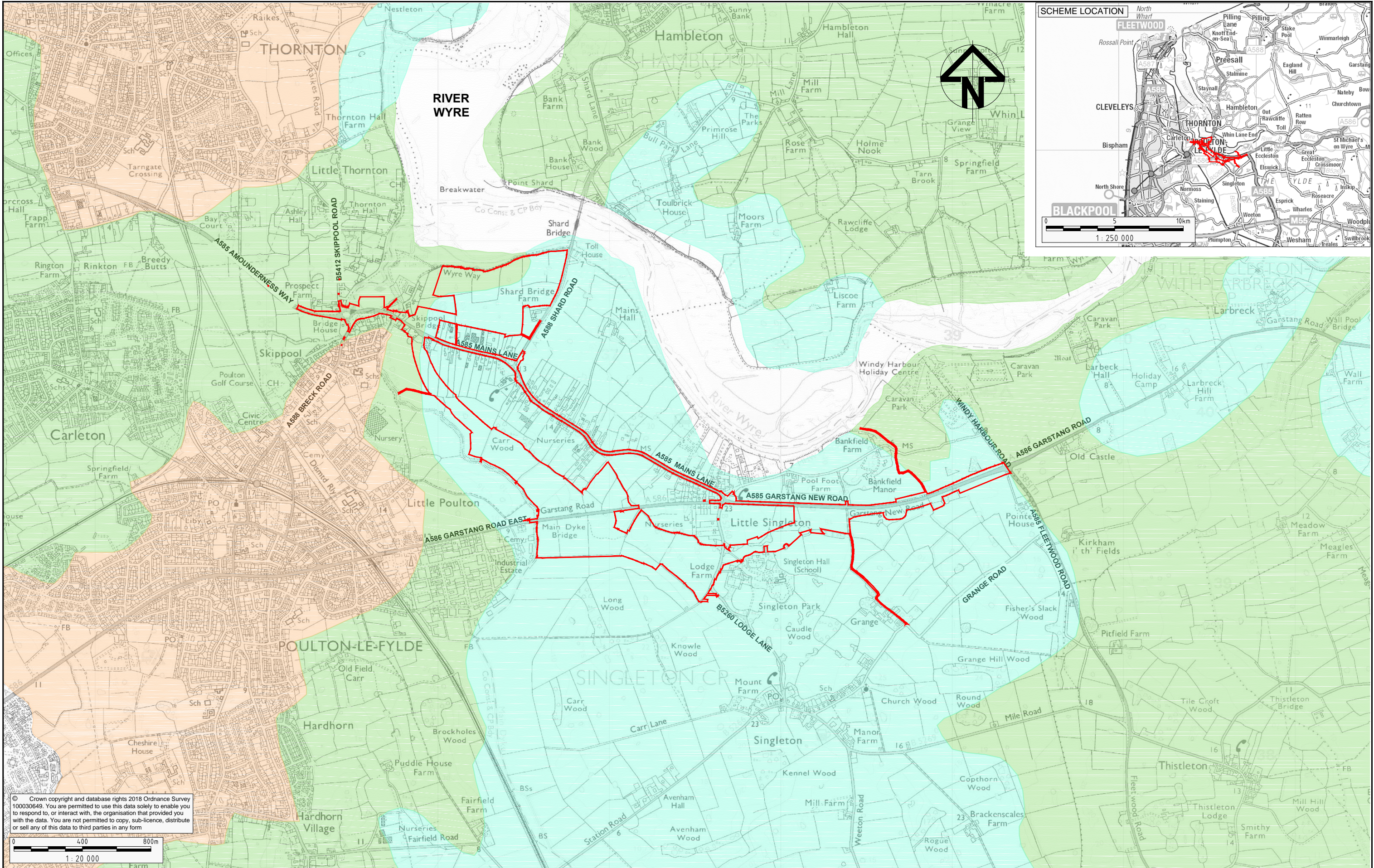
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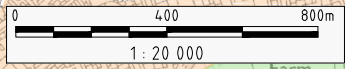
FIGURE 10.1

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- Grade 2 - Agricultural Land
- Grade 3 - Agricultural Land
- Urban - Non Agricultural

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A585 WINDY HARBOUR TO SKIPPOOL IMPROVEMENT SCHEME

Drawing Title

ENVIRONMENTAL STATEMENT
REGULATION 5(2)(a)
PEOPLE AND COMMUNITIES:
PROVISIONAL AGRICULTURAL LAND
CLASSIFICATION MAPPING

Status

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Revision

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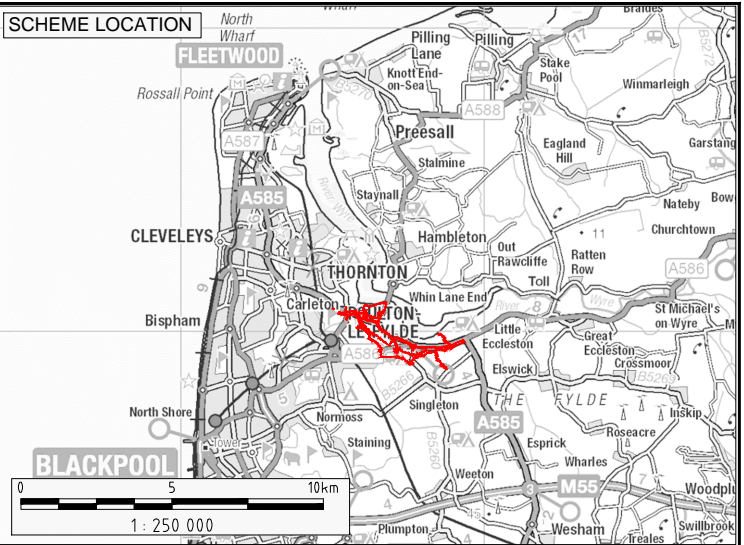
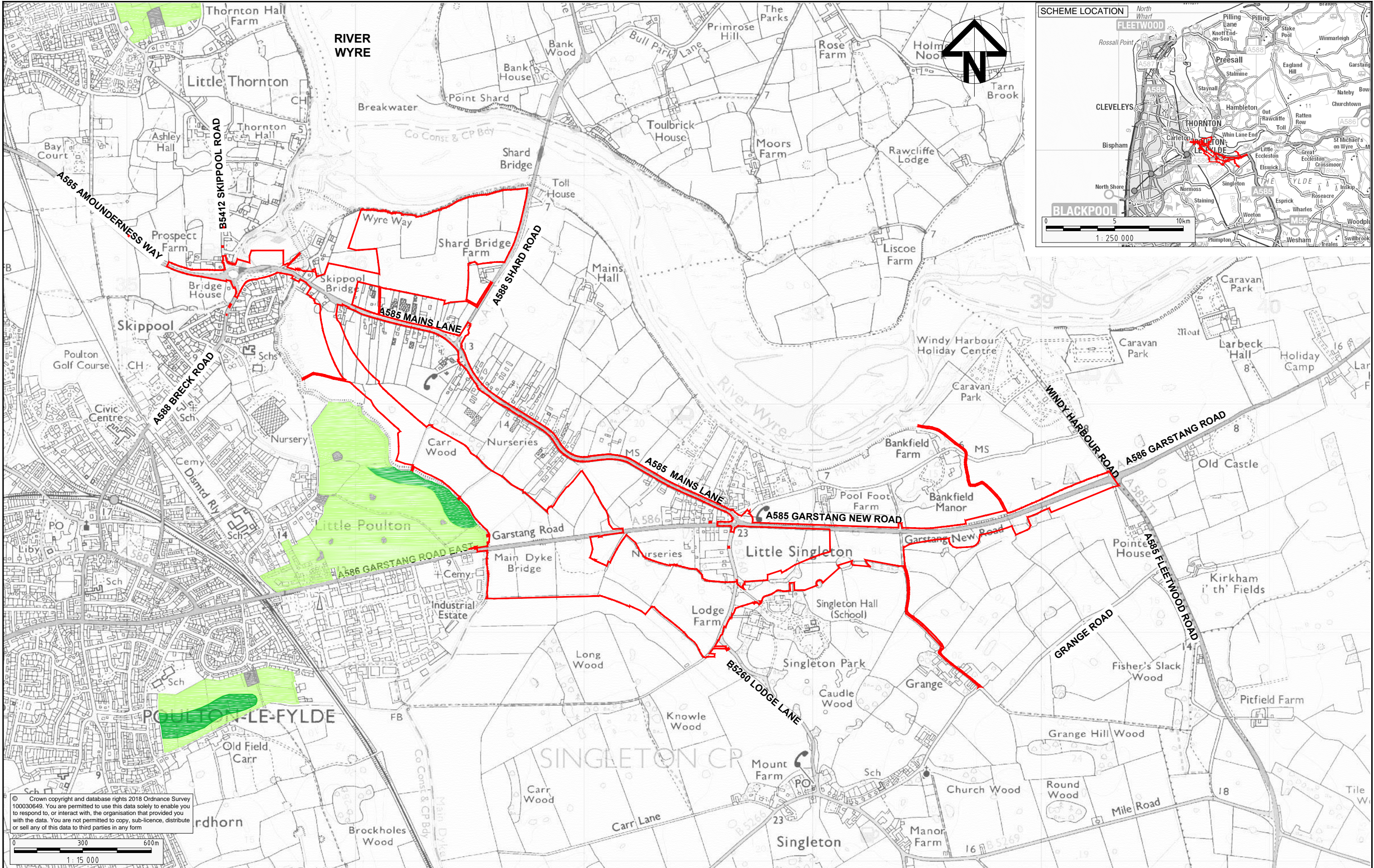
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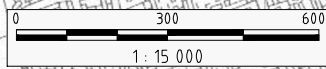
FIGURE 10.3

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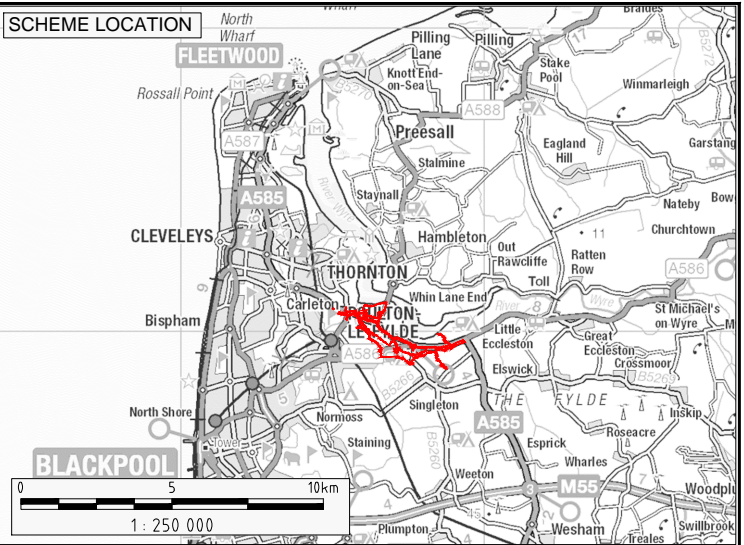
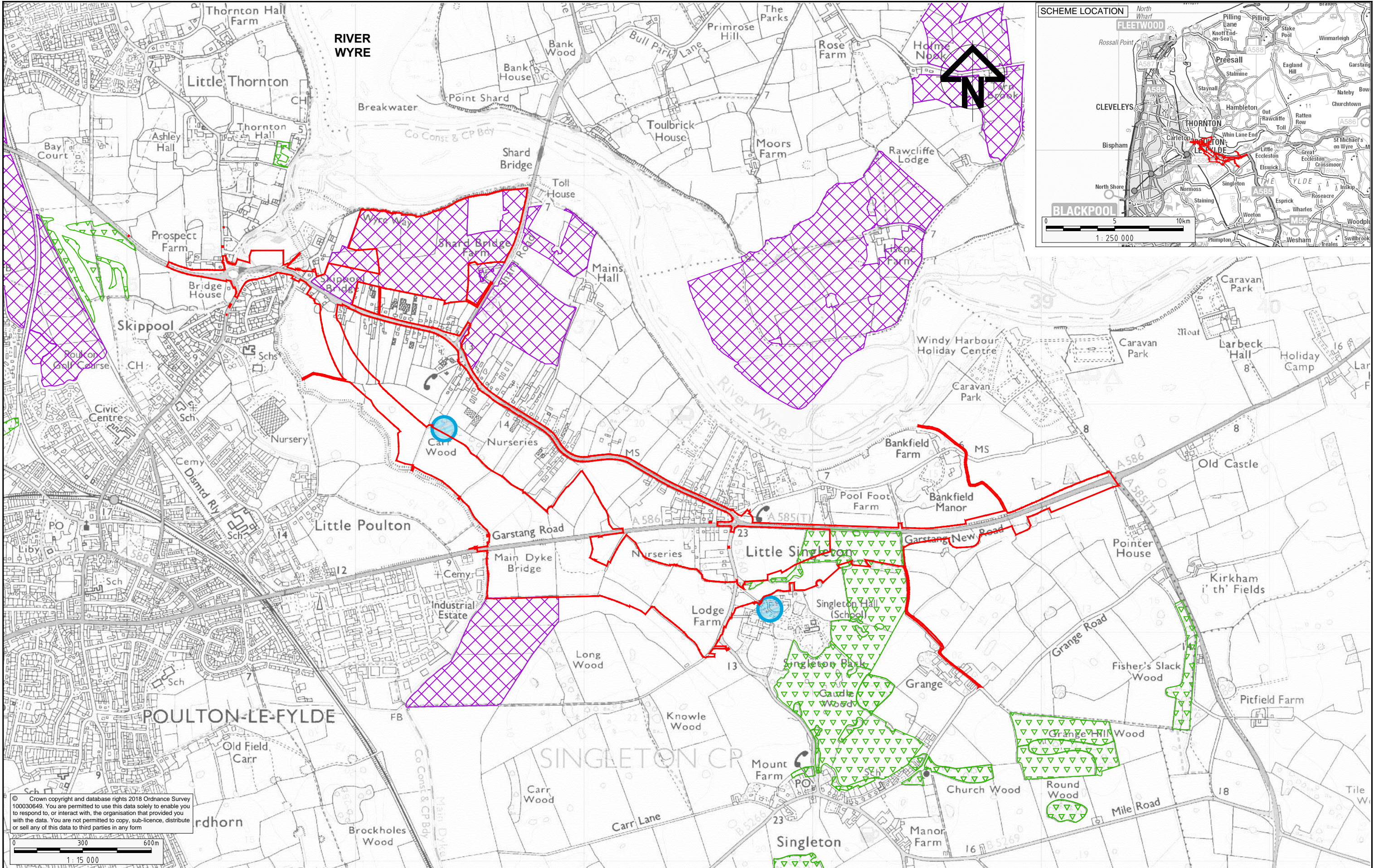
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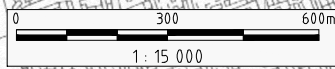


Project	A585 WINDY HARBOUR TO SKIPPOOL IMPROVEMENT SCHEME	
Drawing Title	ENVIRONMENTAL STATEMENT REGULATION 5(2)(a) PEOPLE AND COMMUNITIES: POST 1988 AGRICULTURAL LAND CLASSIFICATION MAPPING	

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 - Woodland Grant Scheme 3 (England)
 - Entry Level Stewardship

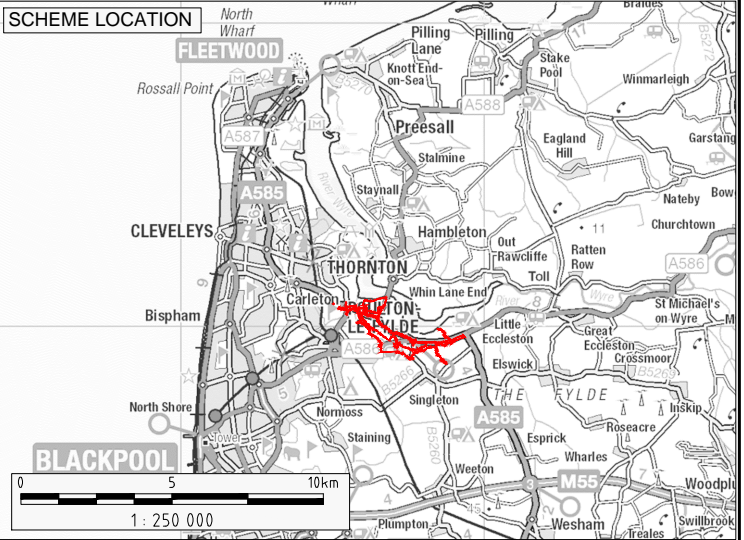
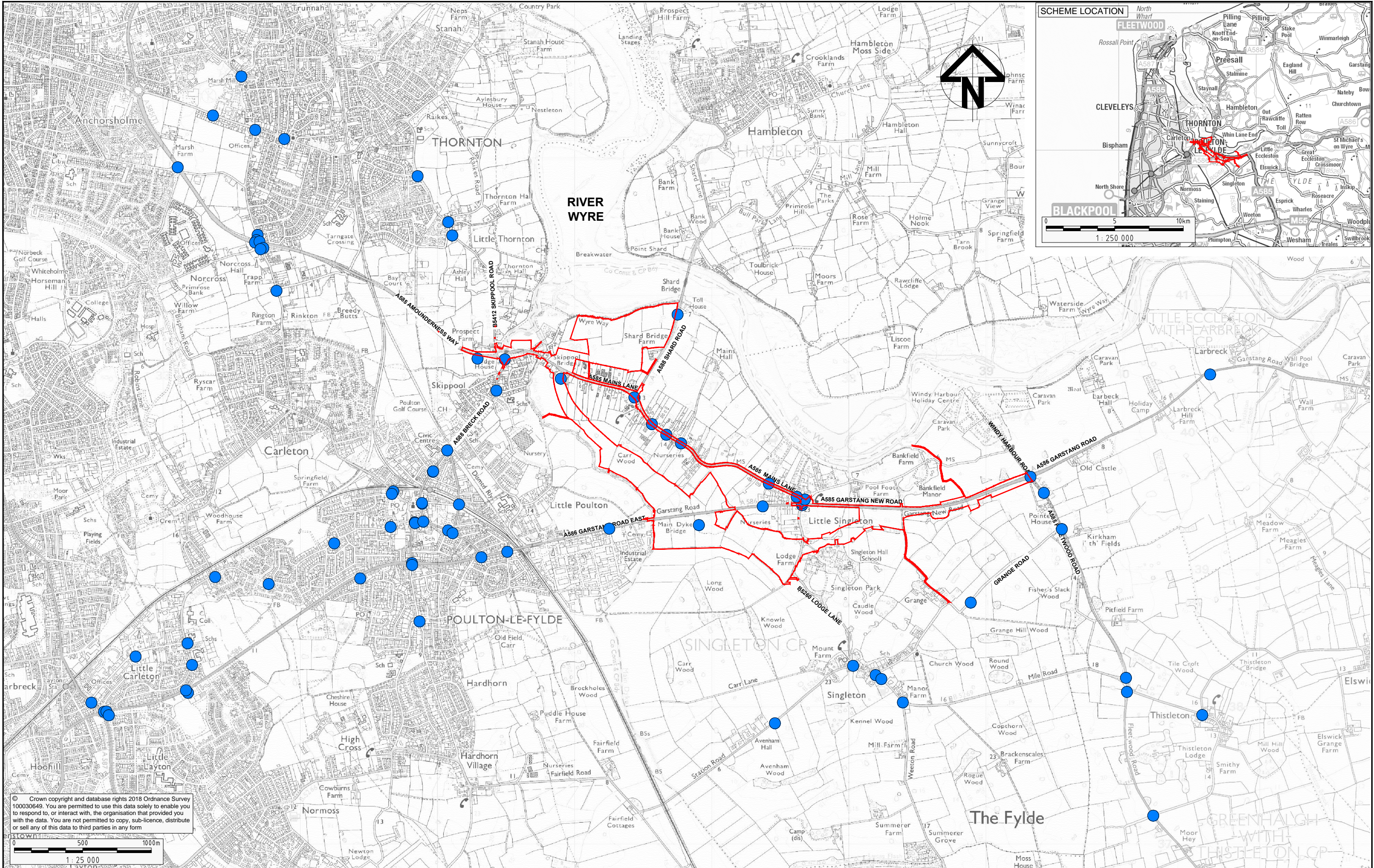
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Drawing Title ENVIRONMENTAL STATEMENT REGULATION 5(2)(a) PEOPLE AND COMMUNITIES: ENVIRONMENTAL STEWARDSHIP AGREEMENTS AND FORESTRY AND WOODLAND SCHEMES

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Scale	1:15 000 @ A3	Date	OCT 2018
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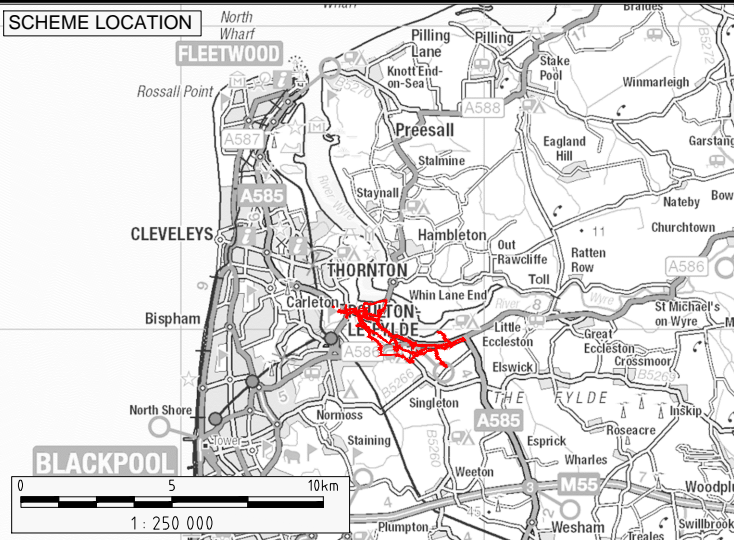
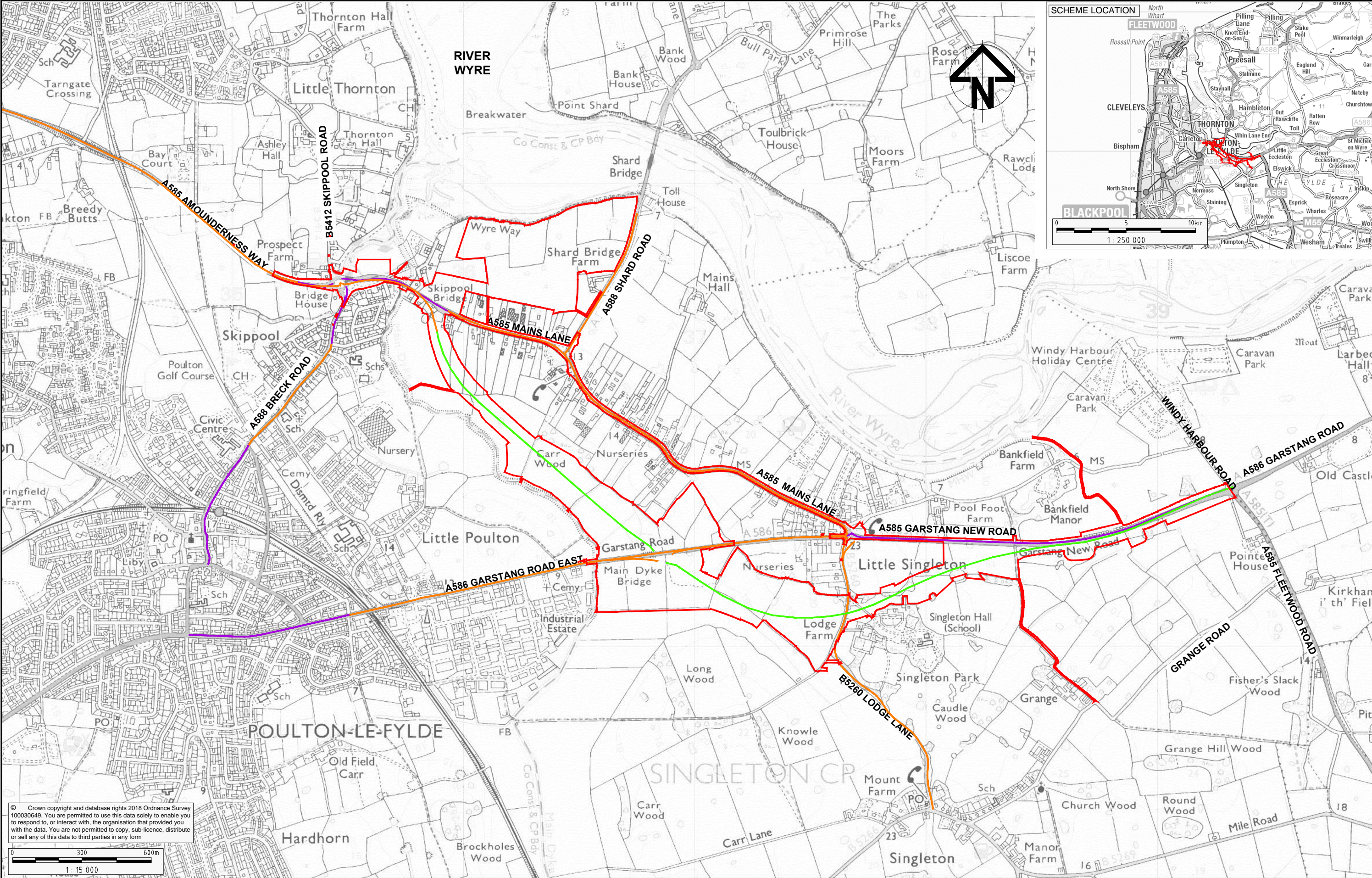


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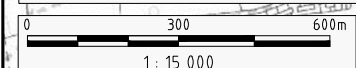
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A585 WINDY HARBOUR TO SKIPPOOL IMPROVEMENT SCHEME

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**ENVIRONMENTAL STATEMENT
REGULATION 5(2)(a)
PEOPLE AND COMMUNITIES:
DRIVER STRESS NODE LOCATIONS**

Status	S8 - DCO SUBMISSION		Revision	0
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 - Moderate
 - High

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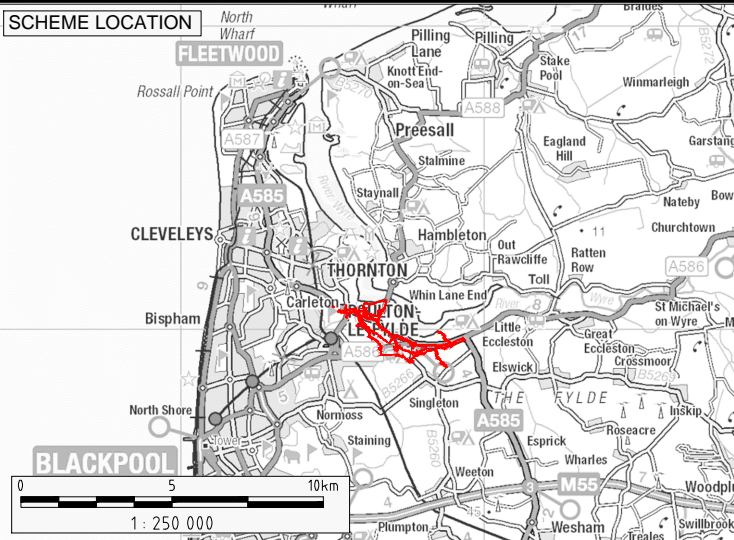
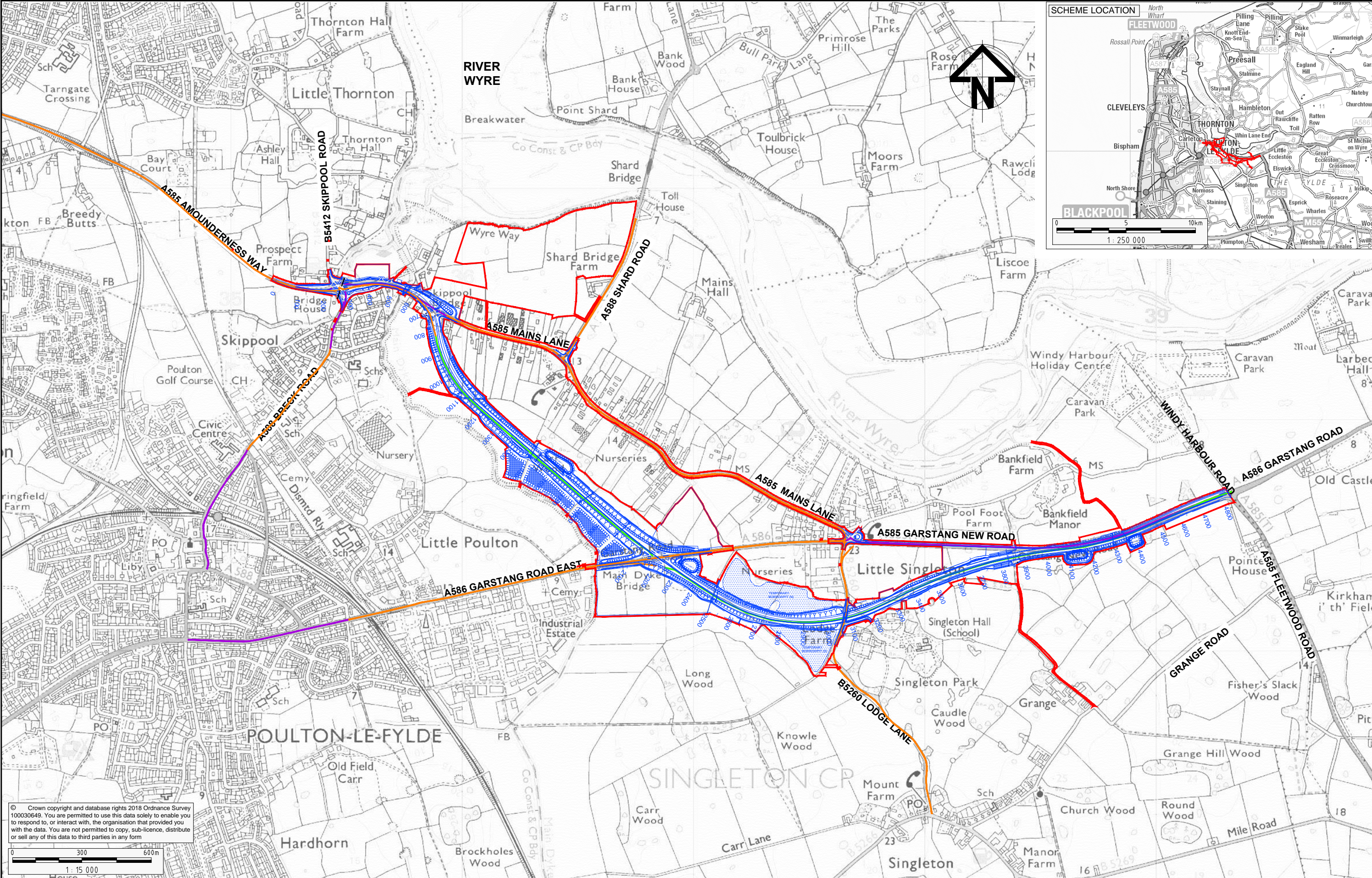
Project A585 WINDY HARBOUR TO SKIPPOOL IMPROVEMENT SCHEME

ENVIRONMENTAL STATEMENT
REGULATION 5(2)(a)
PEOPLE AND COMMUNITIES:
DRIVER STRESS (WITHOUT SCHEME)

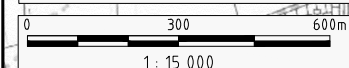
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FIGURE 10.7
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	The Scheme		Moderate
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Draft Order Limits

The Scheme

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Moderate

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Project A585 WINDY HARBOUR TO SKIPPOOL IMPROVEMENT SCHEME

Drawing Title ENVIRONMENTAL STATEMENT REGULATION 5(2)(a) PEOPLE AND COMMUNITIES: DRIVER STRESS (WITH SCHEME)

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PINS No.	TR010035		FIGURE 10.8
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