Appendix G – Audit Log of SoCC Deposit Locations

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highways england

I confirm Poulton Library (deposit location) has received the A585 Windy Harbour to Skippool Statutory Consultation brochures.

Signed [redacted]

Print [redacted]

Date 21/3/18

highways england

I confirm Fleetwood Library .....(deposit location) has received the A585 Windy Harbour to Skippool Statutory Consultation brochures.

Signed ... [redacted]

Print.. [redacted]

Date..... 21.3.18

POSITIVE ABOUT DISABLED PEOPLE
INVESTORS IN PEOPLE

highways england

Thornton Library

I confirm .....(deposit location) has received the A585 Windy Harbour to Skippool Statutory Consultation brochures.

Signed ..... [redacted]

Print..... [redacted]

Date..... 21/3/18.

POSITIVE ABOUT DISABLED PEOPLE
INVESTORS IN PEOPLE

highways england

I confirm WYRE CIVIC CENTRE (deposit location) has received the A585 Windy Harbour to Skippool Statutory Consultation brochures.

Signed [redacted]

Print [redacted]

Date 21.3.18

POSITIVE ABOUT DISABLED PEOPLE
INVESTORS IN PEOPLE

highways england

I confirm [redacted].....(deposit location) has received the A585 Windy Harbour to Skippool Statutory Consultation brochures.

Signed [redacted]

Print [redacted]

Date.....21-03-18

POSITIVE ABOUT DISABLED PEOPLE
INVESTORS IN PEOPLE

highways england

Blackpool

I confirm ...Central Library....(deposit location) has received the A585 Windy Harbour to Skippool Statutory Consultation brochures.

Signed [redacted]

Print. [redacted]

Date.....21.03.18.

POSITIVE ABOUT DISABLED PEOPLE
INVESTORS IN PEOPLE

highways england

A585

Windy Harbour to Skippool scheme

Public consultation





We're improving the A585 in your area

We want to hear your views

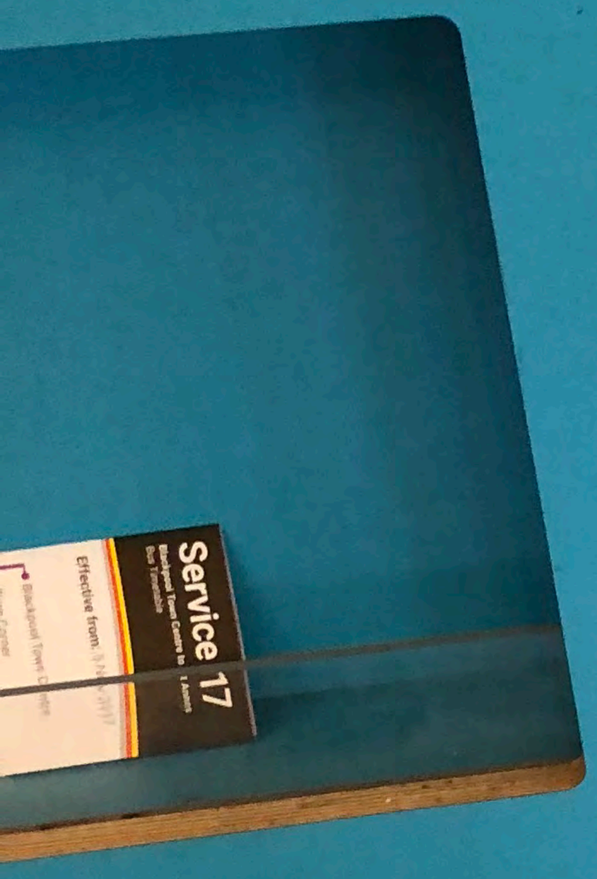
You are invited to attend a public consultation to view our proposals for improving the A585 between Windy Harbour junction and Skippool.

Public consultation exhibitions

- **Singleton Village Hall,** Station Road, Singleton, FY6 8LL
  Friday 23 March 2018 2pm-8pm
- **Singleton Village Hall,** Station Road, Singleton, FY6 8LL
  Saturday 7 April 2018 10am-4pm
- **Wyre Civic Centre,** Breck Road, Poulton-le-Fylde, FY6 7PU
  Tuesday 10 April 2018 3pm-8pm
- **Fleetwood Nautical Campus,** Broadwater, Fleetwood, FY7 8JZ
  Wednesday 11 April 2018 1pm-7pm

Find out more online

Visit our scheme webpage at www.highways.gov.uk/a585windyharbour-skippool



ylde coa

ory.co.uk

092 2332

Blackpool Council

highways england

A585

Windy Harbour to Skippool scheme

Preliminary Environmental Information Report

Non-Technical Summary

March 2018

highways england

A585

Windy Harbour to Skippool scheme

Statement of Community Consultation

highways england

A585

Windy Harbour to Skippool scheme

Public consultation

Share your views

March 2018

highways england

A585

Windy Harbour to Skippool scheme

Public consultation

We're improving the A585 in your area

We want to hear your views

You are invited to attend a public consultation to view our proposals for improving the A585 between Windy Harbour junction and Skippool.

Public consultation exhibitions

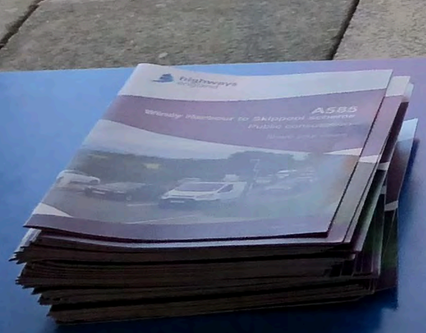
- Singleton Village Hall
- Singleton Village Hall
- Wyre Civic Centre
- Fleetwood Nautical Campus

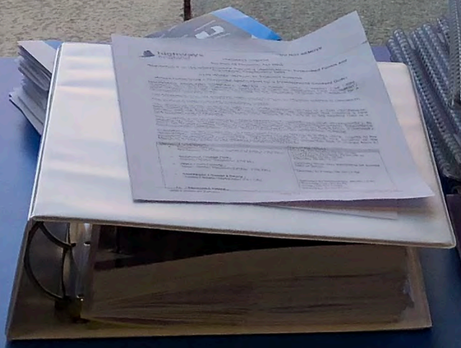
Find out more online

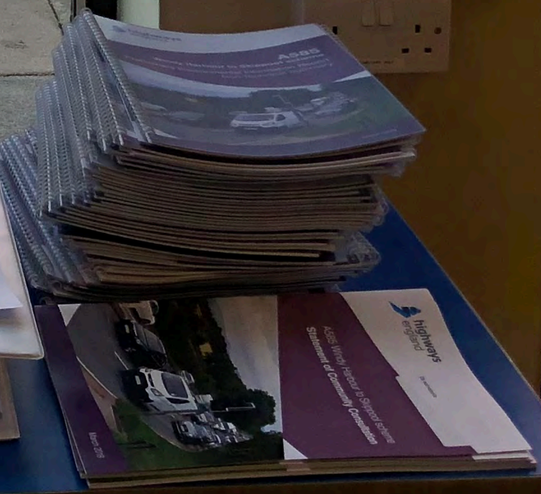
Turning the tide for our community

North Albert St

a Street








Mars
SNICKERS
WALKERS
£1
£1
rspb.org.uk
Walking Festival 2018
Mass Meadows and Moorland


Mars
SNICKERS
WALKERS
£1
£1
rspb.org.uk
Walking Festival 2018
Moss, Meadows and Moorland


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A585
Windy Harbour to Skippool scheme
Public consultation
We're improving the A585 in your area
We want to hear your views
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A585
Windy Harbour to Skippool scheme
highways england
Local List
STIRLING
A585
scheme
Report
summary


A585


Gardening Club
GARDENING
Instant Colour
HOW TO GROW PRACTICALLY EVERYTHING
A585
Windy Harbour to Skippool scheme
Public consultation
We're improving the A585 in your area
We want to hear your views
Public consultation exhibitions
Spring Time
Alistair
WISHING YOU A
Happy Easter
Daniel Penfret
Peter Bennett
highways england
A585
Windy Harbour to Skippool scheme
Public consultation
Share your views
March 2018
Development consent for our major road schemes
Deposit Location
Opening times
Poulton Library
Blackpool Old Road, Poulton-le-Fylde, FY6 7DH
Monday and Friday 09.00-17.00
Tuesday and Thursday 09.00-19.30
Wednesday 09.00-13.00
Saturday 09.00-12.30
Singleton Village Hall
Station Road, Singleton, FY6 8LL
Wyre Civic Centre
Breck Road, Poulton-le-Fylde, FY6 7PU
Blackpool Central Library
Queen Street, Blackpool, FY1 1PX
Thornton Library
Copies will be held
Opening times vary depending on events held at venue.
Monday to Friday 08:30-17:00
Monday to Wednesday 09:30-17:00
Thursday 08:30-19:00
Friday 09:30-17:00
Saturday 09:30-16:00
Page 1 of 2
Author: David Hopkin


A585
Windy Harbour to Skippool scheme
Public consultation


A585
Windy Harbour to Skippool scheme
Public consultation


Highways England
A585
Windy Harbour to Skippool Improvement
Preliminary Environmental Information Report
Volume 3: PEIR

Lockwood
GP Surgery

highways england

A585
Windy Harbour to Skippool scheme
Public consultation





We're improving the A585 in your area

We want to hear your views

You are invited to attend a public consultation to view our proposals for improving the A585 between Windy Harbour junction and Skippool.

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- Singleton Village Hall
  Station Road, Singleton, FY6 8LL
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  Tuesday 10 April 2018 3pm-8pm
- Fleetwood Nautical Campus
  Broadwater, Fleetwood, FY7 8JZ
  Wednesday 11 April 2018 1pm-7pm

Find out more online

Appendix H – Community Reference Group Meeting

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A585 Windy Harbour to Skippool Community Reference Group
Thursday 19th April 2018, 7pm
Singleton Village Hall

Attendees:
[redacted]

Apologies:
[redacted]

Item no.	Notes/actions	Action owner
1	Meeting was opened, and presentation was given by Highways England outlining the on-going work on the scheme during 2017 – 2018, along with the Statutory Consultation. This also included a fly through visualisation of the scheme. Initial findings from the consultation were presented. Questions were invited during the presentation and the following points were discussed.	
2	[redacted] outlined that he was representing the team on Fylde Borough Council (FBC) who would be involved in responding to the s42 consultation on the scheme. EG indicated that the points raised below were not the final response and may be subject prior to the formal s42 response being provided. EG advised that FBC will expect to see appropriate mitigation especially in the Lodge Lane area. Mitigation should include consideration of properties in vicinity of this area. Concern was raised about the loss of trees in this area. EG advised the FBC current thinking is that linear planting along the Highways would not be sufficient mitigation and they would have a preference for the scheme acquiring additional land to deliver more extensive planting. Copses considered important to setting of the listed building (Ice House) and non-designated heritage assets and integrity to general estate. NH advised that early sight of these issues from FBC is very useful and appreciated. NH reminded EG that the deadline for submission of the s42 response is 8th May and Highways England looks forward to receiving a response. Discussion moved onto impact of proposals on Heritage assets. FBC consider the proposals could cause significant harm to designated and non-designated assets. Mitigation is considered essential with respect to potential realignment of the entrance to Singleton Hall. Point raised that North Lodge is a non-designated heritage asset and impact to this property are important. EG indicated that it is FBC's opinion that the Land Bridge could provide suitable mitigation with respect to heritage assets. Question raise of who would own the land bridge (if this option progressed)? Current owner may not want to take ownership. NH – details not finalised at this stage, legal advice would be sought on this topic. Question raised about whether trees can be planted on the land bridge; can mitigation be assisted this way? Potential issues with roots.	

	Question raised regarding location of land bridge, have different options been considered? NH outlined the design process at arriving at a land bridge option following the suggestion of a tunnel being put forward at non-statutory consultation. Comment made that the perception was noise barriers had a detrimental impact on heritage assets and would interfere with current open aspect of Singleton Hall Driveway. NH discussed planting in conjunction with noise barriers.	
3	Discussions moved onto the section of Garstang Road which is to be declassified. Comment raised that the community do not want this section of road to be open/accessible to all. NH outlined that there is likely to be a form of physical barrier just off the roundabout to prevent unauthorised access. Access only for owners of fields currently accessed at this location. Highways England are in discussions with Lancashire County Council regarding how they wish to restrict access in this area. Concern raised that there is a local issue with travellers looking for sites – if this section of road isn't kept secure there are fears that it would become a traveller's site. Key considerations – maintaining access for landowners + cycle/pedestrian route whilst keeping area secure.	
4	Concern raised over motorway traffic rat running through Singleton. NH – Outlined that operational assessment is underway which is looking into impacts of the scheme on the wider area. Depending on the assessment results, there is the potential that traffic calming could be introduced.	
5	EG outlined that FBC consider that the scheme should consider impacts on other areas around the scheme e.g. Thistleton junction. Effects should be considered beyond the Red Line Boundary. NH – effects at Thistleton currently being modelled to further understand any potential implications. Query raised as to whether a meeting with the Operations Directorate could be organised to discuss Thistleton junction with PH.	**Highways England**
6	Concern raised regarding the major problem at M55 J3. What can be done to stop queuing ? NH outlined the Norcross and J3 scheme currently being considered by Highways England's Operations Directorate.	
7	Following viewing the flythrough, query was raised about the ponds – are these existing or new? NH – Many are existing. Flood Risk Assessment for scheme area will be published as part of the DCO submission. Scheme should not impact any surrounding lands. Comment raised that Environment Agency don't currently maintain the flood gates and Main Dyke cannot take any more water.	
8	Question was raised regarding funding for the scheme. NH outlined that this is a committed scheme. This doesn't guarantee it will go ahead, but the funds are available.	
9	Thanks to all for attending. Highways England will be in touch to arrange a further meeting later in the year.	

A585 Windy Harbour to Skippool Scheme

Community Reference Group

4th Meeting
19th April 2018

Agenda

A585 Community Reference Group – April 2018	
1.	Welcome and agree minutes from previous meeting
2.	Highways England Presentation covering:
2.1	Ongoing work in 2017 / 2018 (including PRA)
2.2	Statutory Consultation
2.3	Consultation Results received to date
2.4	Next Steps
3.	Questions ?

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Ongoing work in 2017 / 2018

We published the Preferred Route Announcement (PRA) – October 2017

- Southern bypass

Information is available:

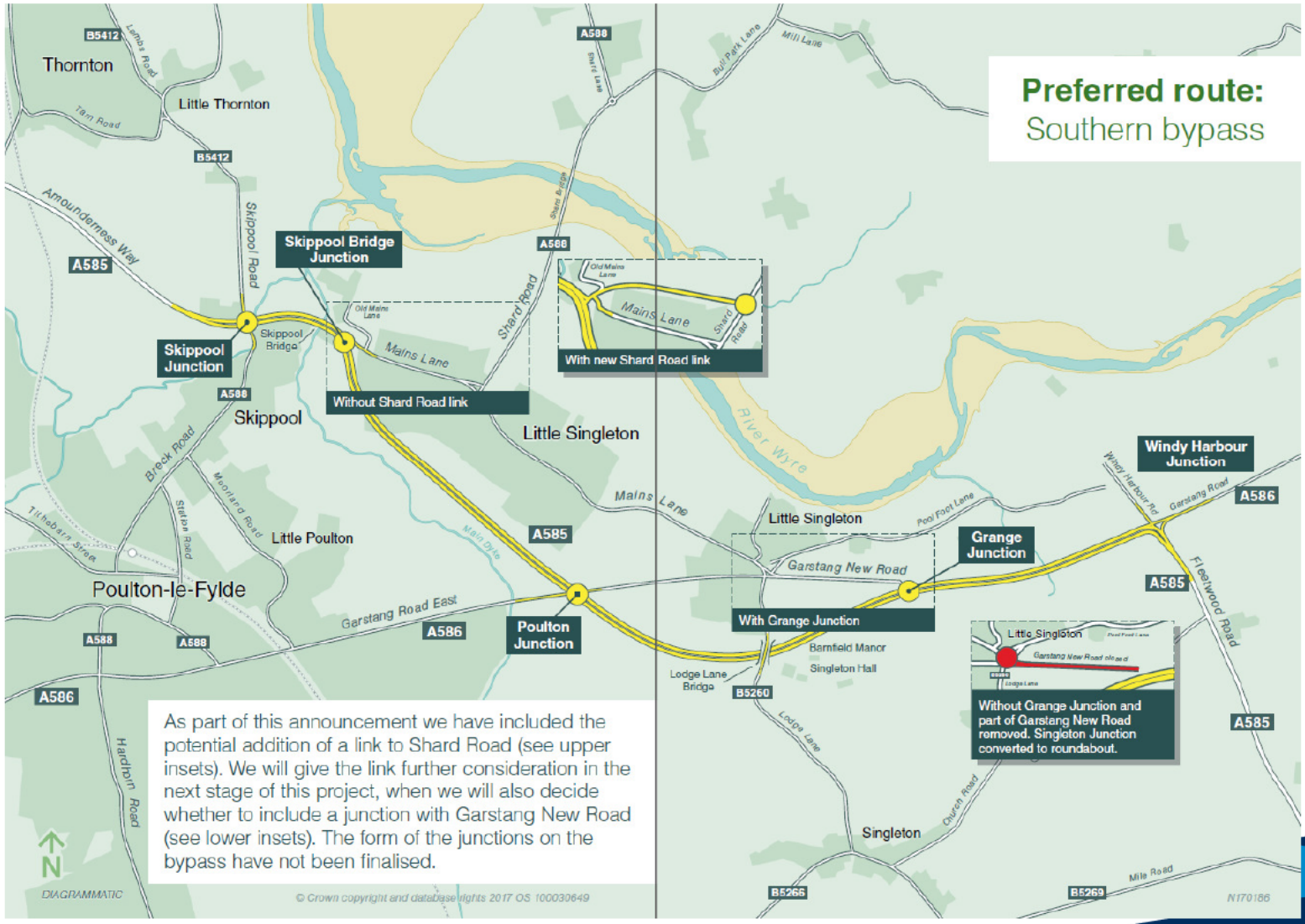
- Highways England website:

  https://highwaysengland.citizenspace.com/he/a585-windy-harbour-to-skippool-improvements/

- Made available at local deposit points
- Landowner Event

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Preferred Route Announcement



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Preferred Route Announcement

Southern Bypass

- Reduce congestion
- Reduce journey times
- Improve safety
- Support proposed developments by increasing overall capacity of the road
- Most improvements for pedestrians and cyclists

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Ongoing Site Work

- Environmental Surveys
  - Birds
  - Historic Assets
  - Noise
  - Agricultural Land

- Ground Investigation Works
- Drainage CCTV Surveys
- Pavement Investigation Surveys

Statutory Consultation

Consultation Period 21st March – 8th May 2018

- Best time to provide feedback
- Comments received will be considered

Statement of Community Consultation (SoCC)

- 4 Public Consultation Exhibitions
  - Brochure/leaflet drop
  - Newspaper adverts
  - Webpage
  - Deposit locations

*SoCC are available at deposit locations.

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Statutory Consultation



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Statutory Consultation



Statutory Consultation

Exhibition Attendance

Date / Venue	Attendance
Friday 23rd March – Singleton Village Hall	125 (+5)
Saturday 7th April – Singleton Village Hall	89
Tuesday 10th April – Wyre Civic Centre	176
Wednesday 11th April – Fleetwood Nautical Campus	52

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Statutory Consultation

Preliminary results

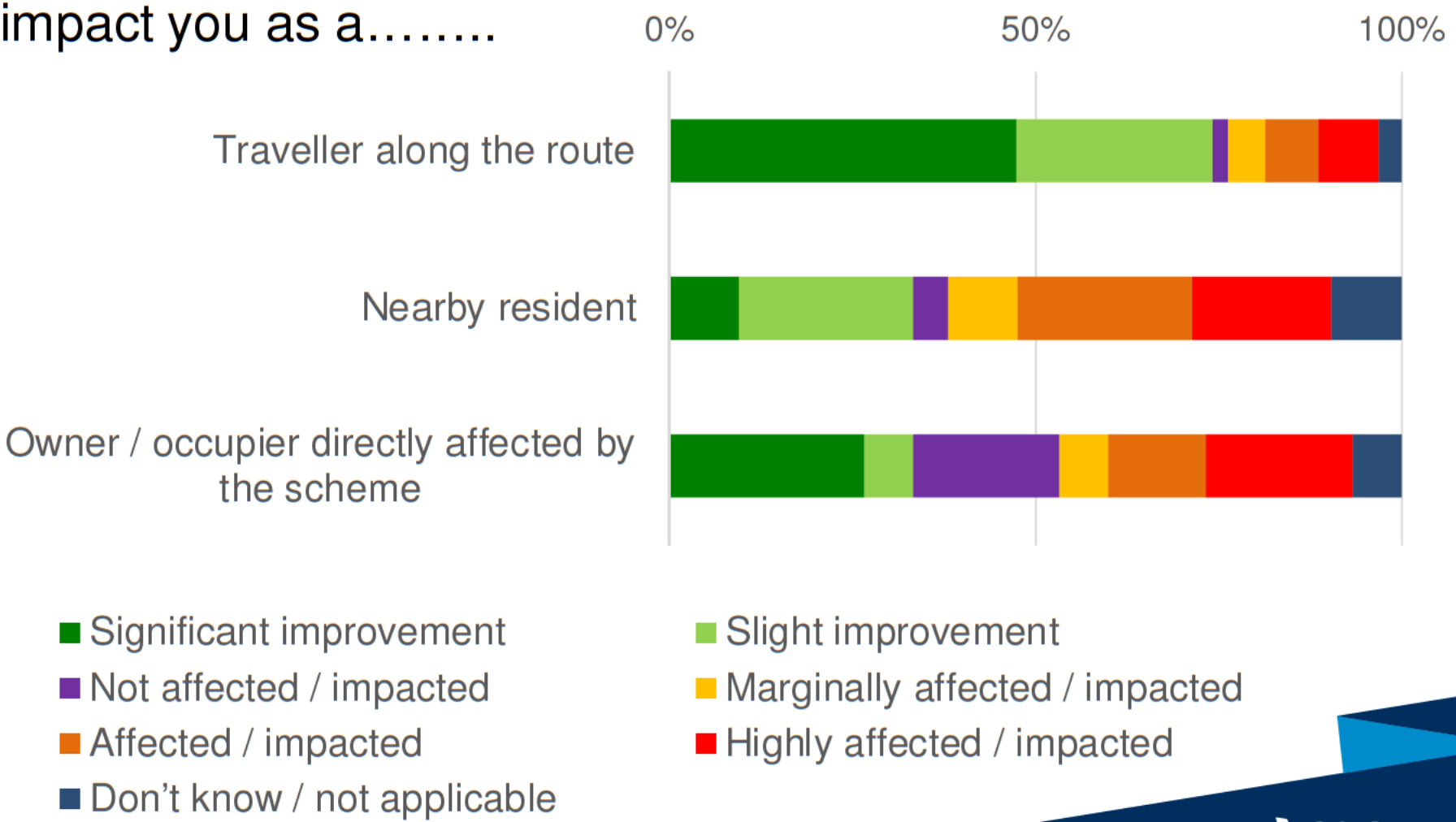
- 98 online responses

Note: *The information presented reflects the completed questionnaires we have received to date (18/04/2018). The overall results could vary from this significantly*

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Statutory Consultation

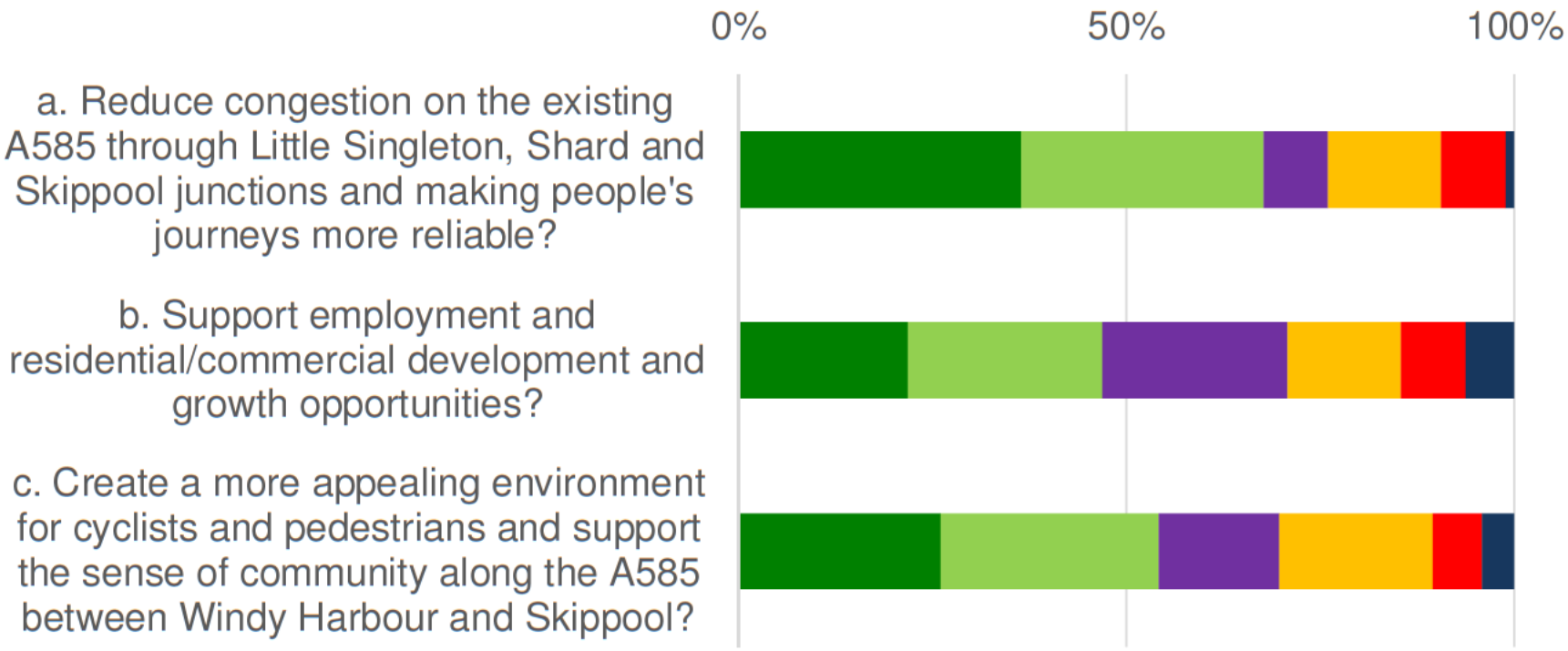
Q5 – To what extent do you believe the southern bypass will impact you as a……..



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Statutory Consultation

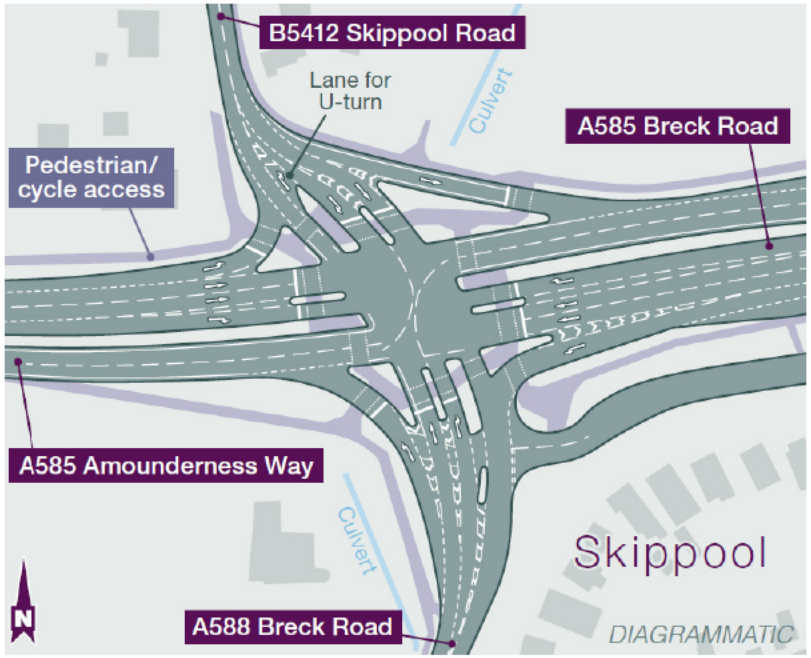
Q6 – Do you agree that the southern bypass will achieve the scheme's objectives to:



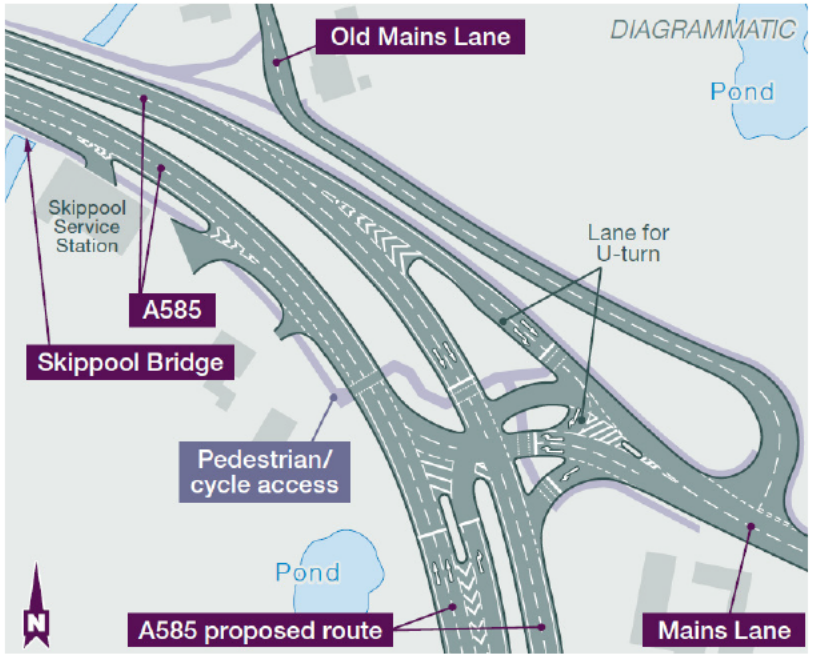
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Statutory Consultation

Q8 – Do you agree that the proposed traffic signals at Skippool junction and Skippool Bridge will address traffic flow issues here?



Skippool Junction

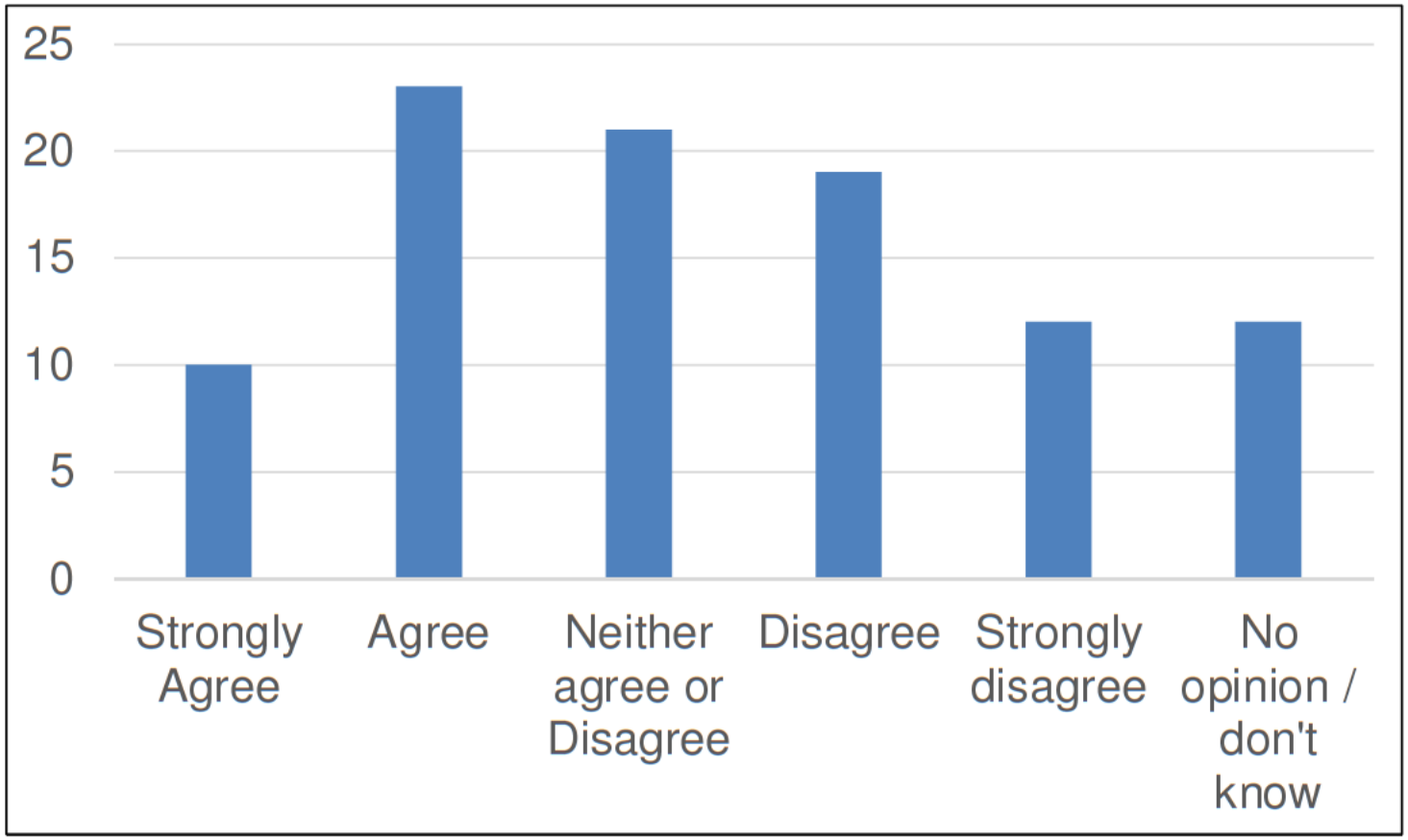


Skippool Bridge Junction

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Statutory Consultation

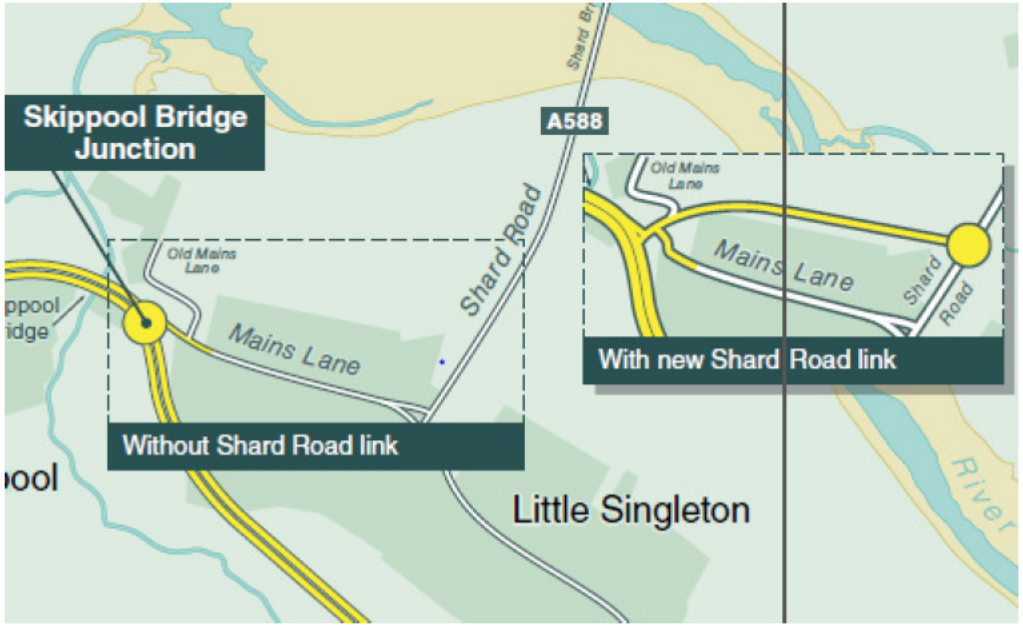
Q8 – Do you agree that the proposed traffic signals at Skippool junction and Skippool Bridge will address traffic flow issues here?



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Statutory Consultation

Q9 – We've decided not to progress the link road from Skippool Bridge Junction to Shard Road north of Mains Lane. Do you agree with our decision based on our reasons given?

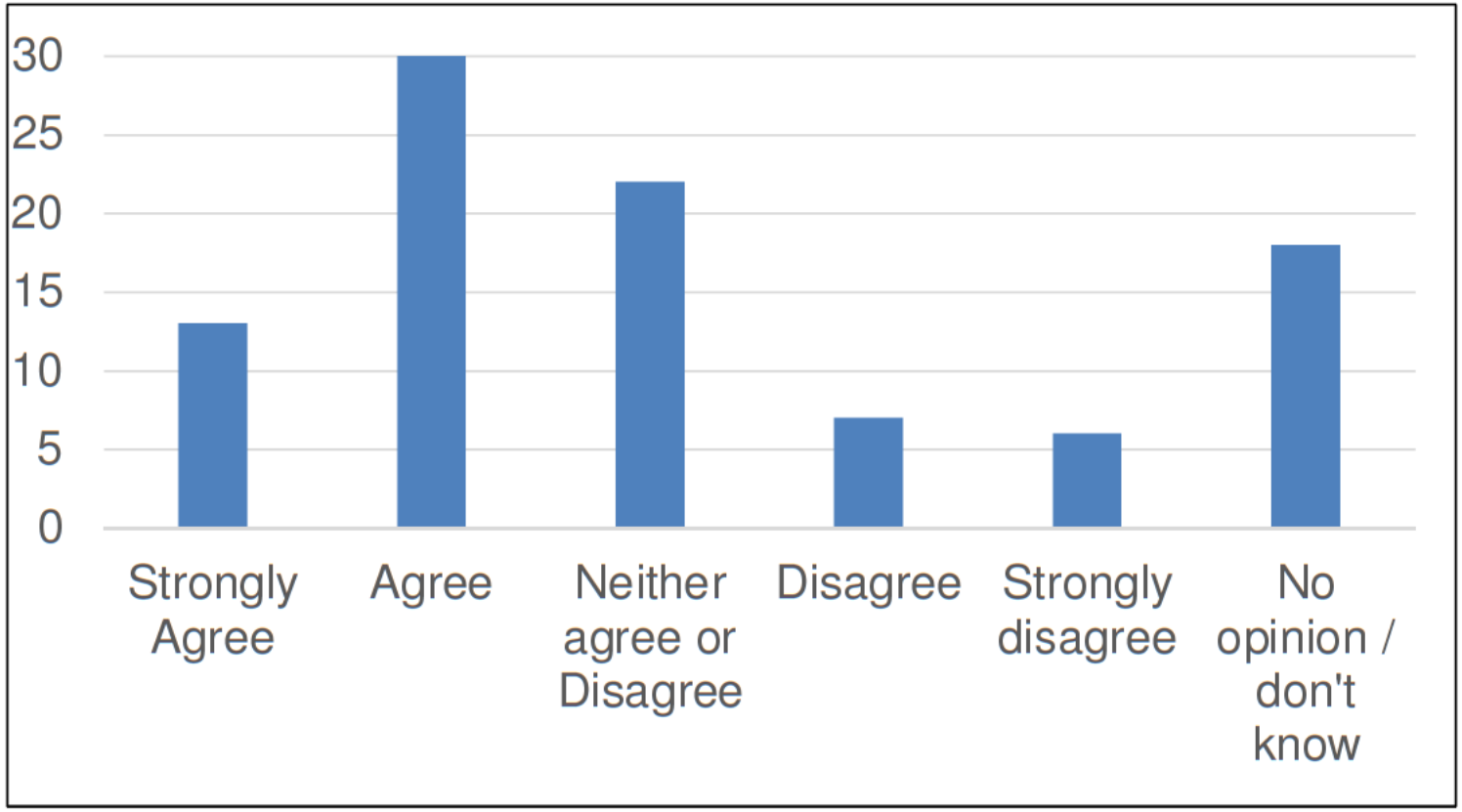


- Negative impacts on biodiversity
- Noise increases
- Negative impacts on landscape and existing properties
- Cost

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Statutory Consultation

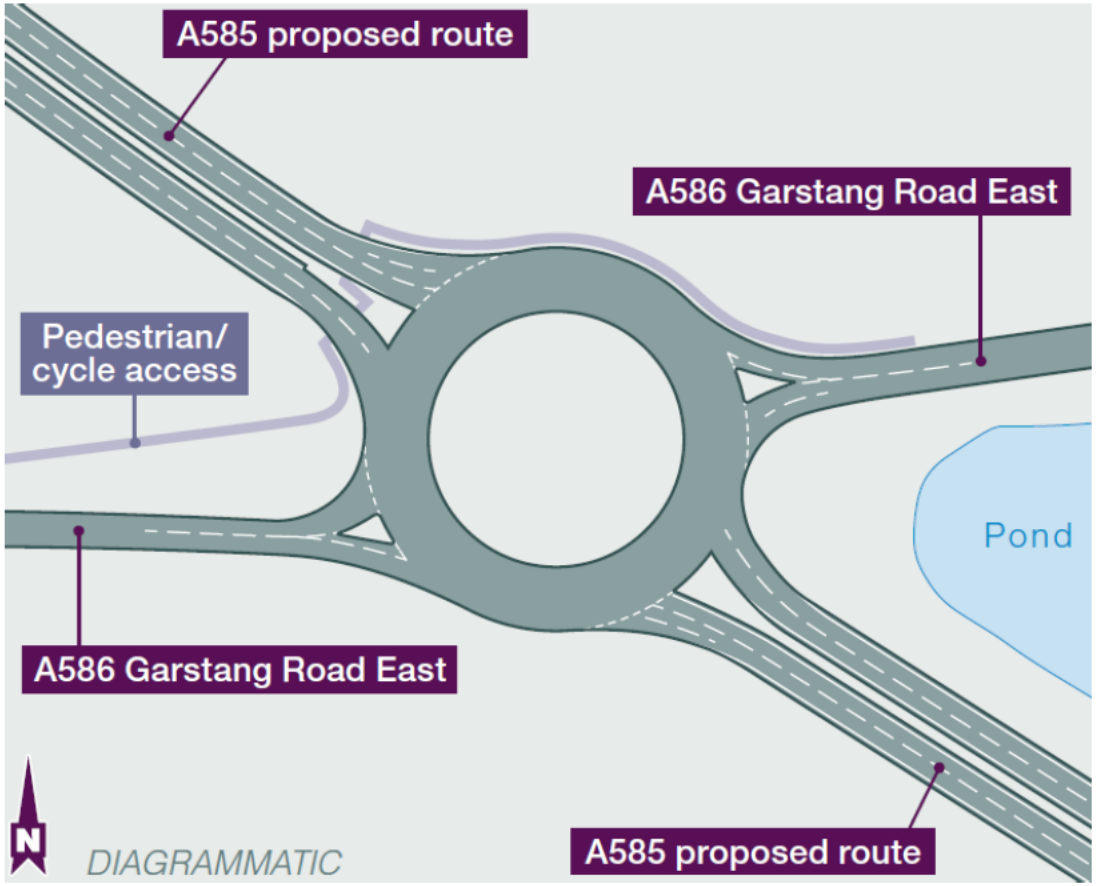
Q9 – We've decided not to progress the link road from Skippool Bridge Junction to Shard Road north of Mains Lane. Do you agree with our decision based on our reasons given?



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Statutory Consultation

Q10 – Do you agree that the proposed roundabout at A586 Garstang Road East is the best solution?



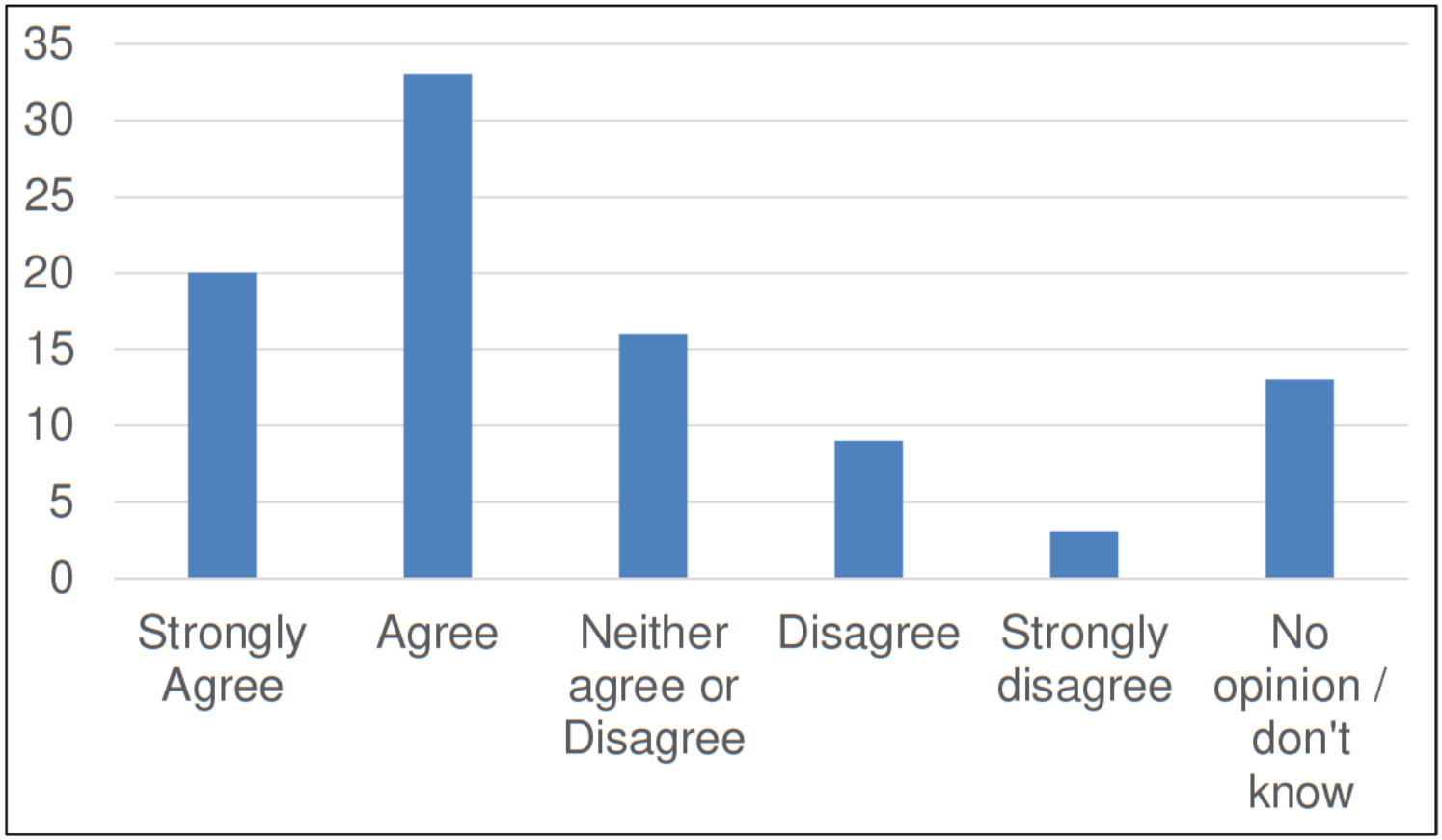
Poulton Junction

- Connecting Garstang Road East to new bypass
- East of the Garstang Industrial Estate

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Statutory Consultation

Q10 – Do you agree that the proposed roundabout at A586 Garstang Road East is the best solution?



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Statutory Consultation

Q11 – Do you believe a wide land bridge over the bypass would be more appropriate than the simple road bridge proposed?



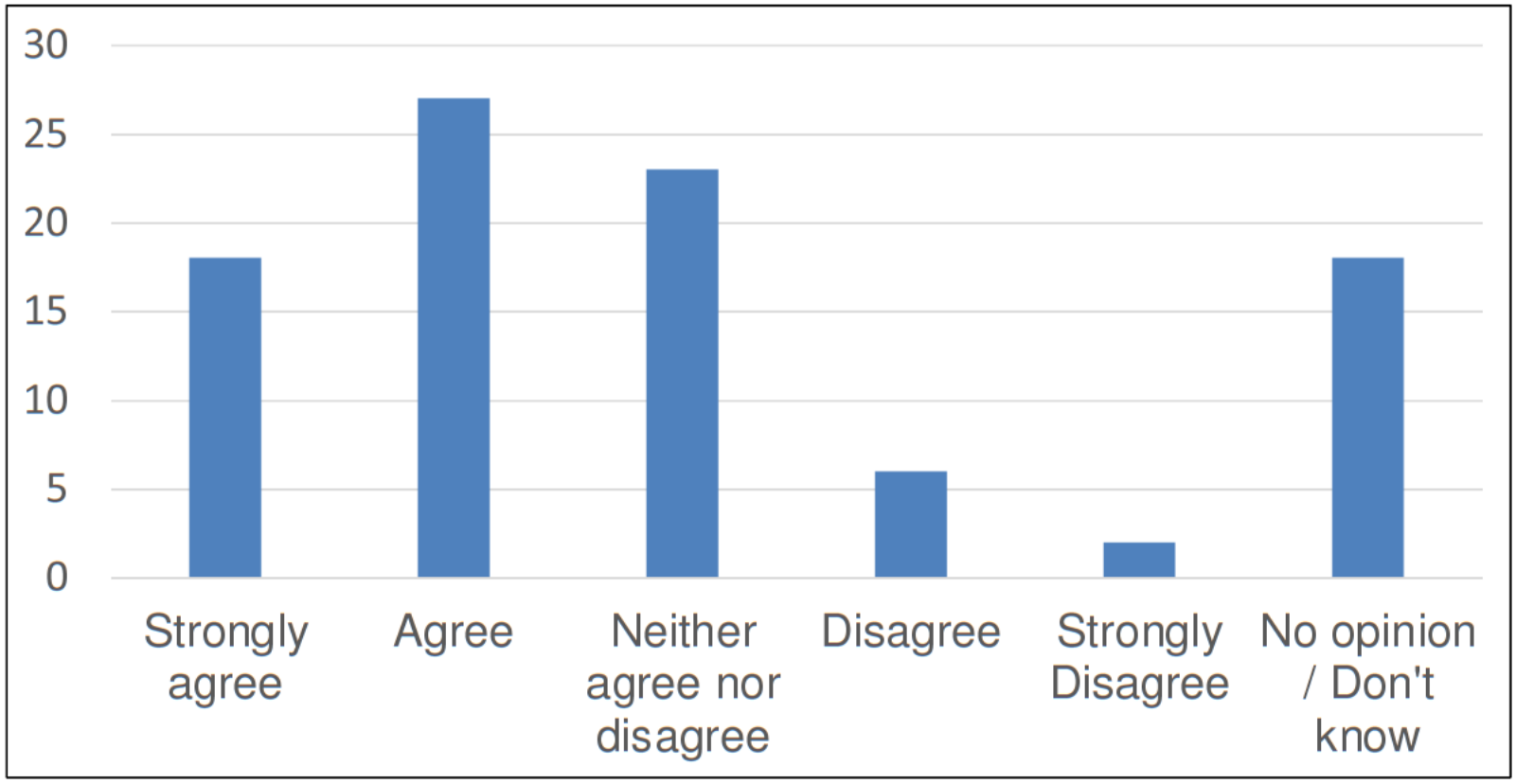
Land Bridge

- Carry Lodge Lane over the bypass
- Currently exploring this option
- Existing features maintained
  - Access road
  - Pasture
  - Hedgerows

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Statutory Consultation

Q11 – Do you believe a wide land bridge over the bypass would be more appropriate than the simple road bridge proposed?



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Statutory Consultation

Q13 – We have decided not to progress with providing a connection of the bypass with Garstang New Road between Little Singleton and Windy Harbour junction. Do you agree with our decision based on our reasons given?



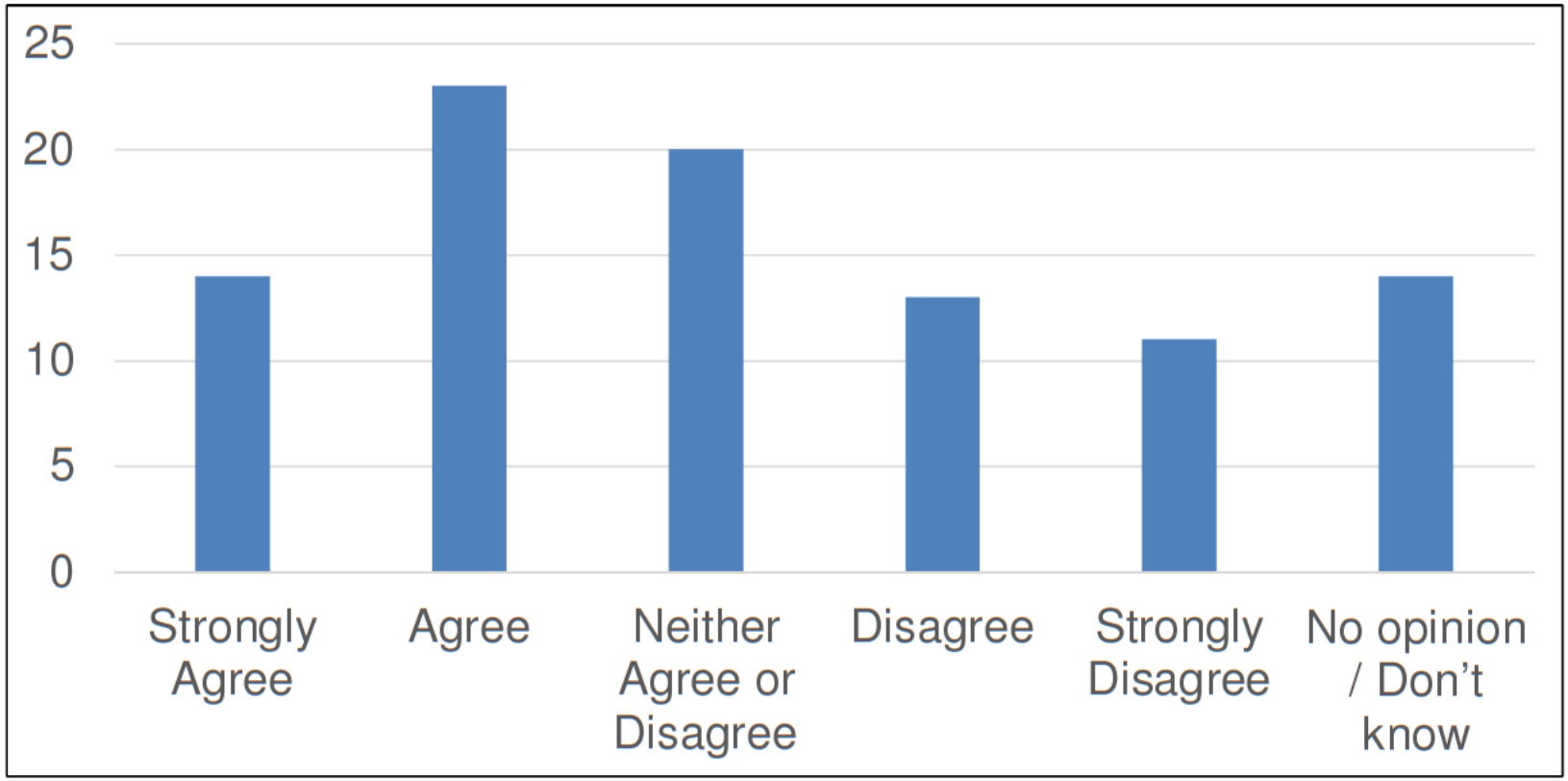
Grange Junction

- Encourage use of existing route
- Additional signalised junction on route, bypass suffer more delays

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Statutory Consultation

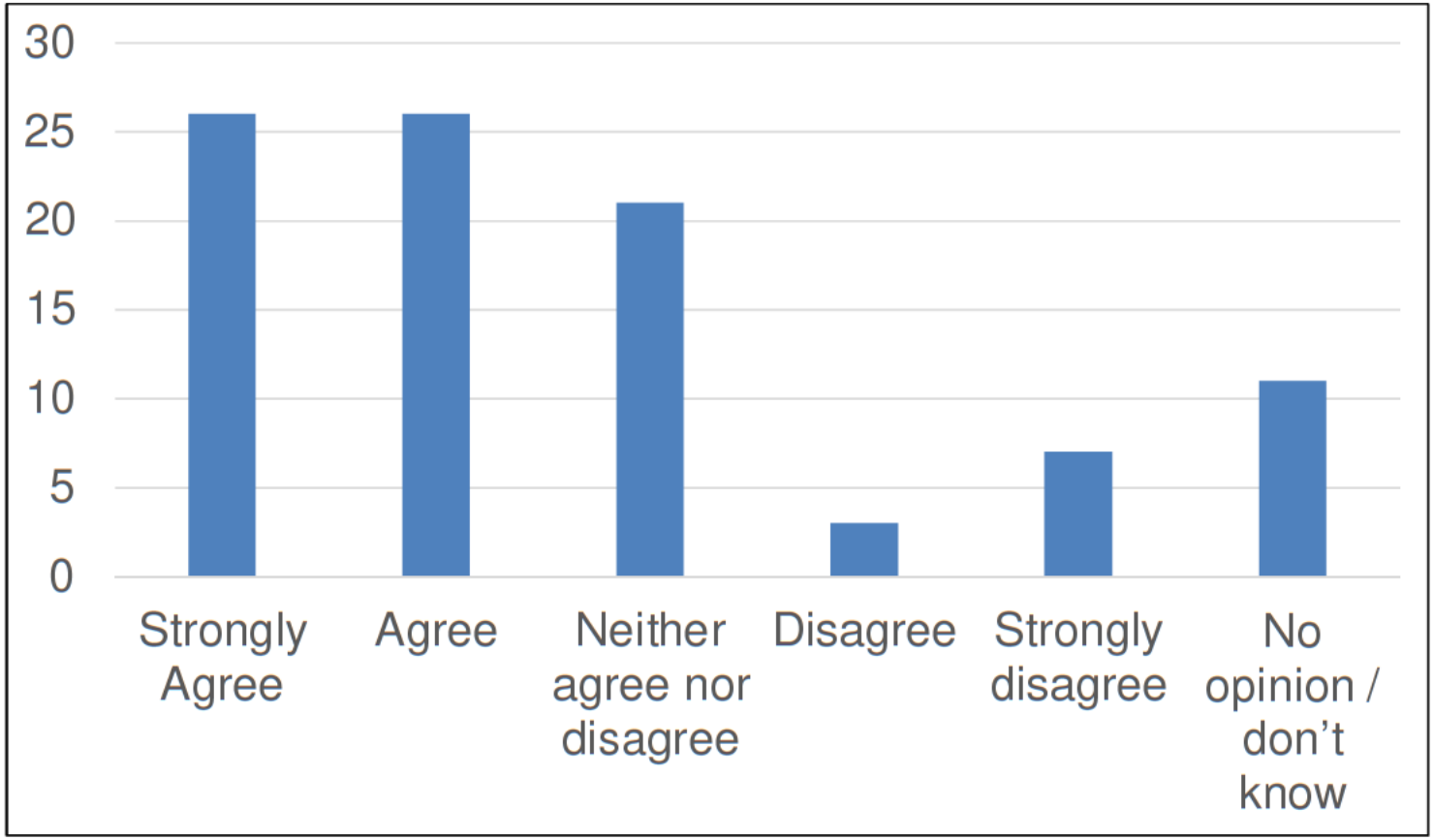
Q13 – We have decided not to progress with providing a connection of the bypass with Garstang New Road between Little Singleton and Windy Harbour junction. Do you agree with our decision based on our reasons given?



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Statutory Consultation

Q16 – Thinking about the journeys you make and how our proposals will affect these, please identify your level of support for the proposals for pedestrians, cyclists, equestrians and walkers.



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Next steps and Key dates

Next Steps

- Collect and collate data ensuring all comments are captured / considered
- Report on Public Consultation

Key Dates

- Statutory Public Consultation – **21st March – 8th May 2018**
- Development Consent Order Submission – **Late 2018**
- Development Consent Order Approval (If granted) – **Early 2020**
- Start Of Works – **March 2020**
- Open For Traffic – **Mid 2022**

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Questions?

Appendix I - List of Land Interest

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List of Land Interests

The table provided below provide a list of land interests, stating their type of interest as category 1, 2 or 3 and the date they were consulted.
Category 1 under PA 2008 S44(1); the person is an owner, lessee, tenant (whatever the tenancy period) or occupier of the land.
Category 2 under PA 2008 S44(1); the person is interested in the land or has power to sell, convey, or release the land.
Category 3 under PA 2008 S44(4); the person
the order sought by the proposed application were to be made and fully implemented, the person would or might be entitled—
(a) as a result of the implementing of the order
(b) as a result of the order having been implemented, or
(c) (c)as a result of use of the land once the order has been implemented, to make a relevant claim.

List of Land Interests		
ID	Type of Interest:	Consulted (Y/N inc. dates(s)):
LI1	*Category 1*	*Y – 16 March 2018*
LI2	*Category 1*	*Y - Originally consulted under Category 3 in March 2018, re-consulted under Category 1 in October 2018*
LI3	*Category 1*	*Y - Originally consulted under Category 2, consulted under Category 1 in October 2018.*
LI4	*Category 1*	*Y - Recently purchased land and was consulted in October 2018.*
LI5	*Category 1*	*Y - Originally consulted under Category 3 in March 2018, re-consulted under Category 1 in October 2018*
LI6	*Category 1*	*Y - Originally consulted under Category 3 in March 2018, re-consulted under Category 1 in October 2018*
LI7	*Category 1*	*Y – 16 March 2018*
LI8	*Category 1*	*Y – 16 March 2018*
LI9	*Category 1*	*Y – 16 March 2018*
LI10	*Category 1*	*Y – 16 March 2018*
LI11	*Category 1*	*Y – 16 March 2018*
LI12	*Category 1*	*Y – 16 March 2018*
LI13	*Category 1*	*Y – 16 March 2018*
LI14	*Category 1*	*Y – 16 March 2018*
LI15	*Category 1*	*Y – 16 March 2018*
LI16	*Category 1*	*Y – 16 March 2018*
LI17	*Category 1*	*Y – 16 March 2018*
LI18	*Category 1*	*Y – 16 March 2018*
LI19	*Category 1*	*Y – 16 March 2018*
LI20	*Category 1*	*Y – 16 March 2018*
LI21	*Category 1*	*Y – 16 March 2018*
LI22	*Category 1*	*Y – 16 March 2018*
LI23	*Category 1*	*Y – 16 March 2018*
LI24	*Category 1*	*Y – 16 March 2018*
LI25	*Category 1*	*Y – 16 March 2018*
LI26	*Category 1*	*Y – 16 March 2018*

List of Land Interests		
ID	Type of Interest:	Consulted (Y/N inc. dates(s)):
LI27	*Category 1*	*Y – 16 March 2018*
LI28	*Category 1*	*Y – 16 March 2018*
LI29	*Category 1*	*Y – 16 March 2018*
LI30	*Category 1*	*Y – 16 March 2018*
LI31	*Category 1*	*Y – 16 March 2018 and October 2018*
LI32	*Category 1*	*Y – 16 March 2018*
LI33	*Category 1*	*Y – 16 March 2018*
LI34	*Category 1*	*Y – 16 March 2018*
LI35	*Category 1*	*Y – 16 March 2018*
LI36	*Category 1*	*Y – 16 March 2018*
LI37	*Category 1*	*Y – 16 March 2018*
LI38	*Category 1*	*Y – 16 March 2018*
LI39	*Category 1*	*Y – 16 March 2018*
LI40	*Category 1*	*Y – 16 March 2018*
LI41	*Category 1*	*Y – 16 March 2018*
LI42	*Category 1*	*Y – 16 March 2018*
LI43	*Category 1*	*Y – 16 March 2018*
LI44	*Category 1*	*Y – 16 March 2018*
LI45	*Category 1*	*Y – 16 March 2018*
LI46	*Category 1*	*Y – 16 March 2018*
LI47	*Category 1*	*Y – 16 March 2018*
LI48	*Category 1*	*Y – 16 March 2018*
LI49	*Category 1*	*Y – 16 March 2018*
LI50	*Category 1*	*Y – 16 March 2018*
LI51	*Category 1*	*Y – 16 March 2018*
LI52	*Category 1*	*Y – 16 March 2018*
LI53	*Category 1*	*Y – 16 March 2018*
LI54	*Category 1*	*Y – 16 March 2018*
LI55	*Category 1*	*Y – 16 March 2018*
LI56	*Category 1*	*Y – 16 March 2018*
LI57	*Category 1*	*Y – 16 March 2018*
LI58	*Category 1*	*Y – 16 March 2018*
LI59	*Category 1*	*Y – 16 March 2018*
LI60	*Category 1*	*Y – 16 March 2018*
LI61	*Category 1*	*Y – 16 March 2018*
LI62	*Category 1*	*Y – 16 March 2018*
LI63	*Category 1*	*Y – 16 March 2018*
LI64	*Category 1*	*Y – 16 March 2018*
LI65	*Category 1*	*Y – 16 March 2018*
LI66	*Category 1*	*Y – 16 March 2018 and October 2018*
LI67	*Category 1*	*Y – 16 March 2018 and October 2019*
LI68	*Category 1*	*Y – 16 March 2018*
LI69	*Category 1*	*Y – 16 March 2018*
LI70	*Category 1*	*Y – 16 March 2018*
LI71	*Category 1*	*Y – 16 March 2018*
LI72	*Category 1*	*Y – 16 March 2018*

List of Land Interests		
ID	Type of Interest:	Consulted (Y/N inc. dates(s)):
LI73	*Category 1*	*Y – 16 March 2018 and October 2018*
LI74	*Category 1*	*Y – 16 March 2018 and October 2018*
LI75	*Category 1*	*Y – 16 March 2018*
LI76	*Category 1*	*Y – 16 March 2018*
LI77	*Category 1*	*Y – 16 March 2018*
LI78	*Category 1*	*Y – 16 March 2018*
LI79	*Category 1*	*Y – 16 March 2018*
LI80	*Category 1*	*Y – 16 March 2018*
LI81	*Category 1*	*Y – 16 March 2018*
LI82	*Category 1*	*Y – 16 March 2018*
LI83	*Category 1*	*Y – 16 March 2018*
LI84	*Category 1*	*Y – 16 March 2018*
LI85	*Category 1*	*Y – 16 March 2018*
LI86	*Category 1*	*Y – 16 March 2018*
LI87	*Category 1*	*Y – 16 March 2018*
LI88	*Category 1*	*Y – 16 March 2018*
LI89	*Category 1*	*Y – 16 March 2018*
LI90	*Category 1*	*Y – 16 March 2018*
LI91	*Category 1*	*Y – 16 March 2018*
LI92	*Category 1*	*Y – 16 March 2018*
LI93	*Category 1*	*Y – 16 March 2018*
LI94	*Category 1*	*Y – 16 March 2018*
LI95	*Category 1*	*Y – 16 March 2018*
LI96	*Category 1*	*Y – 16 March 2018*
LI97	*Category 1*	*Y – 16 March 2018*
LI98	*Category 1*	*Y – 16 March 2018*
LI99	*Category 1*	*Y – 16 March 2018*
LI100	*Category 1*	*Y – 16 March 2018*
LI101	*Category 1*	*Y – 16 March 2018*
LI102	*Category 1*	*Y – 16 March 2018*
LI103	*Category 1*	*Y – 16 March 2018*
LI104	*Category 1*	*Y – 16 March 2018*
LI105	*Category 1*	*Y – 16 March 2018*
LI106	*Category 1*	*Y – 16 March 2018*
LI107	*Category 1*	*Y – 16 March 2018*
LI108	*Category 1*	*Y – 16 March 2018*
LI109	*Category 1*	*Y – 16 March 2018*
LI110	*Category 1*	*Y – 16 March 2018*
LI111	*Category 2*	*Y – 16 March 2018*
LI112	*Category 2*	*Y – 16 March 2018*
LI113	*Category 2*	*Y – 16 March 2018*
LI114	*Category 2*	*Y - October 2018*
LI115	*Category 2*	*Y - 16 March 2018 (prescribed consultee)*
LI116	*Category 2*	*Y - 16 March 2018 (prescribed consultee)*
LI117	*Category 2*	*Y - October 2018*
LI118	*Category 2*	*Y - consulted as Category 3 in March 2018.*

List of Land Interests		
ID	Type of Interest:	Consulted (Y/N inc. dates(s)):
LI119	*Category 2*	*Y - consulted as a Category 1 in March 2018.*
LI120	*Category 2*	*Y - consulted as Category 3 in March 2018.*
LI121	*Category 2*	*Y - consulted as Category 3 in March 2018.*
LI122	*Category 2*	*Y - consulted as Category 3 in March 2018.*
LI123	*Category 2*	*Y - consulted as Category 3 in March 2018.*
LI124	*Category 2*	*Y - consulted as Category 3 in March 2018.*
LI125	*Category 2*	*Y - consulted as Category 3 in March 2018.*
LI126	*Category 2*	*Y - consulted as Category 3 in March 2018.*
LI127	*Category 2*	*Y - consulted as Category 3 in March 2018.*
LI128	*Category 2*	*Y - consulted as Category 3 in March 2018.*
LI129	*Category 2*	*Y - consulted as Category 3 in March 2018.*
LI130	*Category 2*	*Y - consulted as Category 3 in March 2018.*
LI131	*Category 2*	*Y - consulted as Category 3 in March 2018.*
LI132	*Category 2*	*Y - consulted as Category 3 in March 2018.*
LI133	*Category 2*	*Y - consulted as Category 3 in March 2018.*
LI134	*Category 2*	*Y - consulted as Category 3 in March 2018.*
LI135	*Category 2*	*Y - consulted as Category 3 in March 2018.*
LI136	*Category 2*	*Y - consulted as Category 3 in March 2018.*
LI137	*Category 2*	*Y - consulted as Category 3 in March 2018.*
LI138	*Category 2*	*Y - consulted as Category 3 in March 2018.*
LI139	*Category 2*	*Y - consulted as Category 3 in March 2018.*
LI140	*Category 2*	*Y – 16 March 2018*
LI141	*Category 2*	*Y – 16 March 2018*
LI142	*Category 2*	*Y – 16 March 2018*
LI143	*Category 2*	*Y – 16 March 2018*
LI144	*Category 2*	*Y – 16 March 2018*
LI145	*Category 2*	*Y – 16 March 2018*
LI146	*Category 2*	*Y – 16 March 2018*
LI147	*Category 2*	*Y – 16 March 2018*
LI148	*Category 2*	*Y – 16 March 2018*
LI149	*Category 2*	*Y – 16 March 2018*
LI150	*Category 2*	*Y – 16 March 2018*
LI151	*Category 2*	*Y – 16 March 2018*
LI152	*Category 2*	*Y – 16 March 2018*
LI153	*Category 2*	*Y – 16 March 2018*
LI154	*Category 2*	*Y – 16 March 2018*
LI155	*Category 2*	*Y – 16 March 2018*
LI156	*Category 2*	*Y – 16 March 2018*
LI157	*Category 2*	*Y – 16 March 2018*
LI158	*Category 2*	*Y – 16 March 2018*
LI159	*Category 2*	*Y – 16 March 2018*
LI160	*Category 2*	*Y – 16 March 2018*
LI161	*Category 2*	*Y – 16 March 2018*
LI162	*Category 2*	*Y – 16 March 2018*
LI163	*Category 2*	*Y – 16 March 2018*
LI164	*Category 2*	*Y – 16 March 2018*

List of Land Interests		
ID	Type of Interest:	Consulted (Y/N inc. dates(s)):
LI165	*Category 2*	*Y – 16 March 2018*
LI166	*Category 2*	*Y – 16 March 2018*
LI167	*Category 2*	*Y – 16 March 2018*
LI168	*Category 2*	*Y – 16 March 2018*
LI169	*Category 2*	*Y – 16 March 2018*
LI170	*Category 2*	*Y – 16 March 2018*
LI171	*Category 2*	*Y – 16 March 2018*
LI172	*Category 2*	*Y – 16 March 2018*
LI173	*Category 2*	*Y – 16 March 2018*
LI174	*Category 2*	*Y – 16 March 2018*
LI175	*Category 2*	*Y – 16 March 2018*
LI176	*Category 2*	*Y – 16 March 2018*
LI177	*Category 2*	*Y – 16 March 2018*
LI178	*Category 2*	*Y – 16 March 2018*
LI179	*Category 2*	*Y – 16 March 2018*
LI180	*Category 2*	*Y – 16 March 2018*
LI181	*Category 2*	*Y – 16 March 2018*
LI182	*Category 2*	*Y – 16 March 2018*
LI183	*Category 2*	*Y – 16 March 2018*
LI184	*Category 2*	*Y – 16 March 2018*
LI185	*Category 2*	*Y – 16 March 2018*
LI186	*Category 2*	*Y – 16 March 2018*
LI187	*Category 2*	*Y – 16 March 2018*
LI188	*Category 2*	*Y – 16 March 2018*
LI189	*Category 2*	*Y – 16 March 2018*
LI190	*Category 3*	*Y – 16 March 2018*
LI191	*Category 3*	*Y – 16 March 2018*
LI192	*Category 3*	*Y – 16 March 2018*
LI193	*Category 3*	*Y – 16 March 2018*
LI194	*Category 3*	*Y – 16 March 2018 and October 2018*
LI195	*Category 3*	*Y – 16 March 2018*
LI196	*Category 3*	*Y – 16 March 2018*
LI197	*Category 3*	*Y – 16 March 2018*
LI198	*Category 3*	*Y – 16 March 2018*
LI199	*Category 3*	*Y – 16 March 2018*
LI200	*Category 3*	*Y – 16 March 2018*
LI201	*Category 3*	*Y – 16 March 2018*
LI202	*Category 3*	*Y – 16 March 2018*
LI203	*Category 3*	*Y – 16 March 2018*
LI204	*Category 3*	*Y – 16 March 2018*
LI205	*Category 3*	*Y – 16 March 2018*
LI206	*Category 3*	*Y – 16 March 2018*
LI207	*Category 3*	*Y – 16 March 2018*
LI208	*Category 3*	*Y – 16 March 2018*
LI209	*Category 3*	*Y – 16 March 2018*
LI210	*Category 3*	*Y – 16 March 2018*

List of Land Interests		
ID	Type of Interest:	Consulted (Y/N inc. dates(s)):
LI211	*Category 3*	*Y – 16 March 2018*
LI212	*Category 3*	*Y – 16 March 2018*
LI213	*Category 3*	*Y – 16 March 2018*
LI214	*Category 3*	*Y – 16 March 2018*
LI215	*Category 3*	*Y – 16 March 2018*
LI216	*Category 3*	*Y – 16 March 2018*
LI217	*Category 3*	*Y – 16 March 2018*
LI218	*Category 3*	*Y – 16 March 2018*
LI219	*Category 3*	*Y – 16 March 2018*
LI220	*Category 3*	*Y – 16 March 2018*
LI221	*Category 3*	*Y – 16 March 2018*
LI222	*Category 3*	*Y – 16 March 2018*
LI223	*Category 3*	*Y – 16 March 2018*
LI224	*Category 3*	*Y – 16 March 2018*
LI225	*Category 3*	*Y – 16 March 2018*
LI226	*Category 3*	*Y – 16 March 2018*
LI227	*Category 3*	*Y – 16 March 2018 and October 2018*
LI228	*Category 3*	*Y – 16 March 2018*
LI229	*Category 3*	*Y – 16 March 2018*
LI230	*Category 3*	*Y – 16 March 2018*
LI231	*Category 3*	*Y – 16 March 2018*
LI232	*Category 3*	*Y – 16 March 2018*
LI233	*Category 3*	*Y – 16 March 2018*
LI234	*Category 3*	*Y – 16 March 2018*
LI235	*Category 3*	*Y – 16 March 2018*
LI236	*Category 3*	*Y – 16 March 2018*
LI237	*Category 3*	*Y – 16 March 2018*
LI238	*Category 3*	*Y – 16 March 2018*
LI239	*Category 3*	*Y – 16 March 2018*
LI240	*Category 3*	*Y – 16 March 2018*
LI241	*Category 3*	*Y – 16 March 2018*
LI242	*Category 3*	*Y – 16 March 2018*
LI243	*Category 3*	*Y – 16 March 2018*
LI244	*Category 3*	*Y – 16 March 2018*
LI245	*Category 3*	*Y – 16 March 2018*
LI246	*Category 3*	*Y – 16 March 2018*
LI247	*Category 3*	*Y – 16 March 2018 and October 2018*
LI248	*Category 3*	*Y – 16 March 2018*
LI249	*Category 3*	*Y – 16 March 2018*
LI250	*Category 3*	*Y – 16 March 2018*
LI251	*Category 3*	*Y – 16 March 2018*
LI252	*Category 3*	*Y – 16 March 2018*
LI253	*Category 3*	*Y – 16 March 2018*
LI254	*Category 3*	*Y – 16 March 2018*
LI255	*Category 3*	*Y – 16 March 2018*
LI256	*Category 3*	*Y – 16 March 2018*

List of Land Interests		
ID	Type of Interest:	Consulted (Y/N inc. dates(s)):
LI257	*Category 3*	*Y – 16 March 2018*
LI258	*Category 3*	*Y – 16 March 2018*
LI259	*Category 3*	*Y – 16 March 2018*
LI260	*Category 3*	*Y – 16 March 2018*
LI261	*Category 3*	*Y – 16 March 2018*
LI262	*Category 3*	*Y – 16 March 2018*
LI263	*Category 3*	*Y – 16 March 2018*
LI264	*Category 3*	*Y – 16 March 2018*
LI265	*Category 3*	*Y – 16 March 2018*
LI266	*Category 3*	*Y – 16 March 2018*
LI267	*Category 3*	*Y – 16 March 2018*
LI268	*Category 3*	*Y – 16 March 2018*
LI269	*Category 3*	*Y – 16 March 2018*
LI270	*Category 3*	*Y – 16 March 2018*
LI271	*Category 3*	*Y – 16 March 2018*
LI272	*Category 3*	*Y – 16 March 2018*
LI273	*Category 3*	*Y – 16 March 2018*
LI274	*Category 3*	*Y – 16 March 2018*
LI275	*Category 3*	*Y – 16 March 2018*
LI276	*Category 3*	*Y – 16 March 2018*
LI277	*Category 3*	*Y – 16 March 2018*
LI278	*Category 3*	*Y – 16 March 2018*
LI279	*Category 3*	*Y – 16 March 2018*
LI280	*Category 3*	*Y – 16 March 2018*
LI281	*Category 3*	*Y – 16 March 2018*
LI282	*Category 3*	*Y – 16 March 2018*
LI283	*Category 3*	*Y – 16 March 2018*
LI284	*Category 3*	*Y – 16 March 2018*
LI285	*Category 3*	*Y – 16 March 2018*
LI286	*Category 3*	*Y – 16 March 2018*
LI287	*Category 3*	*Y – 16 March 2018*
LI288	*Category 3*	*Y – 16 March 2018*
LI289	*Category 3*	*Y – 16 March 2018*
LI290	*Category 3*	*Y – 16 March 2018*
LI291	*Category 3*	*Y – 16 March 2018*
LI292	*Category 3*	*Y – 16 March 2018*
LI293	*Category 3*	*Y – 16 March 2018*
LI294	*Category 3*	*Y – 16 March 2018*
LI295	*Category 3*	*Y – 16 March 2018*
LI296	*Category 3*	*Y – 16 March 2018*
LI297	*Category 3*	*Y – 16 March 2018*
LI298	*Category 3*	*Y – 16 March 2018*
LI299	*Category 3*	*Y – 16 March 2018*
LI300	*Category 3*	*Y – 16 March 2018*
LI301	*Category 3*	*Y – 16 March 2018*
LI302	*Category 3*	*Y – 16 March 2018*

List of Land Interests		
ID	Type of Interest:	Consulted (Y/N inc. dates(s)):
LI303	*Category 3*	*Y – 16 March 2018*
LI304	*Category 3*	*Y – 16 March 2018*
LI305	*Category 3*	*Y – 16 March 2018*
LI306	*Category 3*	*Y – 16 March 2018*
LI307	*Category 3*	*Y – 16 March 2018*
LI308	*Category 3*	*Y – 16 March 2018*
LI309	*Category 3*	*Y – 16 March 2018*
LI310	*Category 3*	*Y – 16 March 2018*
LI311	*Category 3*	*Y – 16 March 2018*
LI312	*Category 3*	*Y – 16 March 2018*
LI313	*Category 3*	*Y – 16 March 2018*
LI314	*Category 3*	*Y – 16 March 2018*
LI315	*Category 3*	*Y – 16 March 2018*
LI316	*Category 3*	*Y – 16 March 2018*
LI317	*Category 3*	*Y – 16 March 2018*
LI318	*Category 3*	*Y – 16 March 2018*
LI319	*Category 3*	*Y – 16 March 2018*
LI320	*Category 3*	*Y – 16 March 2018*
LI321	*Category 3*	*Y – 16 March 2018*
LI322	*Category 3*	*Y – 16 March 2018*
LI323	*Category 3*	*Y – 16 March 2018*
LI324	*Category 3*	*Y – 16 March 2018*
LI325	*Category 3*	*Y – 16 March 2018*
LI326	*Category 3*	*Y – 16 March 2018*
LI327	*Category 3*	*Y – 16 March 2018*
LI328	*Category 3*	*Y – 16 March 2018*
LI329	*Category 3*	*Y – 16 March 2018*
LI330	*Category 3*	*Y – 16 March 2018*
LI331	*Category 3*	*Y – 16 March 2018*
LI332	*Category 3*	*Y – 16 March 2018*
LI333	*Category 3*	*Y – 16 March 2018*
LI334	*Category 3*	*Y – 16 March 2018*
LI335	*Category 3*	*Y – 16 March 2018*
LI336	*Category 3*	*Y – 16 March 2018*
LI337	*Category 3*	*Y – 16 March 2018*
LI338	*Category 3*	*Y – 16 March 2018*
LI339	*Category 3*	*Y – 16 March 2018*
LI340	*Category 3*	*Y – 16 March 2018*
LI341	*Category 3*	*Y – 16 March 2018*
LI342	*Category 3*	*Y – 16 March 2018*
LI343	*Category 3*	*Y – 16 March 2018*
LI344	*Category 3*	*Y – 16 March 2018*
LI345	*Category 3*	*Y – 16 March 2018*
LI346	*Category 3*	*Y – 16 March 2018*
LI347	*Category 3*	*Y – 16 March 2018*
LI348	*Category 3*	*Y – 16 March 2018*

List of Land Interests		
ID	Type of Interest:	Consulted (Y/N inc. dates(s)):
LI349	*Category 3*	*Y – 16 March 2018*
LI350	*Category 3*	*Y – 16 March 2018*
LI351	*Category 3*	*Y – 16 March 2018*
LI352	*Category 3*	*Y – 16 March 2018*
LI353	*Category 3*	*Y – 16 March 2018*
LI354	*Category 3*	*Y – 16 March 2018*
LI355	*Category 3*	*Y – 16 March 2018*
LI356	*Category 3*	*Y – 16 March 2018*
LI357	*Category 3*	*Y – 16 March 2018*
LI358	*Category 3*	*Y – 16 March 2018*
LI359	*Category 3*	*Y – 16 March 2018*
LI360	*Category 3*	*Y – 16 March 2018*
LI361	*Category 3*	*Y – 16 March 2018*
LI362	*Category 3*	*Y – 16 March 2018*
LI363	*Category 3*	*Y – 16 March 2018*
LI364	*Category 3*	*Y – 16 March 2018*
LI365	*Category 3*	*Y – 16 March 2018*
LI366	*Category 3*	*Y – 16 March 2018*
LI367	*Category 3*	*Y – 16 March 2018*
LI368	*Category 3*	*Y – 16 March 2018*
LI369	*Category 3*	*Y – 16 March 2018*
LI370	*Category 3*	*Y – 16 March 2018*
LI371	*Category 3*	*Y – 16 March 2018*
LI372	*Category 3*	*Y – 16 March 2018*
LI373	*Category 3*	*Y – 16 March 2018*
LI374	*Category 3*	*Y – 16 March 2018*
LI375	*Category 3*	*Y – 16 March 2018*
LI376	*Category 3*	*Y – 16 March 2018*
LI377	*Category 3*	*Y – 16 March 2018*
LI378	*Category 3*	*Y – 16 March 2018*
LI379	*Category 3*	*Y – 16 March 2018*
LI380	*Category 3*	*Y – 16 March 2018*
LI381	*Category 3*	*Y – 16 March 2018*
LI382	*Category 3*	*Y – 16 March 2018*
LI383	*Category 3*	*Y – 16 March 2018*
LI384	*Category 3*	*Y – 16 March 2018*
LI385	*Category 3*	*Y – 16 March 2018*
LI386	*Category 3*	*Y – 16 March 2018*
LI387	*Category 3*	*Y – 16 March 2018*
LI388	*Category 3*	*Y – 16 March 2018*
LI389	*Category 3*	*Y – 16 March 2018 and October 2018*
LI390	*Category 3*	*Y – 16 March 2018 and October 2018*
LI391	*Category 3*	*Y – 16 March 2018*
LI392	*Category 3*	*Y – 16 March 2018*
LI393	*Category 3*	*Y – 16 March 2018*
LI394	*Category 3*	*Y – 16 March 2018*

List of Land Interests		
ID	Type of Interest:	Consulted (Y/N inc. dates(s)):
LI395	*Category 3*	*Y – 16 March 2018*
LI396	*Category 3*	*Y – 16 March 2018*
LI397	*Category 3*	*Y – 16 March 2018*
LI398	*Category 3*	*Y – 16 March 2018*
LI399	*Category 3*	*Y – 16 March 2018*
LI400	*Category 3*	*Y – 16 March 2018*
LI401	*Category 3*	*Y – 16 March 2018*
LI402	*Category 3*	*Y – 16 March 2018*
LI403	*Category 3*	*Y – 16 March 2018*
LI404	*Category 3*	*Y – 16 March 2018*
LI405	*Category 3*	*Y – 16 March 2018*
LI406	*Category 3*	*Y – 16 March 2018*
LI407	*Category 3*	*Y – 16 March 2018*
LI408	*Category 3*	*Y – 16 March 2018*
LI409	*Category 3*	*Y – 16 March 2018*
LI410	*Category 3*	*Y – 16 March 2018*
LI411	*Category 3*	*Y – 16 March 2018*
LI412	*Category 3*	*Y – 16 March 2018*
LI413	*Category 3*	*Y – 16 March 2018*
LI414	*Category 3*	*Y – 16 March 2018*
LI415	*Category 3*	*Y – 16 March 2018*
LI416	*Category 3*	*Y – 16 March 2018*
LI417	*Category 3*	*Y – 16 March 2018*
LI418	*Category 3*	*Y – 16 March 2018*
LI419	*Category 3*	*Y – 16 March 2018*
LI420	*Category 3*	*Y – 16 March 2018*
LI421	*Category 3*	*Y – 16 March 2018*
LI422	*Category 3*	*Y – 16 March 2018*
LI423	*Category 3*	*Y – 16 March 2018*
LI424	*Category 3*	*Y – 16 March 2018*
LI425	*Category 3*	*Y – 16 March 2018*
LI426	*Category 3*	*Y – 16 March 2018*
LI427	*Category 3*	*Y – 16 March 2018*
LI428	*Category 3*	*Y – 16 March 2018*
LI429	*Category 3*	*Y – 16 March 2018*
LI430	*Category 3*	*Y – 16 March 2018*
LI431	*Category 3*	*Y – 16 March 2018*
LI432	*Category 3*	*Y – 16 March 2018*
LI433	*Category 3*	*Y – 16 March 2018*
LI434	*Category 3*	*Y – 16 March 2018*
LI435	*Category 3*	*Y – 16 March 2018*
LI436	*Category 3*	*Y – 16 March 2018*
LI437	*Category 3*	*Y – 16 March 2018*
LI438	*Category 3*	*Y – 16 March 2018*
LI439	*Category 3*	*Y – 16 March 2018*
LI440	*Category 3*	*Y – 16 March 2018*

List of Land Interests		
ID	Type of Interest:	Consulted (Y/N inc. dates(s)):
LI441	*Category 3*	*Y – 16 March 2018*
LI442	*Category 3*	*Y – 16 March 2018*
LI443	*Category 3*	*Y – 16 March 2018*
LI444	*Category 3*	*Y – 16 March 2018*
LI445	*Category 3*	*Y – 16 March 2018 and October 2018*
LI446	*Category 3*	*Y – 16 March 2018*
LI447	*Category 3*	*Y – 16 March 2018*
LI448	*Category 3*	*Y – 16 March 2018*
LI449	*Category 3*	*Y – 16 March 2018*
LI450	*Category 3*	*Y – 16 March 2018*
LI451	*Category 3*	*Y – 16 March 2018*
LI452	*Category 3*	*Y – 16 March 2018*
LI453	*Category 3*	*Y – 16 March 2018*
LI454	*Category 3*	*Y – 16 March 2018*
LI455	*Category 3*	*Y – 16 March 2018*
LI456	*Category 3*	*Y – 16 March 2018*
LI457	*Category 3*	*Y – 16 March 2018*
LI458	*Category 3*	*Y – 16 March 2018*
LI459	*Category 3*	*Y – 16 March 2018*
LI460	*Category 3*	*Y – 16 March 2018*
LI461	*Category 3*	*Y – 16 March 2018*
LI462	*Category 3*	*Y – 16 March 2018*
LI463	*Category 3*	*Y – 16 March 2018*
LI464	*Category 3*	*Y – 16 March 2018*
LI465	*Category 3*	*Y – 16 March 2018*
LI466	*Category 3*	*Y – 16 March 2018*
LI467	*Category 3*	*Y – 16 March 2018*
LI468	*Category 3*	*Y – 16 March 2018*
LI469	*Category 3*	*Y – 16 March 2018*
LI470	*Category 3*	*Y – 16 March 2018*
LI471	*Category 3*	*Y – 16 March 2018*
LI472	*Category 3*	*Y – 16 March 2018*
LI473	*Category 3*	*Y – 16 March 2018*
LI474	*Category 3*	*Y – 16 March 2018*
LI475	*Category 3*	*Y – 16 March 2018*
LI476	*Category 3*	*Y – 16 March 2018 and October 2018*
LI477	*Category 3*	*Y – 16 March 2018*
LI478	*Category 3*	*Y – 16 March 2018*
LI479	*Category 3*	*Y – 16 March 2018*
LI480	*Category 3*	*Y – 16 March 2018*
LI481	*Category 3*	*Y – 16 March 2018*
LI482	*Category 3*	*Y – 16 March 2018*
LI483	*Category 3*	*Y – 16 March 2018*
LI484	*Category 3*	*Y – 16 March 2018*
LI485	*Category 3*	*Y – 16 March 2018*
LI486	*Category 3*	*Y – 16 March 2018*

List of Land Interests		
ID	Type of Interest:	Consulted (Y/N inc. dates(s)):
LI487	*Category 3*	*Y – 16 March 2018*
LI488	*Category 3*	*Y – 16 March 2018*
LI489	*Category 3*	*Y – 16 March 2018*
LI490	*Category 3*	*Y – 16 March 2018*
LI491	*Category 3*	*Y – 16 March 2018*
LI492	*Category 3*	*Y – 16 March 2018*
LI493	*Category 3*	*Y – 16 March 2018*
LI494	*Category 3*	*Y – 16 March 2018*
LI495	*Category 3*	*Y – 16 March 2018*
LI496	*Category 3*	*Y – 16 March 2018*
LI497	*Category 3*	*Y – 16 March 2018*
LI498	*Category 3*	*Y – 16 March 2018*
LI499	*Category 3*	*Y – 16 March 2018*
LI500	*Category 3*	*Y – 16 March 2018*
LI501	*Category 3*	*Y – 16 March 2018*
LI502	*Category 3*	*Y – 16 March 2018*
LI503	*Category 3*	*Y – 16 March 2018*
LI504	*Category 3*	*Y – 16 March 2018*
LI505	*Category 3*	*Y – 16 March 2018*
LI506	*Category 3*	*Y – 16 March 2018*
LI507	*Category 3*	*Y – 16 March 2018*
LI508	*Category 3*	*Y – 16 March 2018*
LI509	*Category 3*	*Y – 16 March 2018*
LI510	*Category 3*	*Y – 16 March 2018*
LI511	*Category 3*	*Y – 16 March 2018*
LI512	*Category 3*	*Y – 16 March 2018*
LI513	*Category 3*	*Y – 16 March 2018*
LI514	*Category 3*	*Y – 16 March 2018*
LI515	*Category 3*	*Y – 16 March 2018*
LI516	*Category 3*	*Y – 16 March 2018*
LI517	*Category 3*	*Y – 16 March 2018*
LI518	*Category 3*	*Y – 16 March 2018*
LI519	*Category 3*	*Y – 16 March 2018*
LI520	*Category 3*	*Y – 16 March 2018*
LI521	*Category 3*	*Y – 16 March 2018*
LI522	*Category 3*	*Y – 16 March 2018*
LI523	*Category 3*	*Y – 16 March 2018*
LI524	*Category 3*	*Y – 16 March 2018*
LI525	*Category 3*	*Y – 16 March 2018*
LI526	*Category 3*	*Y – 16 March 2018*
LI527	*Category 3*	*Y – 16 March 2018*
LI528	*Category 3*	*Y – 16 March 2018*
LI529	*Category 3*	*Y – 16 March 2018*
LI530	*Category 3*	*Y – 16 March 2018*
LI531	*Category 3*	*Y – 16 March 2018*
LI532	*Category 3*	*Y – 16 March 2018*

List of Land Interests		
ID	Type of Interest:	Consulted (Y/N inc. dates(s)):
LI533	*Category 3*	*Y – 16 March 2018*
LI534	*Category 3*	*Y – 16 March 2018*
LI535	*Category 3*	*Y – 16 March 2018*
LI536	*Category 3*	*Y – 16 March 2018*
LI537	*Category 3*	*Y – 16 March 2018*
LI538	*Category 3*	*Y – 16 March 2018*
LI539	*Category 3*	*Y – 16 March 2018*
LI540	*Category 3*	*Y – 16 March 2018*
LI541	*Category 3*	*Y – 16 March 2018*
LI542	*Category 3*	*Y – 16 March 2018*
LI543	*Category 3*	*Y – 16 March 2018*
LI544	*Category 3*	*Y – 16 March 2018 and October 2018*
LI545	*Category 3*	*Y – 16 March 2018*
LI546	*Category 3*	*Y – 16 March 2018*
LI547	*Category 3*	*Y – 16 March 2018*
LI548	*Category 3*	*Y – 16 March 2018*
LI549	*Category 3*	*Y – 16 March 2018*
LI550	*Category 3*	*Y – 16 March 2018*
LI551	*Category 3*	*Y – 16 March 2018*
LI552	*Category 3*	*Y – 16 March 2018*
LI553	*Category 3*	*Y – 16 March 2018*
LI554	*Category 3*	*Y – 16 March 2018*
LI555	*Category 3*	*Y – 16 March 2018*
LI556	*Category 3*	*Y – 16 March 2018*
LI557	*Category 3*	*Y – 16 March 2018*
LI558	*Category 3*	*Y – 16 March 2018*
LI559	*Category 3*	*Y – 16 March 2018*
LI560	*Category 3*	*Y – 16 March 2018*
LI561	*Category 3*	*Y – 16 March 2018*
LI562	*Category 3*	*Y – 16 March 2018*
LI563	*Category 3*	*Y – 16 March 2018*
LI564	*Category 3*	*Y – 16 March 2018*
LI565	*Category 3*	*Y – 16 March 2018*
LI566	*Category 3*	*Y – 16 March 2018*
LI567	*Category 3*	*Y – 16 March 2018*
LI568	*Category 3*	*Y – 16 March 2018*
LI569	*Category 3*	*Y – 16 March 2018*
LI570	*Category 3*	*Y – 16 March 2018*
LI571	*Category 3*	*Y – 16 March 2018*
LI572	*Category 3*	*Y – 16 March 2018*
LI573	*Category 3*	*Y – 16 March 2018*
LI574	*Category 3*	*Y – 16 March 2018*
LI575	*Category 3*	*Y – 16 March 2018*
LI576	*Category 3*	*Y – 16 March 2018*
LI577	*Category 3*	*Y – 16 March 2018*
LI578	*Category 3*	*Y – 16 March 2018*

List of Land Interests		
ID	Type of Interest:	Consulted (Y/N inc. dates(s)):
LI579	*Category 3*	*Y – 16 March 2018*
LI580	*Category 3*	*Y – 16 March 2018*
LI581	*Category 3*	*Y – 16 March 2018*
LI582	*Category 3*	*Y – 16 March 2018*
LI583	*Category 3*	*Y – 16 March 2018*
LI584	*Category 3*	*Y – 16 March 2018*
LI585	*Category 3*	*Y – 16 March 2018*
LI586	*Category 3*	*Y – 16 March 2018*
LI587	*Category 3*	*Y – 16 March 2018*
LI588	*Category 3*	*Y – 16 March 2018*
LI589	*Category 3*	*Y – 16 March 2018*
LI590	*Category 3*	*Y – 16 March 2018*
LI591	*Category 3*	*Y – 16 March 2018*
LI592	*Category 3*	*Y – 16 March 2018*
LI593	*Category 3*	*Y – 16 March 2018*
LI594	*Category 3*	*Y – 16 March 2018*
LI595	*Category 3*	*Y – 16 March 2018*
LI596	*Category 3*	*Y – 16 March 2018*
LI597	*Category 3*	*Y – 16 March 2018*
LI598	*Category 3*	*Y – 16 March 2018*
LI599	*Category 3*	*Y – 16 March 2018*
LI600	*Category 3*	*Y – 16 March 2018*
LI601	*Category 3*	*Y – 16 March 2018*
LI602	*Category 3*	*Y – 16 March 2018*
LI603	*Category 3*	*Y – 16 March 2018*
LI604	*Category 3*	*Y – 16 March 2018*
LI605	*Category 3*	*Y – 16 March 2018*
LI606	*Category 3*	*Y – 16 March 2018*
LI607	*Category 3*	*Y – 16 March 2018*
LI608	*Category 3*	*Y – 16 March 2018*
LI609	*Category 3*	*Y – 16 March 2018*
LI610	*Category 3*	*Y – 16 March 2018*
LI611	*Category 3*	*Y – 16 March 2018*
LI612	*Category 3*	*Y – 16 March 2018*
LI613	*Category 3*	*Y – 16 March 2018*
LI614	*Category 3*	*Y – 16 March 2018*
LI615	*Category 3*	*Y – 16 March 2018*
LI616	*Category 3*	*Y – 16 March 2018*
LI617	*Category 3*	*Y – 16 March 2018*
LI618	*Category 3*	*Y – 16 March 2018*
LI619	*Category 3*	*Y – 16 March 2018*
LI620	*Category 3*	*Y – 16 March 2018*
LI621	*Category 3*	*Y – 16 March 2018*
LI622	*Category 3*	*Y – 16 March 2018*
LI623	*Category 3*	*Y – 16 March 2018*
LI624	*Category 3*	*Y – 16 March 2018*

List of Land Interests		
ID	Type of Interest:	Consulted (Y/N inc. dates(s)):
LI625	*Category 3*	*Y – 16 March 2018*
LI626	*Category 3*	*Y – 16 March 2018*
LI627	*Category 3*	*Y – 16 March 2018*
LI628	*Category 3*	*Y – 16 March 2018*
LI629	*Category 3*	*Y – 16 March 2018*
LI630	*Category 3*	*Y – 16 March 2018*
LI631	*Category 3*	*Y – 16 March 2018*
LI632	*Category 3*	*Y – 16 March 2018*
LI633	*Category 3*	*Y – 16 March 2018*
LI634	*Category 3*	*Y – 16 March 2018*
LI635	*Category 3*	*Y – 16 March 2018*
LI636	*Category 3*	*Y – 16 March 2018*
LI637	*Category 3*	*Y – 16 March 2018*
LI638	*Category 3*	*Y – 16 March 2018*
LI639	*Category 3*	*Y – 16 March 2018*
LI640	*Category 3*	*Y – 16 March 2018*
LI641	*Category 3*	*Y – 16 March 2018*
LI642	*Category 3*	*Y – 16 March 2018*
LI643	*Category 3*	*Y – 16 March 2018*
LI644	*Category 3*	*Y – 16 March 2018*
LI645	*Category 3*	*Y – 16 March 2018*
LI646	*Category 3*	*Y – 16 March 2018*
LI647	*Category 3*	*Y – 16 March 2018*
LI648	*Category 3*	*Y – 16 March 2018*
LI649	*Category 3*	*Y – 16 March 2018*
LI650	*Category 3*	*Y – 16 March 2018*
LI651	*Category 3*	*Y – 16 March 2018*
LI652	*Category 3*	*Y – 16 March 2018*
LI653	*Category 3*	*Y – 16 March 2018*
LI654	*Category 3*	*Y – 16 March 2018*
LI655	*Category 3*	*Y – 16 March 2018*
LI656	*Category 3*	*Y – 16 March 2018*
LI657	*Category 3*	*Y – 16 March 2018*
LI658	*Category 3*	*Y – 16 March 2018*
LI659	*Category 3*	*Y – 16 March 2018*
LI660	*Category 3*	*Y – 16 March 2018*
LI661	*Category 3*	*Y – 16 March 2018*
LI662	*Category 3*	*Y – 16 March 2018*
LI663	*Category 3*	*Y – 16 March 2018*
LI664	*Category 3*	*Y – 16 March 2018*
LI665	*Category 3*	*Y – 16 March 2018*
LI666	*Category 3*	*Y – 16 March 2018*
LI667	*Category 3*	*Y – 16 March 2018*
LI668	*Category 3*	*Y – 16 March 2018*
LI669	*Category 3*	*Y – 16 March 2018*
LI670	*Category 3*	*Y – 16 March 2018*

List of Land Interests		
ID	Type of Interest:	Consulted (Y/N inc. dates(s)):
LI671	*Category 3*	*Y – 16 March 2018*
LI672	*Category 3*	*Y – 16 March 2018*
LI673	*Category 3*	*Y – 16 March 2018*
LI674	*Category 3*	*Y – 16 March 2018*
LI675	*Category 3*	*Y – 16 March 2018*
LI676	*Category 3*	*Y – 16 March 2018*
LI677	*Category 3*	*Y – 16 March 2018*
LI678	*Category 3*	*Y – 16 March 2018*
LI679	*Category 3*	*Y – 16 March 2018*
LI680	*Category 3*	*Y – 16 March 2018*
LI681	*Category 3*	*Y – 16 March 2018*
LI682	*Category 3*	*Y – 16 March 2018*
LI683	*Category 3*	*Y – 16 March 2018*
LI684	*Category 3*	*Y – 16 March 2018 and October 2018*
LI685	*Category 3*	*Y – 16 March 2018 and October 2018*
LI686	*Category 3*	*Y – 16 March 2018*
LI687	*Category 3*	*Y – 16 March 2018*
LI688	*Category 3*	*Y – 16 March 2018*
LI689	*Category 3*	*Y – 16 March 2018*
LI690	*Category 3*	*Y – 16 March 2018*
LI691	*Category 3*	*Y – 16 March 2018*
LI692	*Category 3*	*Y – 16 March 2018*
LI693	*Category 3*	*Y – 16 March 2018*
LI694	*Category 3*	*Y – 16 March 2018*
LI695	*Category 3*	*Y – 16 March 2018*
LI696	*Category 3*	*Y – 16 March 2018*
LI697	*Category 3*	*Y – 16 March 2018*
LI698	*Category 3*	*Y – 16 March 2018*
LI699	*Category 3*	*Y – 16 March 2018*
LI700	*Category 3*	*Y – 16 March 2018*
LI701	*Category 3*	*Y – 16 March 2018*
LI702	*Category 3*	*Y – 16 March 2018*
LI703	*Category 3*	*Y – 16 March 2018*
LI704	*Category 3*	*Y – 16 March 2018*
LI705	*Category 3*	*Y – 16 March 2018*
LI706	*Category 3*	*Y – 16 March 2018*
LI707	*Category 3*	*Y – 16 March 2018*
LI708	*Category 3*	*Y – 16 March 2018*
LI709	*Category 3*	*Y – 16 March 2018*
LI710	*Category 3*	*Y – 16 March 2018*
LI711	*Category 3*	*Y – 16 March 2018*
LI712	*Category 3*	*Y – 16 March 2018*
LI713	*Category 3*	*Y – 16 March 2018*
LI714	*Category 3*	*Y – 16 March 2018*
LI715	*Category 3*	*Y – 16 March 2018*
LI716	*Category 3*	*Y – 16 March 2018*

List of Land Interests		
ID	Type of Interest:	Consulted (Y/N inc. dates(s)):
LI717	*Category 3*	*Y – 16 March 2018*
LI718	*Category 3*	*Y – 16 March 2018*
LI719	*Category 3*	*Y – 16 March 2018*
LI720	*Category 3*	*Y – 16 March 2018*
LI721	*Category 3*	*Y – 16 March 2018*
LI722	*Category 3*	*Y – 16 March 2018*
LI723	*Category 3*	*Y – 16 March 2018*
LI724	*Category 3*	*Y – 16 March 2018*
LI725	*Category 3*	*Y – 16 March 2018*
LI726	*Category 3*	*Y – 16 March 2018*
LI727	*Category 3*	*Y – 16 March 2018*
LI728	*Category 3*	*Y – 16 March 2018*
LI729	*Category 3*	*Y – 16 March 2018*
LI730	*Category 3*	*Y – 16 March 2018*
LI731	*Category 3*	*Y – 16 March 2018*
LI732	*Category 3*	*Y – 16 March 2018*
LI733	*Category 3*	*Y – 16 March 2018*
LI734	*Category 3*	*Y – 16 March 2018*
LI735	*Category 3*	*Y – 16 March 2018*
LI736	*Category 3*	*Y – 16 March 2018*
LI737	*Category 3*	*Y – 16 March 2018*
LI738	*Category 3*	*Y – 16 March 2018*
LI739	*Category 3*	*Y – 16 March 2018*
LI740	*Category 3*	*Y – 16 March 2018*
LI741	*Category 3*	*Y – 16 March 2018*
LI742	*Category 3*	*Y – 16 March 2018*
LI743	*Category 3*	*Y – 16 March 2018*
LI744	*Category 3*	*Y – 16 March 2018*
LI745	*Category 3*	*Y – 16 March 2018*
LI746	*Category 3*	*Y – 16 March 2018*
LI747	*Category 3*	*Y – 16 March 2018*
LI748	*Category 3*	*Y – 16 March 2018*
LI749	*Category 3*	*Y – 16 March 2018*
LI750	*Category 3*	*Y – 16 March 2018*
LI751	*Category 3*	*Y – 16 March 2018*
LI752	*Category 3*	*Y – 16 March 2018*
LI753	*Category 3*	*Y – 16 March 2018*
LI754	*Category 3*	*Y – 16 March 2018*
LI755	*Category 3*	*Y – 16 March 2018*
LI756	*Category 3*	*Y – 16 March 2018*
LI757	*Category 3*	*Y – 16 March 2018*
LI758	*Category 3*	*Y – 16 March 2018*
LI759	*Category 3*	*Y – 16 March 2018*
LI760	*Category 3*	*Y – 16 March 2018*
LI761	*Category 3*	*Y – 16 March 2018*
LI762	*Category 3*	*Y – 16 March 2018*

List of Land Interests		
ID	Type of Interest:	Consulted (Y/N inc. dates(s)):
LI763	*Category 3*	*Y – 16 March 2018*
LI764	*Category 3*	*Y – 16 March 2018*
LI765	*Category 3*	*Y – 16 March 2018*
LI766	*Category 3*	*Y – 16 March 2018*
LI767	*Category 3*	*Y – 16 March 2018*
LI768	*Category 3*	*Y – 16 March 2018*
LI769	*Category 3*	*Y – 16 March 2018*
LI770	*Category 3*	*Y – 16 March 2018*
LI771	*Category 3*	*Y – 16 March 2018*
LI772	*Category 3*	*Y – 16 March 2018 and October 2018*
LI773	*Category 3*	*Y – 16 March 2018*
LI774	*Category 3*	*Y – 16 March 2018*
LI775	*Category 3*	*Y – 16 March 2018*
LI776	*Category 3*	*Y – 16 March 2018*
LI777	*Category 3*	*Y – 16 March 2018*
LI778	*Category 3*	*Y – 16 March 2018*
LI779	*Category 3*	*Y – 16 March 2018*
LI780	*Category 3*	*Y – 16 March 2018*
LI781	*Category 3*	*Y – 16 March 2018*
LI782	*Category 3*	*Y – 16 March 2018*
LI783	*Category 3*	*Y – 16 March 2018*
LI784	*Category 3*	*Y – 16 March 2018*
LI785	*Category 3*	*Y – 16 March 2018*
LI786	*Category 3*	*Y – 16 March 2018*
LI787	*Category 3*	*Y – 16 March 2018*
LI788	*Category 3*	*Y – 16 March 2018*
LI789	*Category 3*	*Y – 16 March 2018*
LI790	*Category 3*	*Y – 16 March 2018*
LI791	*Category 3*	*Y – 16 March 2018*
LI792	*Category 3*	*Y – 16 March 2018*
LI793	*Category 3*	*Y – 16 March 2018*
LI794	*Category 3*	*Y – 16 March 2018*
LI795	*Category 3*	*Y – 16 March 2018*
LI796	*Category 3*	*Y – 16 March 2018*
LI797	*Category 3*	*Y – 16 March 2018*
LI798	*Category 3*	*Y – 16 March 2018*
LI799	*Category 3*	*Y – 16 March 2018*
LI800	*Category 3*	*Y – 16 March 2018*
LI801	*Category 3*	*Y – 16 March 2018*
LI802	*Category 3*	*Y – 16 March 2018*
LI803	*Category 3*	*Y – 16 March 2018*
LI804	*Category 3*	*Y – 16 March 2018*
LI805	*Category 3*	*Y – 16 March 2018*
LI806	*Category 3*	*Y – 16 March 2018*
LI807	*Category 3*	*Y – 16 March 2018*
LI808	*Category 3*	*Y – 16 March 2018*

List of Land Interests		
ID	Type of Interest:	Consulted (Y/N inc. dates(s)):
LI809	*Category 3*	*Y – 16 March 2018*
LI810	*Category 3*	*Y – 16 March 2018*
LI811	*Category 3*	*Y – 16 March 2018*
LI812	*Category 3*	*Y – 16 March 2018*
LI813	*Category 3*	*Y – 16 March 2018*
LI814	*Category 3*	*Y – 16 March 2018*
LI815	*Category 3*	*Y – 16 March 2018*
LI816	*Category 3*	*Y – 16 March 2018*
LI817	*Category 3*	*Y – 16 March 2018*
LI818	*Category 3*	*Y – 16 March 2018*
LI819	*Category 3*	*Y – 16 March 2018*
LI820	*Category 3*	*Y – 16 March 2018*
LI821	*Category 3*	*Y – 16 March 2018*
LI822	*Category 3*	*Y – 16 March 2018*
LI823	*Category 3*	*Y – 16 March 2018*
LI824	*Category 3*	*Y – 16 March 2018*
LI825	*Category 3*	*Y – 16 March 2018*
LI826	*Category 3*	*Y – 16 March 2018*
LI827	*Category 3*	*Y – 16 March 2018*
LI828	*Category 3*	*Y – 16 March 2018*
LI829	*Category 3*	*Y – 16 March 2018*
LI830	*Category 3*	*Y – 16 March 2018*
LI831	*Category 3*	*Y – 16 March 2018*
LI832	*Category 3*	*Y – 16 March 2018*
LI833	*Category 3*	*Y – 16 March 2018*
LI834	*Category 3*	*Y – 16 March 2018*
LI835	*Category 3*	*Y – 16 March 2018*
LI836	*Category 3*	*Y – 16 March 2018*
LI837	*Category 3*	*Y – 16 March 2018*
LI838	*Category 3*	*Y – 16 March 2018*
LI839	*Category 3*	*Y – 16 March 2018*
LI840	*Category 3*	*Y – 16 March 2018*
LI841	*Category 3*	*Y – 16 March 2018*
LI842	*Category 3*	*Y – 16 March 2018*
LI843	*Category 3*	*Y – 16 March 2018*
LI844	*Category 3*	*Y – 16 March 2018*
LI845	*Category 3*	*Y – 16 March 2018*
LI846	*Category 3*	*Y – 16 March 2018*
LI847	*Category 3*	*Y – 16 March 2018*
LI848	*Category 3*	*Y – 16 March 2018*
LI849	*Category 3*	*Y – 16 March 2018*
LI850	*Category 3*	*Y – 16 March 2018*
LI851	*Category 3*	*Y – 16 March 2018*
LI852	*Category 3*	*Y – 16 March 2018*
LI853	*Category 3*	*Y – 16 March 2018*
LI854	*Category 3*	*Y – 16 March 2018*

List of Land Interests		
ID	Type of Interest:	Consulted (Y/N inc. dates(s)):
LI855	*Category 3*	*Y – 16 March 2018*
LI856	*Category 3*	*Y – 16 March 2018*
LI857	*Category 3*	*Y – 16 March 2018*
LI858	*Category 3*	*Y – 16 March 2018*
LI859	*Category 3*	*Y – 16 March 2018*
LI860	*Category 3*	*Y – 16 March 2018*
LI861	*Category 3*	*Y – 16 March 2018*
LI862	*Category 3*	*Y – 16 March 2018*
LI863	*Category 3*	*Y – 16 March 2018 and October 2018*
LI864	*Category 3*	*Y – 16 March 2018 and October 2018*
LI865	*Category 3*	*Y – 16 March 2018 and October 2018*
LI866	*Category 3*	*Y – 16 March 2018*
LI867	*Category 3*	*Y – 16 March 2018*
LI868	*Category 3*	*Y – 16 March 2018*
LI869	*Category 3*	*Y – 16 March 2018*
LI870	*Category 3*	*Y – 16 March 2018*
LI871	*Category 3*	*Y – 16 March 2018*
LI872	*Category 3*	*Y – 16 March 2018*
LI873	*Category 3*	*Y – 16 March 2018*
LI874	*Category 3*	*Y – 16 March 2018*
LI875	*Category 3*	*Y – 16 March 2018*
LI876	*Category 3*	*Y – 16 March 2018*
LI877	*Category 3*	*Y – 16 March 2018*
LI878	*Category 3*	*Y – 16 March 2018*
LI879	*Category 3*	*Y – 16 March 2018*
LI880	*Category 3*	*Y – 16 March 2018*
LI881	*Category 3*	*Y – 16 March 2018*
LI882	*Category 3*	*Y – 16 March 2018*
LI883	*Category 3*	*Y – 16 March 2018*
LI884	*Category 3*	*Y – 16 March 2018*
LI885	*Category 3*	*Y – 16 March 2018*
LI886	*Category 3*	*Y – 16 March 2018*
LI887	*Category 3*	*Y – 16 March 2018*
LI888	*Category 3*	*Y – 16 March 2018*
LI889	*Category 3*	*Y – 16 March 2018*
LI890	*Category 3*	*Y – 16 March 2018*
LI891	*Category 3*	*Y – 16 March 2018*
LI892	*Category 3*	*Y – 16 March 2018*
LI893	*Category 3*	*Y – 16 March 2018*
LI894	*Category 3*	*Y – 16 March 2018*
LI895	*Category 3*	*Y – 16 March 2018*
LI896	*Category 3*	*Y – 16 March 2018*
LI897	*Category 3*	*Y – 16 March 2018*
LI898	*Category 3*	*Y – 16 March 2018*
LI899	*Category 3*	*Y – 16 March 2018*
LI900	*Category 3*	*Y – 16 March 2018*

List of Land Interests		
ID	Type of Interest:	Consulted (Y/N inc. dates(s)):
LI901	*Category 3*	*Y – 16 March 2018*
LI902	*Category 3*	*Y – 16 March 2018*
LI903	*Category 3*	*Y – 16 March 2018*
LI904	*Category 3*	*Y – 16 March 2018*
LI905	*Category 3*	*Y – 16 March 2018*
LI906	*Category 3*	*Y – 16 March 2018*
LI907	*Category 3*	*Y – 16 March 2018*
LI908	*Category 3*	*Y – 16 March 2018*
LI909	*Category 3*	*Y – 16 March 2018*
LI910	*Category 3*	*Y – 16 March 2018*
LI911	*Category 3*	*Y – 16 March 2018*
LI912	*Category 3*	*Y – 16 March 2018*
LI913	*Category 3*	*Y – 16 March 2018*
LI914	*Category 3*	*Y – 16 March 2018*
LI915	*Category 3*	*Y – 16 March 2018*
LI916	*Category 3*	*Y – 16 March 2018*
LI917	*Category 3*	*Y – 16 March 2018*
LI918	*Category 3*	*Y – 16 March 2018*
LI919	*Category 3*	*Y – 16 March 2018*
LI920	*Category 3*	*Y – 16 March 2018*
LI921	*Category 3*	*Y – 16 March 2018*
LI922	*Category 3*	*Y – 16 March 2018*
LI923	*Category 3*	*Y – 16 March 2018*
LI924	*Category 3*	*Y – 16 March 2018*
LI925	*Category 3*	*Y – 16 March 2018*
LI926	*Category 3*	*Y – 16 March 2018*
LI927	*Category 3*	*Y – 16 March 2018*
LI928	*Category 3*	*Y – 16 March 2018*
LI929	*Category 3*	*Y – 16 March 2018*
LI930	*Category 3*	*Y – 16 March 2018 and October 2018*
LI931	*Category 3*	*Y – 16 March 2018 and October 2018*
LI932	*Category 3*	*Y – 16 March 2018*
LI933	*Category 3*	*Y – 16 March 2018*
LI934	*Category 3*	*Y – 16 March 2018*
LI935	*Category 3*	*Y – 16 March 2018*
LI936	*Category 3*	*Y – 16 March 2018*
LI937	*Category 3*	*Y – 16 March 2018*
LI938	*Category 3*	*Y – 16 March 2018*
LI939	*Category 3*	*Y – 16 March 2018*
LI940	*Category 3*	*Y – 16 March 2018*
LI941	*Category 3*	*Y – 16 March 2018*
LI942	*Category 3*	*Y – 16 March 2018*
LI943	*Category 3*	*Y – 16 March 2018*
LI944	*Category 3*	*Y – 16 March 2018*
LI945	*Category 3*	*Y – 16 March 2018*
LI946	*Category 3*	*Y – 16 March 2018*

List of Land Interests		
ID	Type of Interest:	Consulted (Y/N inc. dates(s)):
LI947	*Category 3*	*Y – 16 March 2018*
LI948	*Category 3*	*Y – 16 March 2018*
LI949	*Category 3*	*Y – 16 March 2018*
LI950	*Category 3*	*Y – 16 March 2018*
LI951	*Category 3*	*Y – 16 March 2018*
LI952	*Category 3*	*Y – 16 March 2018*
LI953	*Category 3*	*Y – 16 March 2018*
LI954	*Category 3*	*Y – 16 March 2018*
LI955	*Category 3*	*Y – 16 March 2018*
LI956	*Category 3*	*Y – 16 March 2018*
LI957	*Category 3*	*Y – 16 March 2018*
LI958	*Category 3*	*Y – 16 March 2018*
LI959	*Category 3*	*Y – 16 March 2018*
LI960	*Category 3*	*Y – 16 March 2018*
LI961	*Category 3*	*Y – 16 March 2018*
LI962	*Category 3*	*Y – 16 March 2018*
LI963	*Category 3*	*Y – 16 March 2018*
LI964	*Category 3*	*Y – 16 March 2018*
LI965	*Category 3*	*Y – 16 March 2018*
LI966	*Category 3*	*Y – 16 March 2018*
LI967	*Category 3*	*Y – 16 March 2018*
LI968	*Category 3*	*Y – 16 March 2018*
LI969	*Category 3*	*Y – 16 March 2018*
LI970	*Category 3*	*Y – 16 March 2018*
LI971	*Category 3*	*Y – 16 March 2018*
LI972	*Category 3*	*Y – 16 March 2018*
LI973	*Category 3*	*Y – 16 March 2018*
LI974	*Category 3*	*Y – 16 March 2018*
LI975	*Category 3*	*Y – 16 March 2018*
LI976	*Category 3*	*Y – 16 March 2018*
LI977	*Category 3*	*Y – 16 March 2018*
LI978	*Category 3*	*Y – 16 March 2018*
LI979	*Category 3*	*Y – 16 March 2018*
LI980	*Category 3*	*Y – 16 March 2018*
LI981	*Category 3*	*Y – 16 March 2018*
LI982	*Category 3*	*Y – 16 March 2018*
LI983	*Category 3*	*Y – 16 March 2018*
LI984	*Category 3*	*Y – 16 March 2018*
LI985	*Category 3*	*Y – 16 March 2018*
LI986	*Category 3*	*Y – 16 March 2018*
LI987	*Category 3*	*Y – 16 March 2018*
LI988	*Category 3*	*Y – 16 March 2018*
LI989	*Category 3*	*Y – 16 March 2018*
LI990	*Category 3*	*Y – 16 March 2018*
LI991	*Category 3*	*Y – 16 March 2018*
LI992	*Category 3*	*Y – 16 March 2018*

List of Land Interests		
ID	Type of Interest:	Consulted (Y/N inc. dates(s)):
LI993	*Category 3*	*Y – 16 March 2018*
LI994	*Category 3*	*Y – 16 March 2018*
LI995	*Category 3*	*Y – 16 March 2018*
LI996	*Category 3*	*Y – 16 March 2018*
LI997	*Category 3*	*Y – 16 March 2018*
LI998	*Category 3*	*Y – 16 March 2018 and October 2018*
LI999	*Category 3*	*Y – 16 March 2018*
LI1000	*Category 3*	*Y – 16 March 2018*
LI1001	*Category 3*	*Y – 16 March 2018*
LI1002	*Category 3*	*Y – 16 March 2018*
LI1003	*Category 3*	*Y – 16 March 2018*
LI1004	*Category 3*	*Y – 16 March 2018*
LI1005	*Category 3*	*Y – 16 March 2018*
LI1006	*Category 3*	*Y – 16 March 2018*
LI1007	*Category 3*	*Y – 16 March 2018*
LI1008	*Category 3*	*Y – 16 March 2018*
LI1009	*Category 3*	*Y – 16 March 2018*
LI1010	*Category 3*	*Y – 16 March 2018*
LI1011	*Category 3*	*Y – 16 March 2018*
LI1012	*Category 3*	*Y – 16 March 2018 and October 2018*
LI1013	*Category 3*	*Y – 16 March 2018 and October 2019*
LI1014	*Category 3*	*Y – 16 March 2018 and October 2020*
LI1015	*Category 3*	*Y – 16 March 2018*
LI1016	*Category 3*	*Y – 16 March 2018*
LI1017	*Category 3*	*Y – 16 March 2018*
LI1018	*Category 3*	*Y – 16 March 2018*
LI1019	*Category 3*	*Y – 16 March 2018*
LI1020	*Category 3*	*Y – 16 March 2018*
LI1021	*Category 3*	*Y – 16 March 2018*
LI1022	*Category 3*	*Y – 16 March 2018*
LI1023	*Category 3*	*Y – 16 March 2018*
LI1024	*Category 3*	*Y – 16 March 2018*
LI1025	*Category 3*	*Y – 16 March 2018 and October 2018*
LI1026	*Category 3*	*Y – 16 March 2018*
LI1027	*Category 3*	*Y – 16 March 2018*
LI1028	*Category 3*	*Y – 16 March 2018*
LI1029	*Category 3*	*Y – 16 March 2018*
LI1030	*Category 3*	*Y – 16 March 2018*
LI1031	*Category 3*	*Y – 16 March 2018*
LI1032	*Category 3*	*Y – 16 March 2018*
LI1033	*Category 3*	*Y – 16 March 2018*
LI1034	*Category 3*	*Y – 16 March 2018*
LI1035	*Category 3*	*Y – 16 March 2018*
LI1036	*Category 3*	*Y – 16 March 2018*
LI1037	*Category 3*	*Y – 16 March 2018*
LI1038	*Category 3*	*Y – 16 March 2018*

List of Land Interests		
ID	Type of Interest:	Consulted (Y/N inc. dates(s)):
LI1039	*Category 3*	*Y – 16 March 2018*
LI1040	*Category 3*	*Y – 16 March 2018*
LI1041	*Category 3*	*Y – 16 March 2018*
LI1042	*Category 3*	*Y – 16 March 2018*
LI1043	*Category 3*	*Y – 16 March 2018*
LI1044	*Category 3*	*Y – 16 March 2018*
LI1045	*Category 3*	*Y – 16 March 2018 and October 2018*
LI1046	*Category 3*	*Y – 16 March 2018 and October 2018*
LI1047	*Category 3*	*Y – 16 March 2018*
LI1048	*Category 3*	*Y – 16 March 2018*
LI1049	*Category 3*	*Y – 16 March 2018*
LI1050	*Category 3*	*Y – 16 March 2018*
LI1051	*Category 3*	*Y – 16 March 2018*
LI1052	*Category 3*	*Y – 16 March 2018*
LI1053	*Category 3*	*Y – 16 March 2018*
LI1054	*Category 3*	*Y – 16 March 2018*
LI1055	*Category 3*	*Y – 16 March 2018*
LI1056	*Category 3*	*Y – 16 March 2018*
LI1057	*Category 3*	*Y – 16 March 2018*
LI1058	*Category 3*	*Y – 16 March 2018*
LI1059	*Category 3*	*Y – 16 March 2018*
LI1060	*Category 3*	*Y – 16 March 2018*
LI1061	*Category 3*	*Y – 16 March 2018*
LI1062	*Category 3*	*Y – 16 March 2018*
LI1063	*Category 3*	*Y – 16 March 2018*
LI1064	*Category 3*	*Y – 16 March 2018*
LI1065	*Category 3*	*Y – 16 March 2018*
LI1066	*Category 3*	*Y – 16 March 2018*
LI1067	*Category 3*	*Y – 16 March 2018*
LI1068	*Category 3*	*Y – 16 March 2018*
LI1069	*Category 3*	*Y – 16 March 2018*
LI1070	*Category 3*	*Y – 16 March 2018*
LI1071	*Category 3*	*Y – 16 March 2018*
LI1072	*Category 3*	*Y – 16 March 2018*
LI1073	*Category 3*	*Y – 16 March 2018*
LI1074	*Category 3*	*Y – 16 March 2018*
LI1075	*Category 3*	*Y – 16 March 2018*
LI1076	*Category 3*	*Y – 16 March 2018*
LI1077	*Category 3*	*Y – 16 March 2018*
LI1078	*Category 3*	*Y – 16 March 2018*
LI1079	*Category 3*	*Y – 16 March 2018*
LI1080	*Category 3*	*Y – 16 March 2018*
LI1081	*Category 3*	*Y – 16 March 2018*
LI1082	*Category 3*	*Y – 16 March 2018*
LI1083	*Category 3*	*Y – 16 March 2018*
LI1084	*Category 3*	*Y – 16 March 2018*

List of Land Interests		
ID	Type of Interest:	Consulted (Y/N inc. dates(s)):
LI1085	*Category 3*	*Y – 16 March 2018*
LI1086	*Category 3*	*Y – 16 March 2018*
LI1087	*Category 3*	*Y – 16 March 2018*
LI1088	*Category 3*	*Y – 16 March 2018*
LI1089	*Category 3*	*Y – 16 March 2018*
LI1090	*Category 3*	*Y – 16 March 2018*
LI1091	*Category 3*	*Y – 16 March 2018*
LI1092	*Category 3*	*Y – 16 March 2018*
LI1093	*Category 3*	*Y – 16 March 2018*
LI1094	*Category 3*	*Y – 16 March 2018*
LI1095	*Category 3*	*Y – 16 March 2018*
LI1096	*Category 3*	*Y – 16 March 2018*
LI1097	*Category 3*	*Y – 16 March 2018*
LI1098	*Category 3*	*Y – 16 March 2018*
LI1099	*Category 3*	*Y – 16 March 2018*
LI1100	*Category 3*	*Y – 16 March 2018*
LI1101	*Category 3*	*Y – 16 March 2018*
LI1102	*Category 3*	*Y – 16 March 2018*
LI1103	*Category 3*	*Y – 16 March 2018*
LI1104	*Category 3*	*Y – 16 March 2018*
LI1105	*Category 3*	*Y – 16 March 2018*
LI1106	*Category 3*	*Y – 16 March 2018*
LI1107	*Category 3*	*Y – 16 March 2018*
LI1108	*Category 3*	*Y – 16 March 2018*
LI1109	*Category 3*	*Y – 16 March 2018*
LI1110	*Category 3*	*Y – 16 March 2018*
LI1111	*Category 3*	*Y – 16 March 2018*
LI1112	*Category 3*	*Y – 16 March 2018*
LI1113	*Category 3*	*Y – 16 March 2018*
LI1114	*Category 3*	*Y – 16 March 2018*
LI1115	*Category 3*	*Y – 16 March 2018*
LI1116	*Category 3*	*Y – 16 March 2018*
LI1117	*Category 3*	*Y – 16 March 2018*
LI1118	*Category 3*	*Y – 16 March 2018 and October 2018*
LI1119	*Category 3*	*Y – 16 March 2018*
LI1120	*Category 3*	*Y – 16 March 2018*
LI1121	*Category 3*	*Y – 16 March 2018*
LI1122	*Category 3*	*Y – 16 March 2018*
LI1123	*Category 3*	*Y – 16 March 2018*
LI1124	*Category 3*	*Y – 16 March 2018*
LI1125	*Category 3*	*Y – 16 March 2018*
LI1126	*Category 3*	*Y – 16 March 2018*
LI1127	*Category 3*	*Y – 16 March 2018*
LI1128	*Category 3*	*Y – 16 March 2018*
LI1129	*Category 3*	*Y – 16 March 2018*
LI1130	*Category 3*	*Y – 16 March 2018*

List of Land Interests		
ID	Type of Interest:	Consulted (Y/N inc. dates(s)):
LI1131	*Category 3*	*Y – 16 March 2018*
LI1132	*Category 3*	*Y – 16 March 2018*
LI1133	*Category 3*	*Y – 16 March 2018*
LI1134	*Category 3*	*Y – 16 March 2018*
LI1135	*Category 3*	*Y – 16 March 2018*
LI1136	*Category 3*	*Y – 16 March 2018*
LI1137	*Category 3*	*Y – 16 March 2018*
LI1138	*Category 3*	*Y – 16 March 2018*
LI1139	*Category 3*	*Y – 16 March 2018*
LI1140	*Category 3*	*Y – 16 March 2018*
LI1141	*Category 3*	*Y – 16 March 2018*
LI1142	*Category 3*	*Y – 16 March 2018*
LI1143	*Category 3*	*Y – 16 March 2018*
LI1144	*Category 3*	*Y – 16 March 2018*
LI1145	*Category 3*	*Y – 16 March 2018*
LI1146	*Category 3*	*Y – 16 March 2018*
LI1147	*Category 3*	*Y – 16 March 2018*
LI1148	*Category 3*	*Y – 16 March 2018*
LI1149	*Category 3*	*Y – 16 March 2018*
LI1150	*Category 3*	*Y – 16 March 2018*
LI1151	*Category 3*	*Y – 16 March 2018*
LI1152	*Category 3*	*Y – 16 March 2018*
LI1153	*Category 3*	*Y – 16 March 2018*
LI1154	*Category 3*	*Y – 16 March 2018*
LI1155	*Category 3*	*Y – 16 March 2018*
LI1156	*Category 3*	*Y – 16 March 2018*
LI1157	*Category 3*	*Y – 16 March 2018*
LI1158	*Category 3*	*Y – 16 March 2018*
LI1159	*Category 3*	*Y – 16 March 2018*
LI1160	*Category 3*	*Y – 16 March 2018*
LI1161	*Category 3*	*Y – 16 March 2018*
LI1162	*Category 3*	*Y – 16 March 2018*
LI1163	*Category 3*	*Y – 16 March 2018*
LI1164	*Category 3*	*Y – 16 March 2018*
LI1165	*Category 3*	*Y – 16 March 2018*
LI1166	*Category 3*	*Y – 16 March 2018*
LI1167	*Category 3*	*Y – 16 March 2018*
LI1168	*Category 3*	*Y – 16 March 2018*
LI1169	*Category 3*	*Y – 16 March 2018*
LI1170	*Category 3*	*Y – 16 March 2018*
LI1171	*Category 3*	*Y – 16 March 2018*
LI1172	*Category 3*	*Y – 16 March 2018*
LI1173	*Category 3*	*Y – 16 March 2018*
LI1174	*Category 3*	*Y – 16 March 2018*
LI1175	*Category 3*	*Y – 16 March 2018*
LI1176	*Category 3*	*Y – 16 March 2018*

List of Land Interests		
ID	Type of Interest:	Consulted (Y/N inc. dates(s)):
LI1177	*Category 3*	*Y – 16 March 2018*
LI1178	*Category 3*	*Y – 16 March 2018*
LI1179	*Category 3*	*Y – 16 March 2018*
LI1180	*Category 3*	*Y – 16 March 2018*
LI1181	*Category 3*	*Y – 16 March 2018*
LI1182	*Category 3*	*Y – 16 March 2018*
LI1183	*Category 3*	*Y – 16 March 2018*
LI1184	*Category 3*	*Y – 16 March 2018*
LI1185	*Category 3*	*Y – 16 March 2018*
LI1186	*Category 3*	*Y – 16 March 2018*
LI1187	*Category 3*	*Y – 16 March 2018*
LI1188	*Category 3*	*Y – 16 March 2018*
LI1189	*Category 3*	*Y – 16 March 2018*
LI1190	*Category 3*	*Y – 16 March 2018*
LI1191	*Category 3*	*Y – 16 March 2018*
LI1192	*Category 3*	*Y – 16 March 2018*
LI1193	*Category 3*	*Y – 16 March 2018*
LI1194	*Category 3*	*Y – 16 March 2018*
LI1195	*Category 3*	*Y – 16 March 2018*
LI1196	*Category 3*	*Y – 16 March 2018*
LI1197	*Category 3*	*Y – 16 March 2018*
LI1198	*Category 3*	*Y – 16 March 2018*
LI1199	*Category 3*	*Y – 16 March 2018*
LI1200	*Category 3*	*Y – 16 March 2018*
LI1201	*Category 3*	*Y – 16 March 2018*
LI1202	*Category 3*	*Y – 16 March 2018*
LI1203	*Category 3*	*Y – 16 March 2018*
LI1204	*Category 3*	*Y – 16 March 2018*
LI1205	*Category 3*	*Y – 16 March 2018*
LI1206	*Category 3*	*Y – 16 March 2018*
LI1207	*Category 3*	*Y – 16 March 2018*
LI1208	*Category 3*	*Y – 16 March 2018*
LI1209	*Category 3*	*Y – 16 March 2018*
LI1210	*Category 3*	*Y – 16 March 2018*
LI1211	*Category 3*	*Y – 16 March 2018*
LI1212	*Category 3*	*Y – 16 March 2018*
LI1213	*Category 3*	*Y – 16 March 2018*
LI1214	*Category 3*	*Y – 16 March 2018*
LI1215	*Category 3*	*Y – 16 March 2018*
LI1216	*Category 3*	*Y – 16 March 2018*
LI1217	*Category 3*	*Y – 16 March 2018*
LI1218	*Category 3*	*Y – 16 March 2018*
LI1219	*Category 3*	*Y – 16 March 2018*
LI1220	*Category 3*	*Y – 16 March 2018*
LI1221	*Category 3*	*Y – 16 March 2018*
LI1222	*Category 3*	*Y – 16 March 2018*

List of Land Interests		
ID	Type of Interest:	Consulted (Y/N inc. dates(s)):
LI1223	*Category 3*	*Y – 16 March 2018*
LI1224	*Category 3*	*Y – 16 March 2018*
LI1225	*Category 3*	*Y – 16 March 2018*
LI1226	*Category 3*	*Y – 16 March 2018*
LI1227	*Category 3*	*Y – 16 March 2018*
LI1228	*Category 3*	*Y – 16 March 2018*
LI1229	*Category 3*	*Y – 16 March 2018*
LI1230	*Category 3*	*Y – 16 March 2018*
LI1231	*Category 3*	*Y – 16 March 2018*
LI1232	*Category 3*	*Y – 16 March 2018*
LI1233	*Category 3*	*Y – 16 March 2018*
LI1234	*Category 3*	*Y – 16 March 2018*
LI1235	*Category 3*	*Y – 16 March 2018*
LI1236	*Category 3*	*Y – 16 March 2018*
LI1237	*Category 3*	*Y – 16 March 2018*
LI1238	*Category 3*	*Y – 16 March 2018*
LI1239	*Category 3*	*Y – 16 March 2018 and October 2018*
LI1240	*Category 3*	*Y – 16 March 2018*
LI1241	*Category 3*	*Y – 16 March 2018*
LI1242	*Category 3*	*Y – 16 March 2018*
LI1243	*Category 3*	*Y – 16 March 2018*
LI1244	*Category 3*	*Y – 16 March 2018*
LI1245	*Category 3*	*Y – 16 March 2018*
LI1246	*Category 3*	*Y – 16 March 2018*
LI1247	*Category 3*	*Y – 16 March 2018*
LI1248	*Category 3*	*Y – 16 March 2018*
LI1249	*Category 3*	*Y – 16 March 2018*
LI1250	*Category 3*	*Y – 16 March 2018*
LI1251	*Category 3*	*Y – 16 March 2018*
LI1252	*Category 3*	*Y – 16 March 2018*
LI1253	*Category 3*	*Y – 16 March 2018*
LI1254	*Category 3*	*Y – 16 March 2018*
LI1255	*Category 3*	*Y – 16 March 2018*
LI1256	*Category 3*	*Y – 16 March 2018*
LI1257	*Category 3*	*Y – 16 March 2018*
LI1258	*Category 3*	*Y – 16 March 2018*
LI1259	*Category 3*	*Y – 16 March 2018*
LI1260	*Category 3*	*Y – 16 March 2018*
LI1261	*Category 3*	*Y – 16 March 2018*
LI1262	*Category 3*	*Y – 16 March 2018*
LI1263	*Category 3*	*Y – 16 March 2018*
LI1264	*Category 3*	*Y – 16 March 2018*
LI1265	*Category 3*	*Y – 16 March 2018*
LI1266	*Category 3*	*Y – 16 March 2018*
LI1267	*Category 3*	*Y – 16 March 2018*
LI1268	*Category 3*	*Y – 16 March 2018*

List of Land Interests		
ID	Type of Interest:	Consulted (Y/N inc. dates(s)):
LI1269	*Category 3*	*Y – 16 March 2018*
LI1270	*Category 3*	*Y – 16 March 2018*
LI1271	*Category 3*	*Y – 16 March 2018*
LI1272	*Category 3*	*Y – 16 March 2018*
LI1273	*Category 3*	*Y – 16 March 2018*
LI1274	*Category 3*	*Y – 16 March 2018*
LI1275	*Category 3*	*Y – 16 March 2018*
LI1276	*Category 3*	*Y – 16 March 2018*
LI1277	*Category 3*	*Y – 16 March 2018*
LI1278	*Category 3*	*Y – 16 March 2018 and October 2018*
LI1279	*Category 3*	*Y – 16 March 2018*
LI1280	*Category 3*	*Y – 16 March 2018*
LI1281	*Category 3*	*Y – 16 March 2018*
LI1282	*Category 3*	*Y – 16 March 2018*
LI1283	*Category 3*	*Y – 16 March 2018*
LI1284	*Category 3*	*Y – 16 March 2018*
LI1285	*Category 3*	*Y – 16 March 2018*
LI1286	*Category 3*	*Y – 16 March 2018*
LI1287	*Category 3*	*Y – 16 March 2018*
LI1288	*Category 3*	*Y – 16 March 2018*
LI1289	*Category 3*	*Y – 16 March 2018*
LI1290	*Category 3*	*Y – 16 March 2018*
LI1291	*Category 3*	*Y – 16 March 2018*
LI1292	*Category 3*	*Y – 16 March 2018*
LI1293	*Category 3*	*Y – 16 March 2018*
LI1294	*Category 3*	*Y – 16 March 2018*
LI1295	*Category 3*	*Y – 16 March 2018*
LI1296	*Category 3*	*Y – 16 March 2018*
LI1297	*Category 3*	*Y – 16 March 2018*
LI1298	*Category 3*	*Y – 16 March 2018*
LI1299	*Category 3*	*Y – 16 March 2018*
LI1300	*Category 3*	*Y – 16 March 2018*
LI1301	*Category 3*	*Y – 16 March 2018*
LI1302	*Category 3*	*Y – 16 March 2018*
LI1303	*Category 3*	*Y – 16 March 2018*
LI1304	*Category 3*	*Y – 16 March 2018*
LI1305	*Category 3*	*Y – 16 March 2018*
LI1306	*Category 3*	*Y – 16 March 2018*
LI1307	*Category 3*	*Y – 16 March 2018*
LI1308	*Category 3*	*Y – 16 March 2018*
LI1309	*Category 3*	*Y – 16 March 2018*
LI1310	*Category 3*	*Y – 16 March 2018*
LI1311	*Category 3*	*Y – 16 March 2018*
LI1312	*Category 3*	*Y – 16 March 2018*
LI1313	*Category 3*	*Y – 16 March 2018*
LI1314	*Category 3*	*Y – 16 March 2018*

List of Land Interests		
ID	Type of Interest:	Consulted (Y/N inc. dates(s)):
LI1315	*Category 3*	*Y – 16 March 2018*
LI1316	*Category 3*	*Y – 16 March 2018*
LI1317	*Category 3*	*Y – 16 March 2018*
LI1318	*Category 3*	*Y – 16 March 2018*
LI1319	*Category 3*	*Y – 16 March 2018*
LI1320	*Category 3*	*Y – 16 March 2018*
LI1321	*Category 3*	*Y – 16 March 2018*
LI1322	*Category 3*	*Y – 16 March 2018*
LI1323	*Category 3*	*Y – 16 March 2018*
LI1324	*Category 3*	*Y – 16 March 2018*
LI1325	*Category 3*	*Y – 16 March 2018*
LI1326	*Category 3*	*Y – 16 March 2018*
LI1327	*Category 3*	*Y – 16 March 2018*
LI1328	*Category 3*	*Y – 16 March 2018*

Appendix J – List of Prescribed Consultees

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List of prescribed consultees

The table below reflects the information included in schedule 1 of the Infrastructure Planning (Applications: Prescribed Forms and Procedures) Regulations 2009 (as amended). It sets out prescribed consultees, whether they have been consulted and the reasons for consulting or not consulting them. This has been cross-references to the Regulation 11 list provided in the Environmental Impact Assessment scoping report received from the Planning Inspectorate and has used the Planning Inspectorate *Advice Note 3: EIA Consultation and Notification, Annex 1*.

This table below reflects the list of prescribed consultees. The rows highlighted are those consultees who are under Compulsory Purchase Order detailed as "*all interests and rights in land*" in the Book of Reference (TR010035/APP/4.3).

List of Prescribed Consultees					
	Prescribed Consultee	Circumstances when that person must be consulted about the proposed application	Consulted (Y/N):	Reason for inclusion/exclusion:	Prescribed Consultee Contact Details:
1	The Welsh Ministers	All proposed applications likely to affect land in Wales	N	The Planning Inspectorate interprets 'the Welsh Ministers' to be 'the Welsh Government'. The Scheme does not affect land in Wales.	N / A
2	The Scottish Executive	All proposed applications likely to affect land in Scotland	N	The Planning Inspectorate interprets 'the Scottish Executive' to be the Scottish Government'. The Scheme does not affect land in Scotland.	N / A
3	The relevant Northern	All proposed applications	N	The Planning	N / A

List of Prescribed Consultees					
	Prescribed Consultee	Circumstances when that person must be consulted about the proposed application	Consulted (Y/N):	Reason for inclusion/exclusion:	Prescribed Consultee Contact Details:
	Ireland Department	likely to affect land in Northern Ireland		Inspectorate interprets 'the Relevant Northern Ireland Department' to be 'the Department of the Environment in Northern Ireland'. The Scheme does not affect land in Northern Ireland	
4	The Health and Safety Executive	All cases	Y	The Health and Safety Executive are to be consulted on all proposed applications.	[redacted] NSIP Consultations Health and Safety Executive Building 2.2 Redgrave Court Merton Road Bootle Merseyside L20 7HS NSIP.applications@hse.gov.uk
5	The National Health Service Commissioning Board and the relevant clinical commissioning group (CCG)	All proposed applications likely to affect land in England and Wales	Y	The proposed application will affect land in England	NHS England NHS Commissioning Board PO Box 16728 Redditch B97 9PT england.contactus@nhs.net

List of Prescribed Consultees					
	Prescribed Consultee	Circumstances when that person must be consulted about the proposed application	Consulted (Y/N):	Reason for inclusion/exclusion:	Prescribed Consultee Contact Details:
6	The National Health Service Commissioning Board and the relevant clinical commissioning group (CCG)	All proposed applications likely to affect land in England and Wales	Y	The proposed application will affect land in England	NHS Fylde & Wyre Clinical Commissioning Group fwccg.enquiries@nhs.net
7	The National Health Service Trusts	All proposed applications likely to affect land in England and Wales	Y	The proposed application will affect land in England	North West Ambulance Service NHS Trust nwas.communications@nwas.nhs.uk
8	The relevant Health Board	All proposed applications likely to affect land in Scotland	N	The proposed application will not affect land in Scotland	N /A
9	Natural England	All proposed applications likely to affect land in England	Y	The proposed application will affect land in England	Natural England Consultation Service Hornbeam House Electra Way Crewe Business Park Crewe Cheshire CW1 6GJ Consultations@naturalengland.org.uk
10	The Historic Buildings and Monuments Commission for England	All proposed applications likely to affect land in England	Y	The proposed application is likely to affect land in England	Historic England [redacted] Cc to:

List of Prescribed Consultees					
	Prescribed Consultee	Circumstances when that person must be consulted about the proposed application	Consulted (Y/N):	Reason for inclusion/exclusion:	Prescribed Consultee Contact Details:
					[redacted]
11	The relevant fire and rescue authority	All cases	Y	Lancashire Fire and Rescue Service were consulted as the relevant fire and rescue authority	Lancashire Fire and Rescue Service Lancashire Fire & Rescue Service Garstang Road Fulwood Preston PR2 3LH
12	The relevant police authority	All cases	Y	Lancashire Police and Crime Commissioner were consulted as the relevant police authority	Lancashire Police and Crime Commissioner commissioner@lancashire-pcc.gov.uk
13	The relevant parish council, or, where the application relates to land Wales or Scotland the relevant community council	All cases	Y	Little Ecclestone with Larbreck and Singleton Parish council were consulted as the relevant Parish councils.	Little Eccleston-with-Larbreck Parish Council lewlparishcouncil@yahoo.co.uk Singleton Parish Council Clerk@SingletonParishCouncil.org
14	The Environment Agency	All proposed applications likely to affect land in England and/or Wales	Y	The proposed application is likely to affect land in England	The Environment Agency – Cumbria and Lancashire [redacted] Cc to:

List of Prescribed Consultees					
	Prescribed Consultee	Circumstances when that person must be consulted about the proposed application	Consulted (Y/N):	Reason for inclusion/exclusion:	Prescribed Consultee Contact Details:
					[redacted]e[redacted] t-agency.gov.uk
15	The Scottish Environment Protection Agency	All proposal applications likely to affect land in Scotland	N	The proposed application will not affect land in Scotland	N / A
16	The Equality and Human Rights Commission	All proposed applications likely to affect land in England and Wales	N	This consultee is not included on the Schedule 1 list.	N / A
17	The Scottish Human Rights Commission	All proposed applications likely to affect land in Scotland	N	The proposed application will not affect land in Scotland	N / A
18	AONB Conservation Boards	All proposed applications likely to affect an AONB that is managed by a Conservation Board	N	The proposed application does not affect an AONB.	N / A
19	Royal Commission on Ancient and Historical Monuments of Wales	All proposed applications likely to affect the historic environment in Wales	N	The proposed application will not affect land in Wales	N / A
20	The Natural Resource Body of Wales (NRW)	All proposed applications likely to affect land in Wales	N	The proposed application will not affect land in Wales	N / A
21	The Homes and Communities Agency	All proposed applications likely to have an effect on its areas of responsibility	Y	The proposed scheme is likely to have an effect on its areas of responsibility.	mail@homesandcommunities.co.uk

List of Prescribed Consultees					
	Prescribed Consultee	Circumstances when that person must be consulted about the proposed application	Consulted (Y/N):	Reason for inclusion/exclusion:	Prescribed Consultee Contact Details:
22	The Joint Nature Conservation Committee (JNCC)	All proposed applications likely to affect the marine environment	N	JNCC has responsibility for the provision of nature conservation advice in the offshore area in England and Wales. "Offshore" is defined as being beyond 12 nautical miles (NM) from the coastline. Within 12 NM, nature conservation is the responsibility of Natural England who has been consulted (see row 7).	N / A
23	Scottish Natural Heritage	All proposed applications likely to affect land in Scotland	N	The proposed application will not affect land in Scotland	N / A
24	The Maritime and Coastguard Agency	All proposed applications likely to affect the maritime or coastal environment, or the shipping industry	Y	The scheme is likely to affect the maritime or coastal environment, or the shipping industry.	[redacted] Acting OREI Advisor [redacted]
25	The Scottish Fisheries Protection Agency (Marine Scotland)	All proposed applications likely to affect the fisheries industry in Scotland	N	The proposed application will not affect land in Scotland	N / A
26	The Civil Aviation Authority	All proposed applications relating to airports or which	Y	The scheme may affect an airport or its current	ORA5 Directorate of Airspace

List of Prescribed Consultees					
	Prescribed Consultee	Circumstances when that person must be consulted about the proposed application	Consulted (Y/N):	Reason for inclusion/exclusion:	Prescribed Consultee Contact Details:
		are likely to affect an airport or its current or future operation		or future operation (though no direct effects of this nature have been identified).	Policy Civil Aviation Authority CAA House 45-59 Kingsway London WC2B 6TE airspace@caa.co.uk
27	The Secretary of State of Transport	All proposed applications likely to affect road or transport operation and/or planning on roads for which the Secretary of State for Transport is the highway authority.	Y	The proposed application will affect road and transport operation	Highways England - North West Spatial Planning - PlanningNW@highwaysengland.co.uk
28	Integrated Transport Authorities (ITAs) and Passenger Transport Executives (PTEs)	All proposed applications likely to affect transport within, to or from the relevant integrated transport area of the ITA or PTE	N	The scheme is not likely to affect transport within, to or from the relevant integrated transport area of the ITA or PTE.	N / A
29	The relevant Highways Authority	All proposed applications likely to have an impact on the road network or the volume of traffic in the vicinity of the proposal	Y	The proposed scheme is likely to affect road or transport operation and/or planning on roads for which the Secretary of State for Transport is	Lancashire County Council PO Box 78 County Hall Fishergate Preston Lancashire PR1 8XJ

List of Prescribed Consultees					
	Prescribed Consultee	Circumstances when that person must be consulted about the proposed application	Consulted (Y/N):	Reason for inclusion/exclusion:	Prescribed Consultee Contact Details:
				the Highways Authority.	
30	Transport for London	All proposed applications likely to affect transport within, to or from Greater London	N	The proposed application will not affect transport within to or from Greater London	N / A
31	The Passengers Council	All proposed applications likely to affect rail passenger transport or road passenger transport services or facilities	N	'The Passengers Council' is now 'Transport Focus'. The proposed application will not affect rail passenger transport, road passenger transport services or facilities	N / A
32	The Disabled Persons Transport Advisory Committee	All proposed applications likely to affect access to transport for disabled people	N	The proposed application will not affect access to transport for disabled people	N / A
33	The Coal Authority	All proposed applications that lie within areas of past, present or future coal mining.	N	The proposed application is not in an area of past, present or future coal mining.	N / A
34	The Office of Rail Regulation and approved operators	All proposed applications likely to affect the rail transport industry	N	The 'Office of Rail Regulation' is now the 'Office of Road and Rail' (ORR). The proposed	N / A

List of Prescribed Consultees					
	Prescribed Consultee	Circumstances when that person must be consulted about the proposed application	Consulted (Y/N):	Reason for inclusion/exclusion:	Prescribed Consultee Contact Details:
				application is not affecting rail transportation.	
35	The Gas and Electricity Markets Authority (OFGEM)	All proposed applications likely to affect gas and electricity markets	Y	The scheme is not likely to affect gas and electricity markets.	OFGEM 9 Millbank London SW1P 3GE
36	The Water Services Regulation Authority (OFWAT)	All proposed applications likely to affect the water industry in England and Wales	Y	The scheme is not likely to affect the water industry in England and Wales	OFWAT Centre City Tower 7 Hill Street Birmingham B5 4UA
37	The Water Industry Commission of Scotland	All proposed applications likely to affect the water industry in Scotland	N	The proposed application will not affect land in Scotland.	N / A
38	The relevant waste regulation authority	All proposed applications likely to affect waste infrastructure	N	The scheme is not likely to affect the waste industry in the relevant area.	N / A
39	The relevant internal drainage board	All proposed applications likely to increase the risk of flooding in that area or where the proposals relate to an	Y	The proposed application is within flood risk zones and required a Flood Risk	Lancashire County Council PO Box 78 County Hall Fishergate Preston

List of Prescribed Consultees					
	Prescribed Consultee	Circumstances when that person must be consulted about the proposed application	Consulted (Y/N):	Reason for inclusion/exclusion:	Prescribed Consultee Contact Details:
		area known to be an area of flood risk		Assessment to be undertaken.	Lancashire PR1 8XJ
40	The Canal and River Trust	All proposed applications likely to have an impact on inland waterways or land adjacent to inland waterways	N	The scheme is not likely to have an impact on inland waterways of land adjacent to inland waterways.	N / A
41	Trinity House	All proposed applications likely to affect navigation in tidal waters	Y	The scheme is likely to affect navigation in tidal waters.	Trinity House Navigation Directorate Tower Hill London EC3N 4DH Navigation.directorate@thls.org Ccto: Thomas.arculus@thls.org
42	Public Health England, an executive agency of the Department of Health	All proposed applications likely to involve chemicals, poisons or radiation which could potentially cause harm to people.	Y	The scheme may involve chemicals, poisons or radiation which could potentially cause harm to people and likely to affect significantly public health (though no direct effects of this nature have been identified).	NSIPconsultations@PHE.gov.uk offshoreNSIP@thecrownestate.co.uk

List of Prescribed Consultees					
	Prescribed Consultee	Circumstances when that person must be consulted about the proposed application	Consulted (Y/N):	Reason for inclusion/exclusion:	Prescribed Consultee Contact Details:
43	The relevant local resilience forum	All cases	N	This consultee is not included on the Schedule1 list.	N / A
44	Royal Mail Group	Royal Mail Group	Y	Universal Group Provider for post	[redacted]
45	Relevant statutory undertakers	All proposed applications likely to affect their functions as statutory undertakers	Y	Section A5 in the Planning Inspectorate's Advice Note 3 (Identifying Statutory Undertakers as Prescribed in the APFP Regulations) has been referred to when identifying the statutory undertakers to consult with. The relevant water and sewage undertakers, public gas transporters and electricity licence holder with CPO Powers that have been consulted are listed below.	

List of Prescribed Consultees					
	Prescribed Consultee	Circumstances when that person must be consulted about the proposed application	Consulted (Y/N):	Reason for inclusion/exclusion:	Prescribed Consultee Contact Details:
				The relevant public gas transporters	Cadent Gas Limited Ashbrook Court Central Boulevard Prologis Park Coventry CV7 8PE
					[redacted] Limited Fenwick House Lister Way Hamilton International Technology Park Glasgow G72 0FT
					Energy Assets Pipelines Limited Ship Canal House 98 King Street Manchester M2 4WU
					ESP Pipelines Ltd ESP Pipelines Ltd

List of Prescribed Consultees					
	Prescribed Consultee	Circumstances when that person must be consulted about the proposed application	Consulted (Y/N):	Reason for inclusion/exclusion:	Prescribed Consultee Contact Details:
					ESP Connections Ltd ESP Networks Ltd ESP Pipelines Ltd Fulcrum Pipelines Ltd  Fulcrum Pipelines Limited FPLPlant@fulcrum.co.uk GTC Pipelines Limited Energy House Woolpit Business Park Woolpit Bury St Edmunds Suffolk IP30 9UP Independent Pipelines Limited Energy House Woolpit Business Park Woolpit Bury St Edmunds Suffolk IP30 9UP

List of Prescribed Consultees					
	Prescribed Consultee	Circumstances when that person must be consulted about the proposed application	Consulted (Y/N):	Reason for inclusion/exclusion:	Prescribed Consultee Contact Details:
					Indigo Pipelines Limited 1 London Wall London EC2Y 5AB
					Quadrant Pipelines Limited Energy House Woolpit Business Park Woolpit Bury St Edmunds Suffolk IP30 9UP
					National Grid Gas Plc 1-3 Strand London WC2N 5EH box.landandacquisitions@nationalgrid.com
					Scotland Gas Networks PLC Southern Gas Networks PLC
					customer@sgn.co.uk
					Wales and West Utilities Ltd Wales and West House Spooner Close Celtic Springs

List of Prescribed Consultees					
	Prescribed Consultee	Circumstances when that person must be consulted about the proposed application	Consulted (Y/N):	Reason for inclusion/exclusion:	Prescribed Consultee Contact Details:
					Newport NP10 8FZ enquiries@wwutilities.co.uk
				The relevant electricity distributor with CPO Powers	Energetics Electricity Limited International House Stanley Boulevard Hamilton International Technology Park Glasgow South Lanarkshire G72 0BN
					Energy Assets Power Networks Ship Canal House 98 King Street Manchester M2 4WU
					ESP Electricity Limited Alan Slee [redacted]
					G2 Energy IDNO Limited enquiries@g2energy.co.uk
					Harlaxton Energy Networks Limited Toll Bar Road

List of Prescribed Consultees					
	Prescribed Consultee	Circumstances when that person must be consulted about the proposed application	Consulted (Y/N):	Reason for inclusion/exclusion:	Prescribed Consultee Contact Details:
					Marston Grantham Lincs NG32 2HT
					Independent Power Networks Limited Energy House Woolpit Business Park Woolpit Bury St Edmunds Suffolk IP30 9UP
					Leep Electricity Networks Limited Pod 53, The Greenhouse 101-110 Broadway MediaCityUK Salford M50 2EQ
					The Electricity Network Company Limited Energy House Woolpit Business Park Bury St Edmonds Suffolk IP30 9UP

List of Prescribed Consultees					
	Prescribed Consultee	Circumstances when that person must be consulted about the proposed application	Consulted (Y/N):	Reason for inclusion/exclusion:	Prescribed Consultee Contact Details:
					UK Power Distribution Limited 22-26 King Street Kings Lynn Norfolk PE30 1HJ
					Utility Assets Limited assetrecords@utilityassets.co.uk
					Utility Distribution Networks Limited Ship Canal House 98 King Street Manchester M2 4WU
					Electricity North West Limited enquiries@enwl.co.uk
			Y	The relevant electricity transmitter with CPO Powers	National Grid Electricity Transmission Plc 1-3 Strand London WC2N 5EH box.landandacquisitions@nationalgrid.com

List of Prescribed Consultees					
	Prescribed Consultee	Circumstances when that person must be consulted about the proposed application	Consulted (Y/N):	Reason for inclusion/exclusion:	Prescribed Consultee Contact Details:
			Y	The relevant water and sewage undertaker	United Utilities Haweswater House Lingley Mere Business Park Lingley Green Avenue Warrington WA5 3LP
46	The Crown Estate Commissioners	All proposed applications likely to impact on the Crown Estate	Y	The scheme may have an impact on the Crown Estate.	The Crown Estate Commissioners The Crown Estate 1 St James's Market London SW1Y 4AH
47	The Forestry Commission	All proposed applications likely to affect the protection or expansion of forests and woodlands	Y	The scheme may affect the protection or expansion of forests and woodlands in England	Forestry Commission - North West and West Midlands nwwm@forestry.gsi.gov.uk
48	The Natural Resources Body for Wales	All proposed applications likely to affect the protection or expansion of forests and woodlands in Wales	N	The proposed application does affect land in Wales	N / A
49	The relevant local health board	All applications likely to affect land in Wales	N	The proposed application does affect land in Wales	N / A
50	The National Health Service Trusts	All proposed applications likely to affect land in Wales	N	The proposed application does affect	N / A

List of Prescribed Consultees					
	Prescribed Consultee	Circumstances when that person must be consulted about the proposed application	Consulted (Y/N):	Reason for inclusion/exclusion:	Prescribed Consultee Contact Details:
				land in Wales	
51	The Secretary of State for Defence	All proposed applications likely to affect current or future operation of a site identified in a safeguarding map and all developments in the marine area.	Y	The scheme may have an impact on the Ministry of Defence.	DIO-Safeguarding-Statutory@mod.uk
52	The Office of Nuclear Regulation (the ONR)	All proposed applications likely to affect matters relevant to the ONR's purposes within the meaning of Part 3 of the Energy Act 2013	N	The application is not likely to affect matters relevant to the ONR's purposes within the meaning of Part 3 of the Energy Act 2013.	N / A

Notes:

a. *"relevant", in relation to a body, means the body which has responsibility for the location where the proposals may or will be sited*
b. *"safeguarding map" (entry no.50) has the meaning given in a direction made by the Secretary of State in exercise of the powers conferred by articles 16(4), 25(1), 29(6) and 39 of the Town and Country Planning (Development Management Procedure)(England) Order 2010(3).*
c. *S67 of the Energy Act 2013 defines the ONR's purpose which relates to nuclear safety, security, safeguards and transport.*

Appendix K – S42 Letters

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Our ref: **TR010035/**S42(1)(b)/March2018

[redacted]

Recipients address

16 March 2018

Dear NAME

A585 WINDY HARBOUR TO SKIPPOOL SCHEME
STATUTORY CONSULTATION – 21 MARCH TO 8 MAY 2018
PLANNING ACT 2008 SECTION 42: DUTY TO CONSULT ON A PROPOSED APPLICATION

I am writing to you regarding Highways England's proposed A585 Windy Harbour to Skippool scheme which is a new bypass to the south of Little Singleton to help improve journey times, support the local economy and improve safety for all road users of the A585.

The proposed scheme is identified as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008 (the 2008 Act). This means we are required to make an application for a Development Consent Order (DCO) to get the consent we need to build the scheme. This application will be made to the Planning Inspectorate (PINS), who will examine the application on behalf of the Secretary of State in order to obtain permission to construct and operate the scheme. We intend to make our application for a DCO in October 2018.

[Select relevant paragraph]

During the pre-application process, we must consult with a variety of persons and organisations about our proposed application in accordance with the requirements of the 2008 Act. You have been identified as a host authority which the proposed development is situated for the purposes of Section 42(1)(b) of the 2008 Act.

OR

During the pre-application process, we must consult with a variety of persons and organisations about our proposed application in accordance with the requirements of the 2008 Act. You have been identified as an authority which shares a boundary with the host authority for the purposes of Section 42(1)(b) of the 2008 Act.

This letter is notice of Highways England's **statutory consultation from 21 March to 8 May 2018.**

This statutory consultation is an opportunity for you to share your views on our proposals. We strongly encourage you to provide your views to us now through this statutory consultation. This will enable us to take your views into account in developing and refining our proposals in

advance of submitting to PINS. There will be limited opportunity to influence the proposals once the application has gone to PINS, so now is the best time to have your say on the scheme.

As the project is Environmental Impact Assessment (EIA) development as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) we have prepared, and provided, a Preliminary Environmental Information (PEI) Report to help you understand the likely effects of our proposals.

To view full suite of consultation documents listed below, please visit the project website at www.highways.gov.uk/a585windyharbour-skippool. These are provided to help you understand the proposals and share your views with us:

- The consultation brochure;
- The consultation response form;
- A copy of the PEI (in the form of a PEI Report) accompanied by a Non-Technical Summary; and
- Associated plans/drawings/reports.

A copy of the Section 48 Notice is enclosed which provides formal notification of the application (in accordance with Regulation 13 of the EIA Regulations).

During the consultation period a series of public consultation events will be held where you can speak with the Project Team, these are detailed in the consultation brochure. Hardcopies of consultation documents will be made available at the deposit locations as listed in the enclosed Section 48 Notice. This information can also be found online from **21 March** at: www.highways.gov.uk/a585windyharbour-skippool

The consultation brochure details how you can comment on our proposals. Any responses to this consultation in respect of the scheme should be sent to the following:

- **Online:** www.highways.gov.uk/a585windyharbour-skippool
- **By email:** A585WindyHarbourToSkippool@highwaysengland.co.uk
- **By post:** Freepost A585 WINDY HARBOUR TO SKIPPOOL SCHEME

To allow us time to collect and assess all responses to this consultation before finalising our application, please ensure your response reaches us by 11:59pm on **8 May 2018.**

Further information about the 2008 Act process and Development Consent Orders can be found on the Planning Inspectorate's National Infrastructure Planning website:

https://infrastructure.planninginspectorate.gov.uk/

Should you have any queries about this correspondence, the proposed scheme or the consultation, please do not hesitate to contact me using the details provided below.

Yours sincerely,

David Hopkin
Project Manager for A585 Windy Harbour to Skippool scheme
Email: A585WindyHarbourToSkippool@highwaysengland.co.uk
Tel: [redacted]

Enc.

- Section 48 Notice

Our ref: **TR010035**/S42(1)(d)Cat3/March2018

[redacted]

Recipients [redacted]

16 March 2018

Dear **NAME**

A585 WINDY HARBOUR TO SKIPPOOL SCHEME
STATUTORY CONSULTATION – 21 MARCH TO 8 MAY 2018
PLANNING ACT 2008 SECTION 42(1)(d) and 44: DUTY TO CONSULT ON A PROPOSED APPLICATION

I am writing to you regarding the consultation on Highways England's proposed A585 Windy Harbour to Skippool scheme which is a new bypass to the south of Little Singleton to help improve journey times, support the local economy and improve safety for all road users of the A585.

We are writing to you because we believe that you might be entitled to make a relevant claim for compensation due to the effects of construction or when the new or altered road is in use. If your property or business has been adversely affected by the construction works carried out for the scheme you may be able to claim compensation under section 152 of the Planning Act 2008 or under section 10 of the Compulsory Purchase act 1965. Or, under Part I of the Land Compensation Act 1973 compensation can be claimed by people who own and occupy property that has been reduced in value by physical factors caused by the use of a new or altered road. Physical factors are noise, vibration, smell, fumes, smoke, artificial lighting and the discharge on to the property of any solid or liquid substance.

Being consulted under this category does not confirm entitlement to a future claim. Entitlement to compensation is assessed by our professional valuers at the time that a claim is made. We recommend that you take professional advice before making a claim.

The proposed scheme is identified as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008 ("the 2008 Act"). This means we are required to make an application for a Development Consent Order (DCO) to get the consent we need to build the scheme. This application will be made to the Planning Inspectorate (PINS) who will examine the application on behalf of the Secretary of State in order to obtain permission to construct and operate the scheme. We intend to make our application for a DCO in October 2018.

This letter is notice of Highways England's **statutory consultation from 21 March to 8 May 2018.**

This statutory consultation is therefore an important opportunity for you to share your views. We strongly encourage you to provide your views to us now through this statutory consultation. This will enable us to take your views into account in developing and refining our proposals in advance of submitting to PINS. There will be limited time to influence the proposals once the application has gone to PINS, so now is the best time to have your say on the scheme.

As the project is Environmental Impact Assessment (EIA) development as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) we have prepared, and provided, a Preliminary Environmental Information (PEI) Report to help you understand the likely effects of our proposals.

To view full suite of consultation documents listed below, please visit the project website at www.highways.gov.uk/a585windyharbour-skippool. These are provided to help you understand the proposals and share your views with us:

- The consultation brochure;
- The consultation response form;
- A copy of the PEI (in the form of a PEI Report) accompanied by a Non-Technical Summary; and
- Associated plans/drawings/reports.

As you may be entitled to make a relevant claim, we are enclosing the following documents in hard copy to help you understand our proposals and share your views with us:

- A copy of the Section 48 Notice which provides formal notification of the application (in accordance with Regulation 13 of the EIA Regulations);

Highways England has produced the following guidance in relation to compensation which can be viewed via the project webpage at www.highways.gov.uk/a585windyharbour-skippool:

- Your property and Highways England road proposals
- Your property and discretionary purchase
- A guide to Part I claims

We would also like to invite you to meet with our Project Team for further discussion at one of the below events. Please let us know if you would like to discuss any specific issues.

Location:	**Date:**	**Time:**
Singleton Village Hall, Station Road, Singleton, FY6 8LL	Friday 23 March 2018	2pm – 8pm
Singleton Village Hall, Station Road, Singleton, FY6 8LL	Saturday 7 April 2018	10am – 4pm
Wyre Civic Centre, Breck Road, Poulton-le-Fylde, FY6 7PU	Tuesday 10 April 2018	3pm – 8pm
Fleetwood Nautical Campus, Broadwater, Fleetwood, FY7 8JZ	Wednesday 11 April 2018	1pm – 7pm

During the consultation period a series of public consultation events will be held where you can speak with the Project Team, these are detailed in the consultation brochure. Copies of consultation materials will be made available at the deposit locations as listed in the enclosed Section 48 Notice. This information can also be found online from the start **21 March** at: www.highways.gov.uk/a585windyharbour-skippool

The consultation brochure, available online and at deposit locations, details how you can comment on our proposals. We will also be sending a copy of the brochure in the post between the **19** and **21 March**. If you have not received the brochure by **Friday 23 March** please contact the project team as detailed at the bottom of this letter. Any responses to this consultation in respect of the scheme should be sent to the following:

- **Online:** www.highways.gov.uk/a585windyharbour-skippool
- **By email:** A585WindyHarbourToSkippool@highwaysengland.co.uk
- **By post:** Freepost A585 WINDY HARBOUR TO SKIPPOOL SCHEME

To allow us time to collect and assess all responses to this consultation before finalising our application, please ensure your response reaches us by 11.59pm on **8 May 2018.**

Further information about the 2008 Act process and Development Consent Orders can be found on the Planning Inspectorate's National Infrastructure Planning website:

https://infrastructure.planninginspectorate.gov.uk/

Should you have any queries about this correspondence, the proposed scheme or the consultation, please do not hesitate to contact me using the details provided below.

Yours sincerely,

David Hopkin

Project Manager, A585 Windy Harbour to Skippool scheme
Email: A585WindyHarbourToSkippool@highwaysengland.co.uk
Tel: [redacted]

Enc.

- Hardcopy Section 48 Notice

Our ref: **TR010035**/S42(1)(d)Cat1&2/March2018
Land ref:

Recipients address

David Hopkin
[redacted]

16 March 2018

Dear **NAME**

A585 WINDY HARBOUR TO SKIPPOOL SCHEME
STATUTORY CONSULTATION – 21 MARCH TO 8 MAY 2018
PLANNING ACT 2008 SECTION 42(1)(d) and 44: DUTY TO CONSULT ON A PROPOSED APPLICATION

I am writing to you regarding the consultation on Highways England's proposed A585 Windy Harbour to Skippool scheme which is a new bypass to the south of Little Singleton to help improve journey times, support the local economy and improve safety for all road users of the A585.

We are now writing to you because we believe that you are:

- An owner, lessee, tenant or occupier of land or property affected by the proposed scheme; or
- You have an interest in the land; or have power to sell and convey the land, or to release the land.

The enclosed plan(s) detail where your land or property is situated in relation to the proposed scheme.

To enable construction and ongoing operation of the scheme, we may need to seek legal powers to compulsorily acquire your land, or rights over land. We may also need to take temporary possession of your land. As part of our ongoing engagement with those affected by our scheme we have previously contacted you regarding the proposals, if this is not the case it may be because we have only recently identified your legal interest in the land.

In order to obtain powers of compulsory acquisition and to gain planning consent to build the scheme we are required to make an application for a Development Consent Order (DCO). The application will be made to the Planning Inspectorate (PINS), who will examine the application and make a recommendation to the Secretary of State for Transport, who will ultimately decide whether the application is granted permission and whether we are able to use compulsory acquisition powers. We intend to make our application in October 2018.

Before submitting our scheme we must consult people that have a legal interest in the land that will be compulsory acquired by the scheme. This letter is notice of Highways England's **statutory consultation from 21 March to 8 May 2018.**

This statutory consultation is an important opportunity for you to share your views. We strongly encourage you to provide your views to us now through this statutory consultation. This will enable us to take your views into account in developing and refining our proposals in advance of submitting to PINS. There will be limited opportunity to influence the proposals once the application has gone to PINS, so now is the best time to have your say on the scheme.

We would like to use this consultation to understand the potential impacts that the scheme may have on your land or interest. We would also like to work with you to reduce any impacts as far as possible and we can do that more effectively if we fully understand how you use the land and how our scheme will affect that use. You may also wish to consider whether your interests in any surrounding land not acquired by the scheme will be affected. Please use the contact details below to give us your comments.

Please note that whilst you will be entitled to compensation if your land or interests are acquired, or if temporary possession is taken, this is not a matter upon which you can comment in this consultation. The amount of compensation due will be a matter to be determined at the time that land/rights are taken by Highways England and any disputes will be determined by the Lands Tribunal (Upper Chamber) and not by PINS. We are also interested in understanding whether we have captured the correct information about everyone who has an interest in land. It therefore would be very helpful if you either could confirm our Land Interest Plan(s) are accurate and complete, or update us on anything we have missed Please use the Land Interest Questionnaire to reply on this point.

As the project is Environmental Impact Assessment (EIA) development as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) we have prepared, and provided, a Preliminary Environmental Information (PEI) Report to help you understand the likely effects of our proposals.

To view full suite of consultation documents listed below, please visit the project website at www.highways.gov.uk/a585windyharbour-skippool. These are provided to help you understand the proposals and share your views with us:

- The consultation brochure;
- The consultation response form;
- A copy of the PEI (in the form of a PEI Report) accompanied by a Non-Technical Summary; and
- Associated plans/drawings/reports.

As you have an interest in the affected land, we are enclosing the following documents in hard copy to help you understand our proposals and share your views with us:

- Land Interest Plan(s) - A plan showing what land in the area of the proposed scheme we believe you have an interest in, including that lying outside but adjacent to the red line boundary;
- Land Interest Questionnaire;
- A copy of the Section 48 Notice which provides formal notification of the application (in accordance with Regulation 13 of the EIA Regulations)

Highways England has produced the following guidance in relation to compulsory acquisition and compensation which can be viewed at www.highways.gov.uk/a585windyharbour-skippool:

- Your property and Highways England road proposals
- Your property and discretionary purchase
- Your property and compulsory purchase
- Your property and blight

We would also like to invite you to meet with our Project Team for further discussion at one of the below events. Please let us know if you would like to discuss any specific issues.

To arrange an appointment with the Project Team or if none of these events are suitable, please contact us as detailed at the bottom of this letter.

Location:	**Date:**	**Time:**
Singleton Hall, Station Road, Singleton, FY6 8LL	Friday 23 March 2018	2pm – 8pm
Singleton Hall, Station Road, Singleton, FY6 8LL	Saturday 7 April 2018	10am – 4pm
Wyre Civic Centre, Breck Road, Poulton-le-Fylde, FY6 7PU	Tuesday 10 April 2018	3pm – 8pm
Fleetwood Nautical Campus, Broadwater, Fleetwood, FY7 8JZ	Wednesday 11 April 2018	1pm – 7pm

During the consultation period a series of public consultation events will be held where you can speak with the Project Team, these are detailed in the consultation brochure. Copies of consultation documents will be made available at the deposit locations as listed in the enclosed Section 48 Notice. This information can also be found online from the start **21 March** at: www.highways.gov.uk/a585windyharbour-skippool

The consultation brochure, available online and at deposit locations, details how you can comment on our proposals. We will also be sending a copy of the brochure in the post between the **19** and **21 March**. If you have not received the brochure by **Friday 23 March** please contact the project team as detailed at the bottom of the letter. Any responses to this consultation in respect of the scheme should be sent to the following:

- **Online:** www.highways.gov.uk/a585windyharbour-skippool
- **By email:** A585WindyHarbourToSkippool@highwaysengland.co.uk
- **By post:** Freepost A585 WINDY HARBOUR TO SKIPPOOL SCHEME

To allow us time to collect and assess all responses to this consultation before finalising our application, please ensure your response reaches us by 11.59pm on **8 May 2018.**

Further information about the 2008 Act process and Development Consent Orders can be found on the Planning Inspectorate's National Infrastructure Planning website:

https://infrastructure.planninginspectorate.gov.uk/

Should you have any queries about this correspondence, the proposals or the consultation, please do not hesitate to contact me using the details provided below.

Yours sincerely,

David Hopkin

Project Manager, A585 Windy Harbour to Skippool scheme
Email: A585WindyHarbourToSkippool@highwaysengland.co.uk
Tel: [redacted]

Enc.

- Hardcopy of Section 48 Notice
- Hardcopy of Land Interest Plan
- Hardcopy of Land Interest Questionnaire

Our ref: **TR010035**/S42(1)(a)/March2018

David Hopkin
[redacted]

Recipients address

[redacted]

16 March 2018

Dear NAME

A585 WINDY HARBOUR TO SKIPPOOL SCHEME
STATUTORY CONSULTATION – 21 MARCH TO 8 MAY 2018
PLANNING ACT 2008 SECTION 42: DUTY TO CONSULT ON A PROPOSED APPLICATION

I am writing to you regarding Highways England's proposed A585 Windy Harbour to Skippool scheme which is a new bypass to the south of Little Singleton to help improve journey times, support the local economy and improve safety for all road users of the A585.

The proposed scheme is identified as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008 (as amended) (the 2008 Act). This means we are required to make an application for a Development Consent Order (DCO) to get the consent we need to build the scheme. This application will be made to the Planning Inspectorate (PINS) who will examine the application on behalf of the Secretary of State in order to obtain permission to construct and operate the scheme. We intend to make our application for a DCO in October 2018.

During the pre-application process, we must consult with a variety of persons and organisations about our proposed application in accordance with the requirements of the 2008 Act. You have been identified as a prescribed consultee for the purposes of Section 42(1)(a) of the 2008 Act and Regulation 3 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended).

This letter is notice of Highways England's **statutory consultation from 21 March to 8 May 2018.**

This statutory consultation is an opportunity for you to share your views our proposals. We strongly encourage you to provide your views to us now through this statutory consultation. This will enable us to take your views into account in developing and refining our proposals in advance of submitting to PINS. There will be limited opportunity to influence the proposals once the application has gone to PINS, so now is the best time to have your say on the scheme.

As the project is Environmental Impact Assessment (EIA) development as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) we have prepared, and provided, a Preliminary Environmental Information (PEI) Report to help you understand the likely effects of our proposals.

To view full suite of consultation documents listed below, please visit the project website at www.highways.gov.uk/a585windyharbour-skippool. These are provided to help you understand the proposals and share your views with us:

- The consultation brochure;
- The consultation response form;
- A copy of the PEI (in the form of a PEI Report) accompanied by a Non-Technical Summary; and
- Associated plans/drawings/reports.

A copy of the Section 48 Notice is enclosed which provides formal notification of the application (in accordance with Regulation 13 of the EIA Regulations).

During the consultation period a series of public consultation events will be held where you can speak with the Project Team, these are detailed in the consultation brochure. Hard copies of consultation documents will be made available at the deposit locations as listed in the enclosed Section 48 Notice. This information can also be found online from **21 March** at:
www.highways.gov.uk/a585windyharbour-skippool

The consultation brochure details how you can comment on our proposals. Any responses to this consultation in respect of the scheme should be sent to the following:

- **Online:** www.highways.gov.uk/a585windyharbour-skippool
- **By email:** A585WindyHarbourToSkippool@highwaysengland.co.uk
- **By post:** Freepost A585 WINDY HARBOUR TO SKIPPOOL SCHEME

To allow us time to collect and assess all responses to this consultation before finalising our application, please ensure your response reaches us by 11.59pm on **8 May 2018.**

Further information about the 2008 Act process and Development Consent Orders can be found on the PINS' National Infrastructure Planning website:

https://infrastructure.planninginspectorate.gov.uk/

Should you have any queries about this correspondence, the proposed scheme or the consultation, please do not hesitate to contact me using the details provided below.

Yours sincerely,

David Hopkin
Project Manager for A585 Windy Harbour to Skippool scheme
Email: A585WindyHarbourToSkippool@highwaysengland.co.uk
[redacted]

Enc.

- Section 48 Notice

Appendix L - S46 Letter and the Enclosures sent to the Inspectorate (with date)

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PINS ref: TR010035

The Planning Inspectorate
Major Applications and Plans
[redacted]

[redacted]
Highways England
[redacted]
M2 2AN

TEL: [redacted]

DATE: 16th March 2018

Dear [redacted]

A585 WINDY HARBOUR TO SKIPPOOL SCHEME –
PLANNING ACT 2008 SECTION 46: DUTY TO NOTIFY SECRETARY OF STATE OF PROPOSED APPLICATION

I am hereby notifying you under section 46 of the Planning Act 2008 that Highways England ("the applicant") intends to apply under Section 37 of the Planning Act for a Development Consent Order (DCO) for the A585 Windy Harbour to Skippool Scheme.

Consultation Information

Highways England will be undertaking statutory pre-application consultation under Section 42 of the Planning Act 2008 between **21st March 2018** and **8th May 2018**. Please find enclosed on a USB drive the information being supplied to consultees as part of this consultation. This information has been supplied in either hardcopy or via the project website http://roads.highways.gov.uk/projects/a585-windy-harbour-to-skippool/ and the covering letters provided confirm how this information has been supplied to the consultees. The content of the USB drive is:

- Covering letters
  - Section 42(a) prescribed consultee letter
  - Section 42(a) Marine Management Organisation Statutory Consultation Letter
  - Sections 42(b) Local Authority Statutory Consultation Letter
  - Sections 42(d) Category 1 and 2 Statutory Consultation Letter
  - Sections 42(d) Category 3 Statutory Consultation Letter
- Section 48 Notice
- Consultation brochure
- Consultation response form
- Preliminary Environmental Information (PEI) Report, accompanied by a Non-Technical Summary
- Associated plans/drawings/reports
- Scheme Layout Plan – Red Line Boundary

Consultation arrangements

Consultation materials will be available at a series of public consultation events, at public information points and online at http://roads.highways.gov.uk/projects/a585-windy-

harbour-to-skippool/. http://www.highways.gov.uk/Sparkford-to-IlchesterFurther details of the consultation arrangements can be found on the website and in the enclosed Section 48 Notice.

Should you have any queries, please do not hesitate to contact me using the details provided below. Please acknowledge that this notice has been received as a record of compliance.

Yours sincerely,

David Hopkin
[redacted]

Enc.
USB

highways england

A585
Windy Harbour to Skippool scheme
Share your views



Investing in your roads

At Highways England we believe in a connected country and our network makes these connections happen. We strive to improve our major roads and motorways - engineering the future to keep people moving today and moving better tomorrow. We want to make sure all our major roads are more reliable, durable and, most importantly, safe.

That's why we're delivering £15 billion of investment on our network – the largest investment in a generation.

The A585 Windy Harbour to Skippool scheme is a major part of this investment. The A585 is the main transport link to the northern part of the Fylde peninsula and it plays a huge part in supporting the local economy.

This scheme is categorised as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008. As such, we are required to make an application for a Development Consent Order (DCO) to obtain planning permission to construct the scheme. For more information on this process, please visit: www.highways.gov.uk/a585windyharbour-skippool

Why is the scheme needed?

The A585 is the main road in and out of Fleetwood and surrounding areas. It is heavily congested between Windy Harbour and Skippool and drivers currently suffer from significant delays during peak periods. The road also has a poor safety record.

Congestion is particularly severe at the junction with the A586 at Little Singleton and the signalised junction with the A588 at Shard Road. A high number of accidents are reported at these junctions and the volume of traffic is also a concern for local people, pedestrians, equestrians and cyclists.

If we don't make improvements to this three-mile stretch of road, it is likely there will be a rise in traffic levels and the potential for the number of accidents, and delays to journey times, to increase.

Scheme objectives

- **Reliability:** by reducing congestion especially around Little Singleton, Shard Road and Skippool junctions, which will improve journeys
- **Socio-economic:** by supporting the economic growth potential in both Wyre and Fylde and supporting planned residential developments in the local area
- **Safety:** by improving the safety of pedestrians, walkers and cyclists around the existing A585

All responses to this consultation should be returned to us by **8 May 2018.**



We want your views

Your responses will help us shape the scheme before we submit our planning application.

The consultation will run for seven weeks from **21 March 2018**. Please respond using one of the following methods by **8 May 2018**.

Online: complete the response form online at: http://roads.highways.gov.uk/projects/a585-windy-harbour-to-skippool/

Email: you can email your response to: A585WindyHarbourToSkippool@highwaysengland.co.uk

Post: a printable copy of the response form and our consultation brochure can be downloaded at: http://roads.highways.gov.uk/projects/a585-windy-harbour-to-skippool/

You can submit the completed response form included in this brochure to the address provided or you can write to us at:
Freepost A585 WINDY HARBOUR TO SKIPPOOL SCHEME

Public consultation exhibitions

We are holding public exhibitions to provide further information about the scheme and listen to your views.

- **Singleton Village Hall**,
  Station Road, Singleton, FY6 8LL
  Friday 23 March 2018 2pm-8pm
- **Singleton Village Hall**,
  Station Road, Singleton, FY6 8LL
  Saturday 7 April 2018 10am-4pm
- **Wyre Civic Centre**,
  Breck Road, Poulton-le-Fylde, FY6 7PU
  Tuesday 10 April 2018 3pm-8pm
- **Fleetwood Nautical Campus**,
  Broadwater, Fleetwood, FY7 8JZ
  Wednesday 11 April 2018 1pm-7pm

Deposit locations

Consultation brochures and response forms will also be available at the following locations from 21 March 2018 (availability will depend on opening times):

- **Poulton Library**, Blackpool Old Road, Poulton-le-Fylde, FY6 7DH
- **Singleton Village Hall**, Station Road, Singleton, FY6 8LL
- **Wyre Civic Centre**, Breck Road, Poulton-le-Fylde, FY6 7PU
- **Blackpool Central Library**, Queen Street, Blackpool, FY1 1PX
- **Thornton Library**, Victoria Road East, Thornton Cleveleys, FY5 3SZ
- **Fleetwood Library**, North Albert Street, Fleetwood, Lancashire, FY7 6AJ
- **Koi Pool Garden Centre**, 35 Mains Lane, Poulton-le-Fylde, FY6 7LJ

Highways England creative job number MCR18_0052

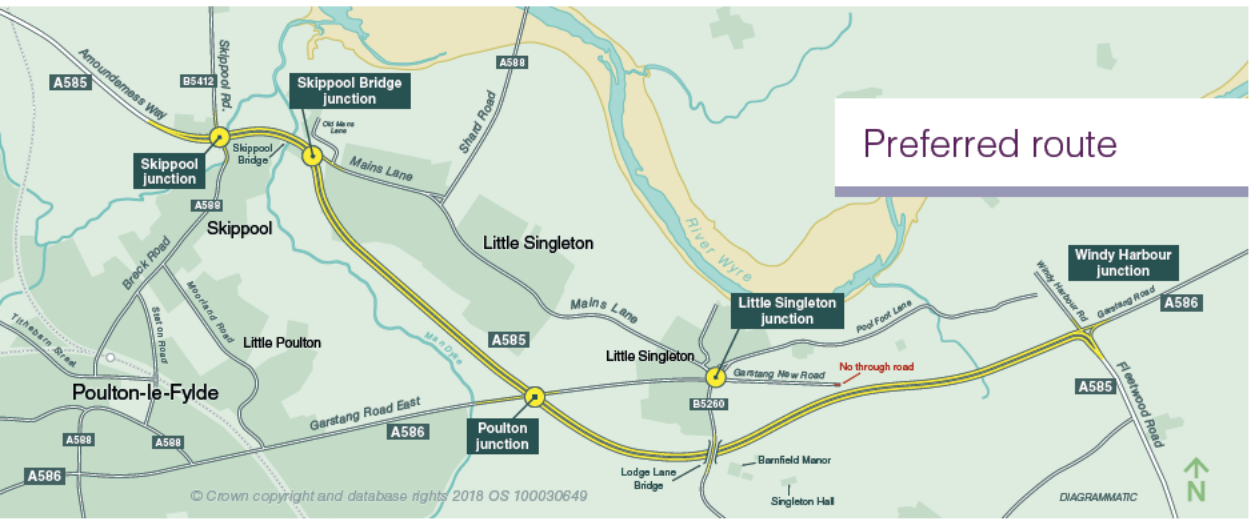
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This document is also available on our website at **www.gov.uk/highways**
If you have any enquiries about this publication email **info@highwaysengland.co.uk** or call **0300 123 5000***.
Please quote the Highways England publications code **PR201/17**.

A585

Windy Harbour to Skippool scheme

Public consultation





We're improving the A585 in your area

We want to hear your views

You are invited to attend a public consultation to view our proposals for improving the A585 between Windy Harbour junction and Skippool.

Public consultation exhibitions

- **Singleton Village Hall**,
  Station Road, Singleton, FY6 8LL
  Friday 23 March 2018 2pm-8pm
- **Singleton Village Hall**,
  Station Road, Singleton, FY6 8LL
  Saturday 7 April 2018 10am-4pm
- **Wyre Civic Centre**,
  Breck Road, Poulton-le-Fylde,
  FY6 7PU
  Tuesday 10 April 2018 3pm-8pm
- **Fleetwood Nautical Campus**,
  Broadwater, Fleetwood, FY7 8JZ
  Wednesday 11 April 2018 1pm-7pm

Find out more online

Visit our scheme webpage at:
www.highways.gov.uk/a585windyharbour-skippool

highways england

A585 Windy Harbour to Skippool scheme
Statement of Community Consultation



March 2018

Introduction

We (Highways England) are publishing **this Statement of Community Consultation (SoCC)** in connection with a proposed improvement to the A585 between the Windy Harbour junction and Skippool junction in Lancashire. The purpose of this document is to set out how we will consult the local community in the vicinity of the scheme about the proposed application. The document also provides background to the scheme and how the application to build it will progress.

The application

We are developing this scheme under the Planning Act 2008 and are publishing this statement under Section 47 of that Act. We have consulted Fylde Borough Council and Wyre Council, the local authorities responsible for areas where the scheme will be built, about plans to consult the local community.

The Planning Act 2008 requires us to make an application to the Secretary of State through the Planning Inspectorate for a Development Consent Order (DCO) to build the scheme. The Secretary of State's role is to consider whether authorisation should be given for major infrastructure projects like this scheme. We anticipate that a DCO application for the scheme will be submitted in October 2018. The Planning Inspectorate will examine the DCO application and the Secretary of State will decide on whether the scheme should go ahead.

Government policy relating to the development of the national road network is set out in the National Networks National Policy Statement (NNNPS). This provides the framework for DCO applications to be considered against.

When we submit the DCO application, the Secretary of State must consider whether our consultation has been adequate. This pre-application consultation will be important in relation to the examination process that follows after an application is accepted by the Planning Inspectorate. Therefore, the best time to provide feedback on this scheme is now by taking part in this pre-application consultation.

You can find more information about the Planning Inspectorate and the Planning Act 2008 on their Gov.uk website http://infrastructure.planninginspectorate.gov.uk or by calling the Planning Inspectorate on 0303 444 5000.

The scheme

The A585, between Windy Harbour junction and Skippool junction is a severe bottleneck, affecting people's journeys between the M55 and the northern part of the Fylde peninsula. The proposals for the scheme were developed in response to the problems identified in the South Pennines Route Based Strategy Evidence Report (February 2014). The scheme was identified as being required to address the problems in this location, and a Strategic Outline Business Case was prepared.

We announced our preferred route on 24 October 2017. The preferred route is a new bypass to the south of the current route. This includes upgrading a section of road from Windy Harbour junction to a dual carriageway, then moving on to a new stretch of road with a junction at Garstang New Road, bypassing Little Singleton and creating a new junction with the A586 Garstang Road East, before tying back in to the existing road at a new junction east of Skippool.

The announcement follows the non-statutory consultation in 2016 – in which 78 percent of people and both Fylde and Wyre Councils backed the bypass option over an alternative to improve the existing single carriageway road.

The scheme objectives are:

- Reduce congestion on the existing A585 through Little Singleton, Shard and Skippool junctions and making people's journeys more reliable
- Support employment and residential/commercial development and growth opportunities
- Improve connectivity and access across the existing A585 between the Little Singleton and Skippool junctions
- Create a more appealing environment for cyclists and pedestrians and support the sense of community along the A585 between Windy Harbour and Skippool

Consulting the community

In accordance with Section 47 of the Planning Act 2008, we are consulting people living in the vicinity of the proposed scheme.

We have already carried out consultation on options for the scheme. The non-statutory public consultation exhibitions took place between September and October 2016 when members of the public were asked for their views. More details, including the outcomes of this consultation is included in the public consultation report, available to download from http://roads.highways.gov.uk/projects/a585-windy-harbour-to-skippool/, by emailing A585WindyHarbourtoSkippool@highwaysengland.co.uk or to view for the duration of the consultation period at the deposit point locations listed below.

In Addition, three Community Reference Group meetings have been held during 2016 and 2017 that have included representatives from the local councils, residents associations and some of the local interest groups.

We want to make sure that the local community, the residents, local interest groups, businesses, visitors and road users have the opportunity to fully understand the scheme and comment on our proposals. To do this we are holding our statutory consultation between March and May 2018. It will start on 21 March and will end on 8 May, during which we will provide consultation information on various issues including:

- Proposed route and strategy
- Works to the existing road ("de-trunking")
- Environmental assessments and potential environmental impacts

- Potential environmental mitigation measures
- Arrangements during construction of the scheme

We are in the process of carrying out an Environmental Impact Assessment. The scheme is an Environment Impact Assessment; therefore we are publishing a Preliminary Environmental Information (PEI) Report and a Non-Technical Summary (NTS) as part of the consultation material. This gives information about the potential environmental effects of the scheme and the measures proposed to reduce those effects, so to assist well-informed responses to the consultation. The PEI Report has been developed based on assessment work done to date. The PEI Report and the NTS will be available at the consultation events. A copy of the PEI Report and the NTS are also available online or to view at the deposit locations listed.

All comments received will be considered and will influence, where possible, any further refinements to the Project and our approach to environmental mitigation.

Our consultation will involve:

Method	Detail
Public Consultation Exhibition	The public consultation exhibitions will be held at: Friday 23 March 2018 with VIP preview* Between 14:00-20:00 Singleton Village Hall, Station Road, Singleton, FY6 8LL Saturday 7 April 2018 Between 10:00-16:00 Singleton Village Hall, Station Road, Singleton, FY6 8LL Tuesday 10 April 2018 Between 15:00-20:00 Wyre Civic Centre, Breck Road, Poulton-le-Fylde, FY6 7PU Wednesday 11 April 2018 Between 13:00-19:00 Fleetwood Nautical Campus, Broadwater, Fleetwood, FY7 8JZ The exhibitions will give people an opportunity to view scheme proposals, talk to the project team and provide comments. The public will be informed of the exhibitions through channels including advertisements in appropriate local newspapers, via our webpage, the media, direct communications and scheme updates.

Method	Detail
	*A VIP preview will be held during the first hour of the exhibition for statutory consultees to attend by invitation. Response forms will be available at the exhibition events for members of the public to record their comments and these can either be left with the project team and/or sent back separately via the address noted below.
Scheme webpage	The webpage will be updated with consultation materials including the brochure with questionnaire, the PEI Report and NTS, and the SoCC on a dedicated scheme webpage: **http://roads.highways.gov.uk/projects/a585-windy-harbour-to-skippool/**.
The public consultation brochure	The public consultation brochure will be sent to directly affected residents, stakeholders and those who have previously made contact. A wider distribution catchment area will also receive notification of the consultation period – either by a letter or A4 flyer. These zones can be seen in Appendix 1.
Council and community / area forum briefings	Local councils and community / area forums within whose area the proposed scheme will be carried out will be offered briefings to discuss the proposal. Local Authorities affected by the scheme or neighbouring the scheme are detailed at Appendix 2.
Stakeholder forum briefings	When invited, and where it is possible to do so, the project team will attend meetings of local community groups affected by the proposal.
Establishing stakeholder groups	Having built a relationship with the local community, we will consider, in consultation with relevant town and parish councils and community / area forums, whether there is benefit in establishing a stakeholder group, to which we would invite local community nominated representatives to discuss our proposals. If a similar stakeholder group is already in existence or established by the relevant Local Authorities, we will participate when invited.
Consultation response	Written comments can be made either online at http://roads.highways.gov.uk/projects/a585-windy-harbour-to-skippool/ or in writing to the following address: Freepost A585 Windy Harbour to Skippool scheme.
Media	The consultation will be advertised in one national newspaper and at least three locally circulating

Method	Detail
	newspapers (Blackpool Gazette, Lancashire Evening Post and Fleetwood News). Adverts will be placed in the local newspapers at the launch of the consultation. Press releases detailing the consultation and how the community and road users can participate will be issued.
Social Media	The public consultation will be advertised on our Highways England North West Twitter feed @highwaysNWEST.

Documents available for inspection

Scheme summary information, this SoCC, and other relevant technical documents listed in Appendix 3 will be available online and will be added to throughout the course of the scheme at http://roads.highways.gov.uk/projects/a585-windy-harbour-to-skippool/ and will be available to view, free of charge during the consultation, at the inspection locations listed below:

Deposit Location	Opening times
• **Poulton Library**	Monday and Friday 09:00-17:00 Tuesday and Thursday 09:00-19:30 Wednesday 09:00-12:30 Saturday 09:00-13:00
• **Singleton Village Hall**	Opening times vary depending on events held at venue.
• **Wyre Civic Centre**	Monday to Friday 08:30-17:00
• **Blackpool Central Library**	Monday to Wednesday 09:30-17:00 Thursday 09:30-19:00 Friday 09:30-17:00 Saturday 09:30-16:00
• **Thornton Library**	Monday 09:00-19:00 Tuesday, Wednesday, Friday 09:00-17:00 Thursday and Saturday 09:00-13:00
• **Fleetwood Library**	Monday and Friday 09:00-17:00 Tuesday and Thursday 09:00-19:00 Wednesday 09:00-12:30 Saturday 09:00-16:00
• **The Koi Pool Water Gardens**	Monday to Saturday 09:00-17:30 Sunday 09:00-16:30

Next steps

Comments made during the consultation will be recorded and we will carefully consider them when developing the scheme proposal. An explanation of how comments received have shaped and influenced our proposals will be reported in a Consultation Report, which will accompany the DCO application as required by Section 37(3) (c) of the Planning Act 2008. The Planning Inspectorate will decide whether the application meets the required standards to proceed to examination, and will determine whether our pre-application consultation has been adequate.

We need to collect and assess all responses to consultation before compiling the DCO application to the Planning Inspectorate. To allow time to do this, we must receive feedback by the 8 May 2018.

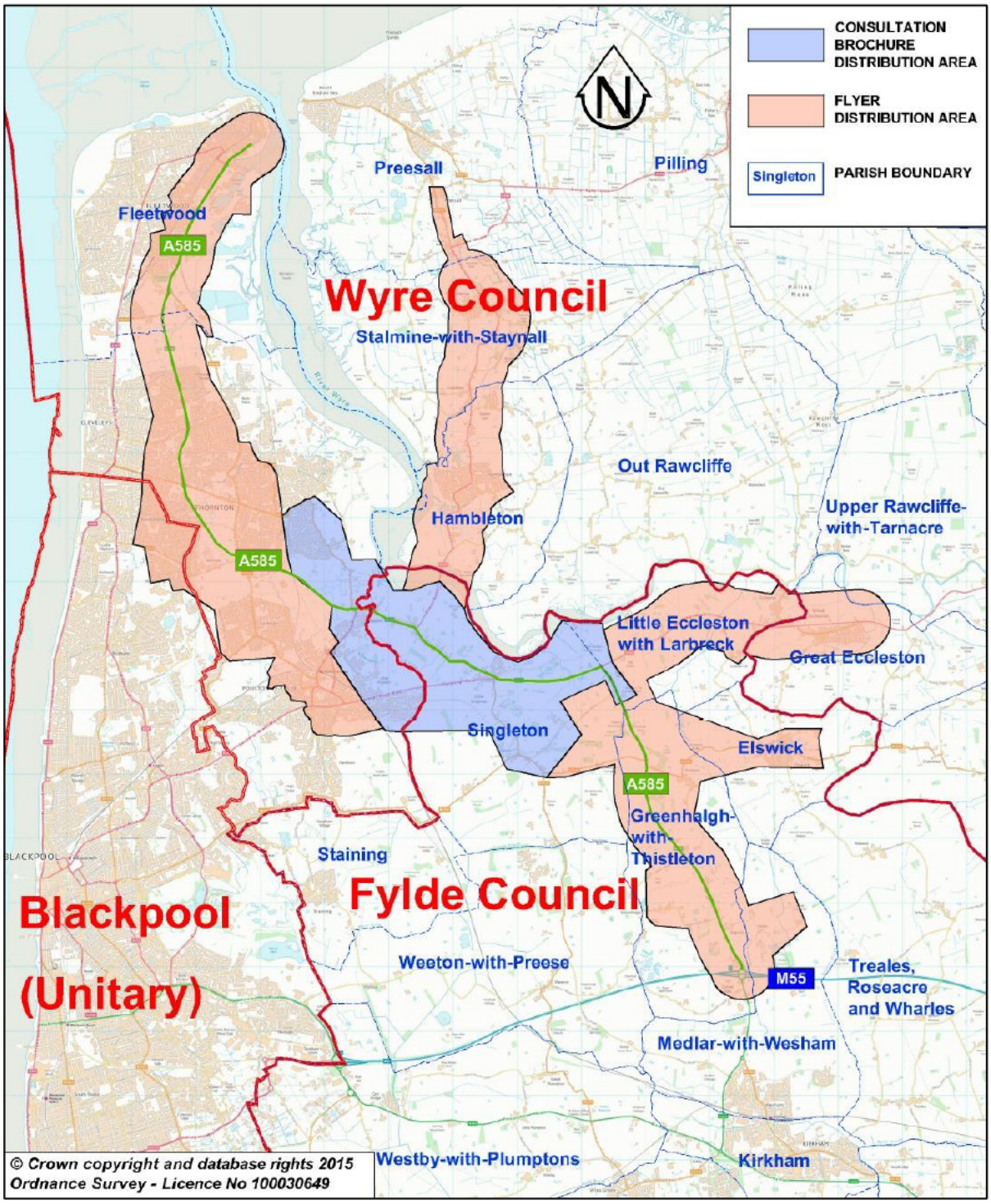
If you want to contact us or find out more about this scheme, you can:

- Visit the scheme webpage: http://roads.highways.gov.uk/projects/a585-windy-harbour-to-skippool/
- E-mail us: A585WindyHarbourToSkippool@highwaysengland.co.uk
- Call us: 0300 470 2700
- Write to us: Freepost A585 Windy Harbour to Skippool scheme.
- Visit the appropriate local authority webpage:
    - Fylde Borough Council http://www.fylde.gov.uk/
    - Wyre Council http://www.wyre.gov.uk/
    - Lancashire County Council http://www.lancashire.gov.uk/

Date: 21 March 2018

Appendices

Appendix 1 – Consultation zone



Appendix 2 – Local Authorities

Local Authorities affected by the scheme:

Fylde Borough Council
Wyre Council
Lancashire County Council

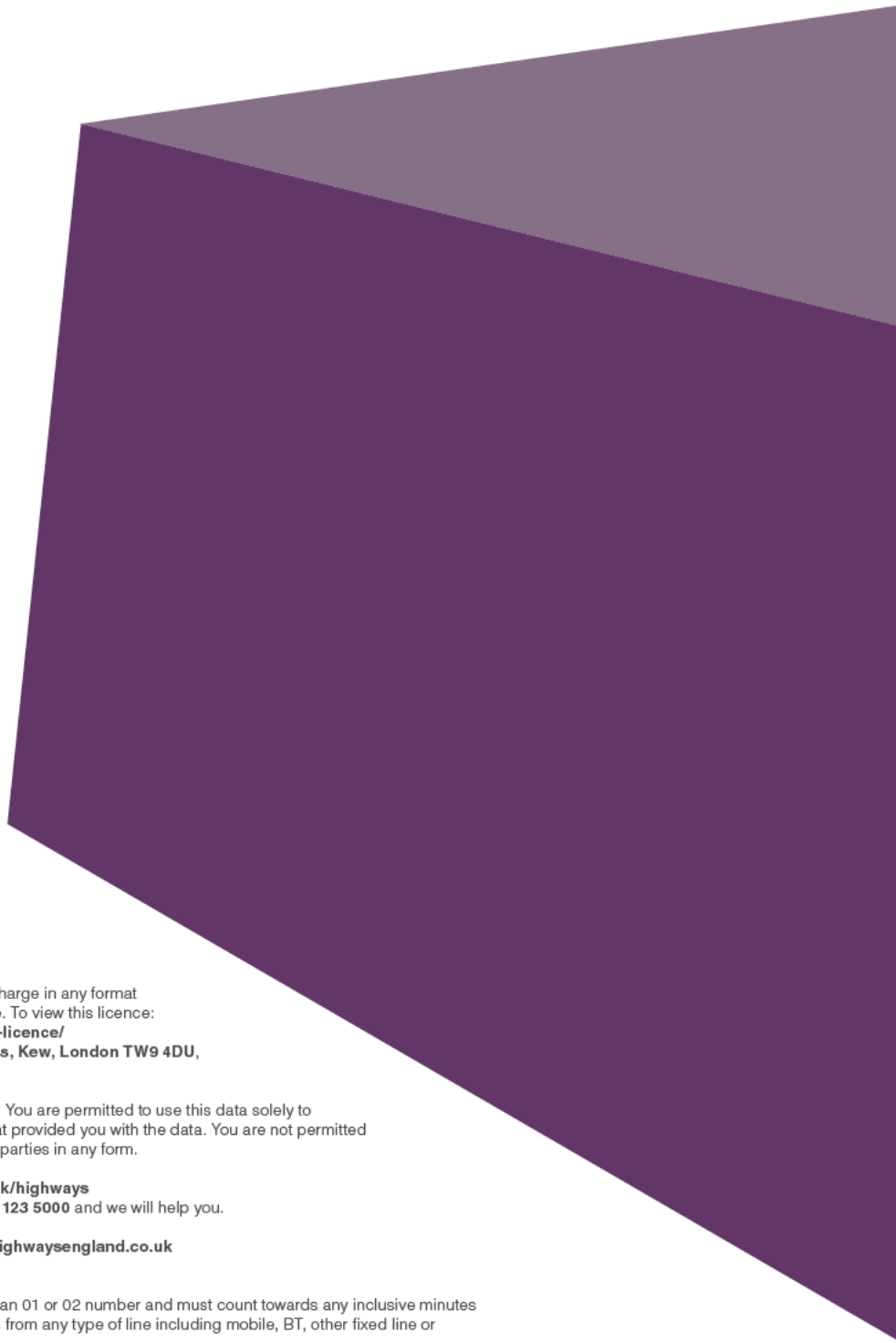
Neighbouring Local Authorities:

Blackpool Council
Preston City Council

Appendix 3 - Documents to be made available for inspection at deposit location listed:

Public consultation brochure (including questionnaire response from)
SoCC
DCO Leaflet
Preliminary Environmental Information Report and Non-Technical Summary
Previous public consultation report

If you need help accessing this or any other Highways England information, please call **0300 123 5000** and we will help you.



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This document is also available on our website at **www.gov.uk/highways**
For an accessible version of this publication please call **0300 123 5000** and we will help you.

If you have any enquiries about this publication email **info@highwaysengland.co.uk** or call **0300 123 5000***.

*Calls to 03 numbers cost no more than a national rate call to an 01 or 02 number and must count towards any inclusive minutes in the same way as 01 and 02 calls. These rules apply to calls from any type of line including mobile, BT, other fixed line or payphone. Calls may be recorded or monitored.

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Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ
Highways England Company Limited registered in England and Wales number 09346363

[redacted]

From: [redacted]
Sent: 16 April 2018 10:17
To: 'A585WindyHarbourtoSkippool@pins.gsi.gov.uk'
Cc: David [redacted]; A585 Windy Harbour to Skippool
Subject: RE: A585 Windy harbour to Skippool Improvement Scheme (TR010035) - Acknowledgment of s46 notification
Attachments: Development Consent Order Leaflet.pdf; A585 Windy Harbour to Skippool Consultation Leaflet .pdf; A585 Windy Harbour to Skippool Consultation Poster.pdf; A585 Windy Harbour to Skippool Statement of Community Consultation.pdf

Good morning James,

I am replying to your email on behalf of David Hopkin as he is now on annual leave.

Please accept our apologies for those documents not being on the data-stick we provided. However, please find them all attached.

If you need any further information, please don't hesitate to contact David or myself.

Kind regards,

[redacted]
Graduate Project Manager (A585)
Regional Investment Programme (RIP) – North West
[redacted]
Tel: +[redacted] **Mob:** +[redacted]
Web: http://www.highways.gov.uk

From: A585 Windy Harbour to Skippool [mailto:A585WindyHarbourtoSkippool@pins.gsi.gov.uk]
Sent: 11 April 2018 10:34
To: Hopkin, David
Subject: A585 Windy harbour to Skippool Improvement Scheme (TR010035) - Acknowledgment of s46 notification

Dear Mr Hopkin

Please find attached correspondence acknowledging the s46 notification received 20 March 2018.

I note that the following documents appear to be available to view, as part of the 2018 Consultation suite on your website, but where not included on the data-stick provided:

- Consultation leaflet.
- Statement of Community Consultation (SoCC).
- Consultation poster.
- DCO leaflet.

Unfortunately as our firewall restricts me from viewing these documents, it would be helpful if you could provide these documents as soon as possible.

Kind regards

James

James [redacted]
Case Officer
Major Applications and Plans

The [redacted]
Direct line: [redacted]
Helpline: [redacted]
[redacted]

Web: infrastructure.planninginspectorate.gov.uk
Web: www.gov.uk/government/organisations/planning-inspectorate (The Planning Inspectorate)

Twitter: @PINSgov

This communication does not constitute legal advice.
Please view our Information Charter before sending information to the Planning Inspectorate.

****

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highways england

Development consent for our major road schemes





The local community can raise any concerns they have about our proposals via the consultation.

What is development consent?

The Planning Act 2008 established the legal framework for applying for, examining and determining planning applications for Nationally Significant Infrastructure Projects (NSIP).

Under the Planning Act, a Development Consent Order (DCO) is the means of obtaining permission to construct and maintain developments categorised as NSIPs. This includes energy, transport, water and waste projects.

Some of our major road improvement proposals are classed as NSIPs. Before we submit a DCO application to the Planning Inspectorate, we hold consultations as part of our wider engagement activity. This is in addition to the request for representations and the examination of the application that the Planning Inspectorate organises once an application has been accepted.

How do I have my say?

We consult with relevant local authorities, anyone with an interest in the land, and statutory consultees, such as the Environment Agency. We prepare a statement, in consultation with relevant local authorities, on how we will consult people living in the vicinity of the land, and then carry out that consultation.

We advertise locally and nationally to ensure people are aware of consultations that affect them and how they can take part. Highways England sometimes carries out consultation in stages so that feedback from our customers, local communities and stakeholders can influence the type, geographical route and design of the project that we take forward.

Customers, stakeholders and the local community can raise any concerns they have about our proposals via the consultation.

Some of our major road improvement proposals are classed as Nationally Significant Infrastructure Projects

To ensure transparency, we publish a consultation report to set out how we have considered responses following each round of consultation. A consultation report will be included in our application to the Planning Inspectorate for the DCO.

How does it work?

On receiving and accepting an application, the Planning Inspectorate carries out the examination. During this stage, people who have registered to have their say are invited to provide more details of their views in writing. Careful consideration is given by the Examining Authority to all the important and relevant matters, including any Local Impact Reports received by local authorities, representations of all interested parties, any evidence submitted and answers provided to questions set out in writing and explained at hearings.

The Planning Inspectorate maintains a public register of applications received and members of the public are able to examine applications and accompanying documents, as well as reports of pre-application consultations.

The Planning Inspectorate manages the examination of applications, including deciding the principal issues to be examined. It has the discretion to decide whether cross-examination of evidence should take place at hearings. At the end of an examination, the Planning Inspectorate prepares a report on the application to the relevant Secretary of State, including a recommendation on whether to grant development consent. The Secretary of State then makes the decision on whether to grant or refuse development consent.

For more information about the planning process for Nationally Significant Infrastructure Projects, please visit:
https://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/advice-notes

If you need help accessing this or any other Highways England information, please call **0300 123 5000** and we will help you.



Highways England creative job number BHM17_0228_PJW

Appendix M – S47 Consultation Material

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highways england

A585
Windy Harbour to Skippool improvement scheme

Report on the public consultation

June 2017

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1 EXECUTIVE SUMMARY

1.1.1 The purpose of the A585 Windy Harbour to Skippool Scheme is to provide an improvement to approximately 4.5km of the existing single carriageway A585 trunk road between M55 Junction 3 and the Port of Fleetwood at the northern end of the Fylde Peninsula. The existing route falls within a rural section of straight single carriageway west of Windy Harbour junction and then passes through the ribbon development between Little Singleton and Skippool. This section of the route is a single carriageway with two signal controlled junctions and is subject to a 40mph speed limit.

1.1.2 The analysis of the responses and alternatives suggested will be used to inform a decision about the preferred route option that is currently expected to be announced later this year. This report describes the consultation arrangements, and presents a detailed analysis of the responses that were received.

1.1.3 Ten options had been developed during the initial scheme development stages of the project but, for technical, operational and cost reasons only three options were taken forward to the public consultation. These options were:

- Option 1A – a bypass to the west and south of Little Singleton and a junction west of Windy Harbour Junction with Garstang New Road
- Option 1B – same as Option 1A but with no junction west of Windy Harbour Junction with Garstang New Road
- Option 2 – improvements to the existing road corridor between Skippool and Windy Harbour Junction (no bypass)

1.1.4 A public consultation ran for six weeks from 5 September to 17 October 2016. Publicity for the consultation and exhibitions included:

- 2,300 consultation brochures with questionnaires distributed to deposit points, key stakeholders and properties closest to the scheme
- 21,000 flyers distributed to properties within 500 metres of the A585 corridor from the M55 to Fleetwood and the other main local routes leading to the A585
- notices published in 3 local newspapers
- documents, fly-through video and questionnaires on the our website

1.1.5 Public exhibitions were held at two local venues on 16, 17 and 21 September 2016. Over 300 people attended the exhibitions, of which 145 also submitted questionnaires.

1.1.6 A total of 574 completed questionnaires and 37 written responses from members of the public and local residents were received. In summary the responses to the main questions were:

- 93% of responses agreed or strongly agreed that something needed to be done to improve the route
- 78% indicated a preference for the bypass to be provided while 12% preferred improvements to the existing route
- 49% indicated a preference for Option 1A, while 29% preferred Option 1B but within that question 17% indicated they did not want a bypass and 5% did not respond

1.1.7 Some alternative arrangements were suggested or requested by members of the public that had not been considered during the scheme development and these are described in Section 5 of this report.

2 INTRODUCTION

2.1 Purpose of this report

2.1.1 This report summarises the methodology of the public consultation for the A585 Windy Harbour to Skippool improvement scheme and the feedback received. The analysis contained in the report will be used to help inform the preferred option selection.

2.1.2 The method of consultation is described in detail in Section 3. The results of public and stakeholder responses are presented in Section 4 and summarised in Section 6.

2.1.3 Section 5 describes options suggested during the consultation period that are to be investigated and assessed in detail.

2.2 Background to the scheme

2.2.1 Government announced the improvement plans for the A585 in their Road Investment Strategy in 2014.

2.2.2 The A585 currently provides the only viable major transport link into the northern part of the Fylde/Wyre peninsula and connects with the motorway network at Junction 3 of M55. The route currently suffers from significant congestion during peak periods, leading to unreliable journey times and a poor safety record. Congestion is particularly severe at the junction with the A586 at Little Singleton and the signalised junction with the A588 at Shard Road.

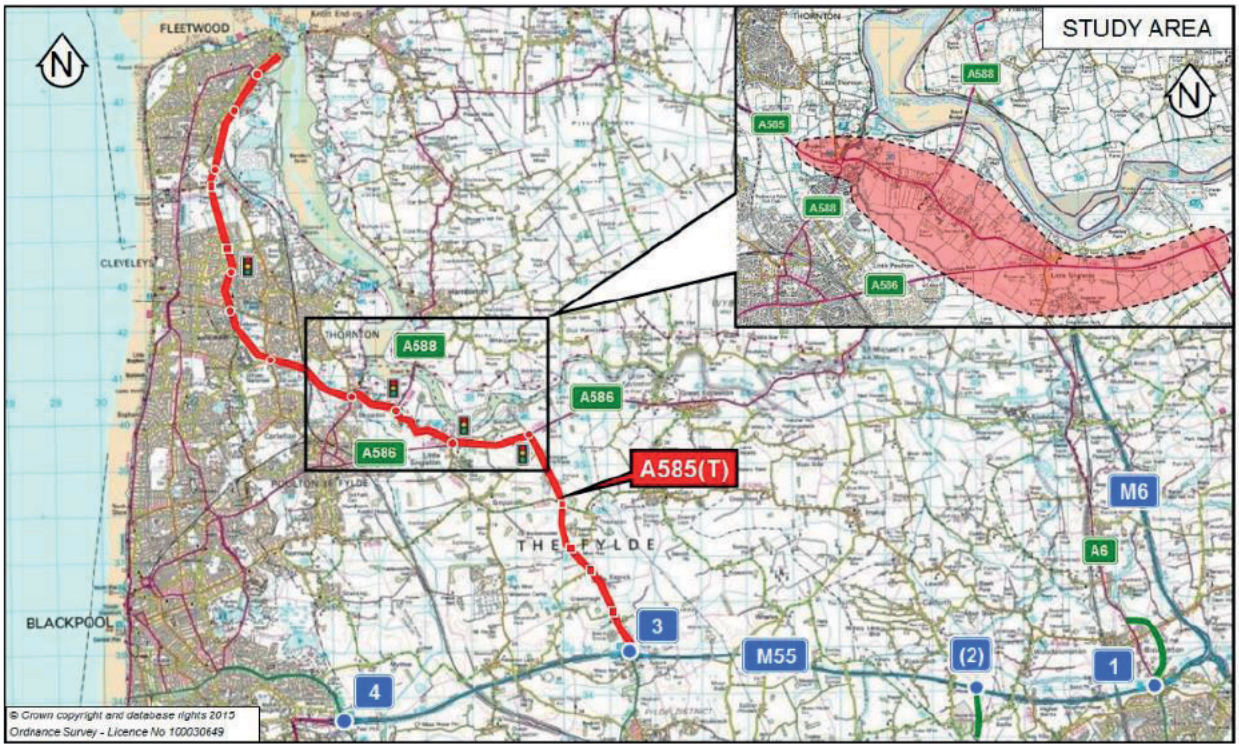


Figure 2-1: A585 study area

2.2.3 The existing section of the A585 between Windy Harbour and Skippool Roundabout is approximately 4.5km long and has 4 major junctions (signalised or roundabout) along with a number of side roads connecting onto the road. Around 14450 vehicles use the route on a daily basis in each direction. There are over 130 properties that have direct access onto the A585 Mains Lane, along with 3 caravan parks. This area is shown on Figure 2-2 below.

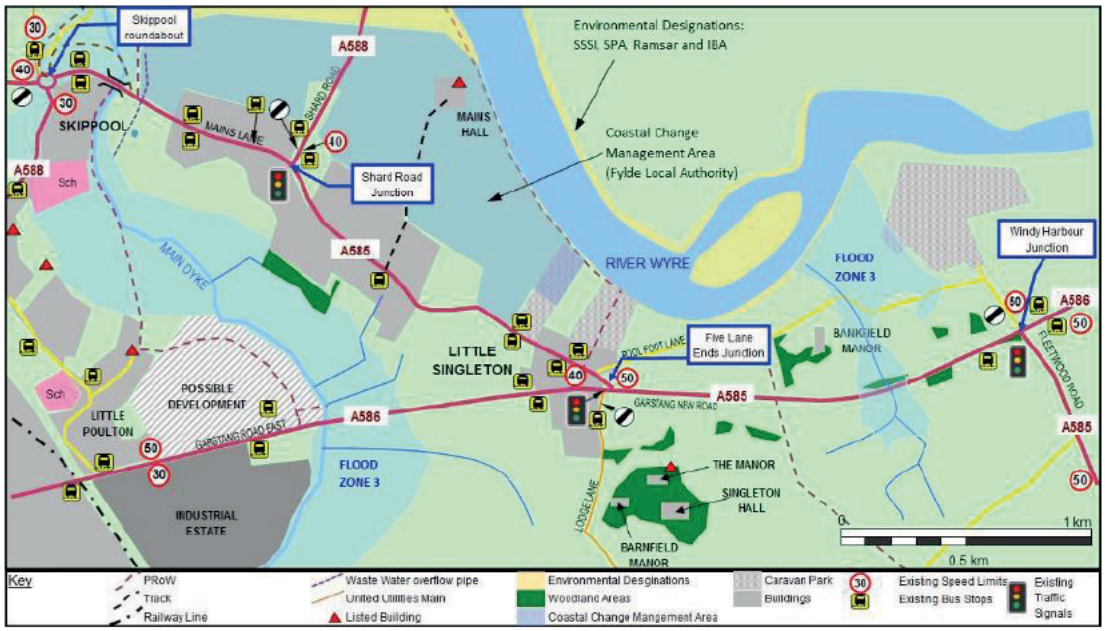


Figure 2-2: Existing road network

2.3 Scheme objectives

2.3.1 The A585 is the main road in and out of Fleetwood and the surrounding areas and it is heavily congested between Windy Harbour and Skippool, where drivers frequently experience significant delays, particularly during morning and evening rush hours. The volume of traffic is also a concern for local users, pedestrians and cyclists.

2.3.2 The scheme objectives are to:

- improve journey times on the A585 between Windy Harbour and Skippool junctions
- improve safety for all road users
- improve access for local users, pedestrians and cyclists
- deliver capacity enhancements to support employment and residential/commercial development and growth opportunities

2.4 The purpose of the public consultation

2.4.1 The public consultation on options took place between the 5 September 2016 and 17 October 2016.

2.4.2 The purpose of the public consultation is to provide an opportunity for stakeholders, the general public, the road user and any other interested party to be informed of and provide their views on the options. Upon review of the feedback, any valid issues are taken into account. The design of the scheme may then need to be modified to accommodate the issues raised. This document summarises the responses provided.

2.4.3 The public consultation also provides valuable input from the public on any local issues that may or may not have been previously identified.

2.5 Consulted options

2.5.1 A range of possible options were identified and considered during the initial stages of the project as shown in Table 2-1 below:

Option	Description
S1	A dual carriageway from Skippool Junction would pass to the west and south of Little Singleton with 3 new at-grade junctions (Skippool Bridge, Poulton and Grange) and

Option	Description
(Taken to the consultation as **Option 1A**)	would connect with the west arm of Windy Harbour Junction. The layout would include a new dual carriageway bridge across Main Dyke and the bypass would be in cutting south of Little Singleton including a new bridge carrying Lodge Lane over the bypass.
S1A (Taken to the consultation as **Option 1B**)	As Option S1 but with no junction with Garstang New Road east of Little Singleton (Grange Junction) and the section of Garstang New Road east of Little Singleton would be decommissioned.
S2 Rejected	As Option S1 but with an at-grade T-Junction with Lodge Lane South of Little Singleton. The bypass would be in shallow cutting at Lodge Lane and the side road would be severed. Rejected as would have introduced an at-grade junction that could have encouraged traffic to use inappropriate local routes and the close spacing of the junctions
S3 Rejected	Single carriageway version of Option S1 Rejected as would not have had sufficient capacity to cope with predicted future traffic growth and would potentially be less safe than the dual carriageway option
S4 Rejected	Single carriageway version of Option S2 Rejected as would not have had sufficient capacity to cope with predicted future traffic growth and would potentially be less safe than the dual carriageway option
S5 Rejected	Version of Option S1 but with section of existing Garstang New Road removed east of Little Singleton with no provision of a junction on the proposed bypass east of Little Singleton. A new link road to the north-west of Little Singleton would be provided between the Poulton Junction and Mains Lane. Rejected as was similar to Option S1A but included the additional link to the north-west of Little Singleton.
N1 Rejected	Dual carriageway passing to the north of Mains Lane but re-joining the Option S1 route at Poulton junction with the bypass passing under Shard Road and an additional junction at Mains Lane to the north-west of Little Singleton Rejected as was longer than Option S1 and with an additional junction would have reduced benefits. Also the additional structure and cutting would have had increased environmental dis-benefits.
N2 Rejected	As Option N1 but with an at-grade junction with Shard Road Rejected as was longer than Option S1 and with two additional junctions would have reduced benefits. Also the additional junction would have had increased environmental dis-benefits.
O1 (Taken to the consultation **Option 2**)	Route following and retaining the existing single carriageway between Skippool and Little Singleton with improved at-grade junctions at Shard Road. A one-way gyratory system would be provided around Little Singleton using parts of Garstang Road East and Mains Lane and a new northbound link road to the north-west of Little Singleton. Garstang New Road east of Little Singleton to Windy Harbour Junction would be converted to dual carriageway.
O2 Rejected	Variant of Option O1 with roundabouts on the one-way gyratory around Little Singleton. Rejected as was the gyratory arrangement with roundabouts was less efficient in dealing with traffic flows.

Table 2-1: Options considered

2.5.2 Following a review on these identified options, the three options which were considered to best meet the scheme's objectives were consulted on. These are:

- Option 1A – southern bypass including a junction with Garstang New Road east of Little Singleton
- Option 1B – southern bypass but not including a junction with Garstang New Road east of Little Singleton
- Option 2 – improvements to the existing A585 (no bypass)

2.5.3 The details of these options are presented in the following section in detail.

2.6 Option 1 – southern bypass

2.6.1 This option provides a dual carriageway from Windy Harbour Junction running westwards and passing through Little Singleton. It would pass under Lodge Lane with no junction before swinging northwards to a new junction with A586 Garstang Road East that we have called Poulton Junction. North of this junction the bypass would run to the south-west of the existing A585 along the Main Dyke valley to join a new junction connecting with the existing road immediately south-east of the bridge over Main Dyke (Skippool Bridge). The dual carriageway would then continue westwards over a new bridge spanning Main Dyke to connect with Skippool Junction. This option can be seen in Figure 2-3.

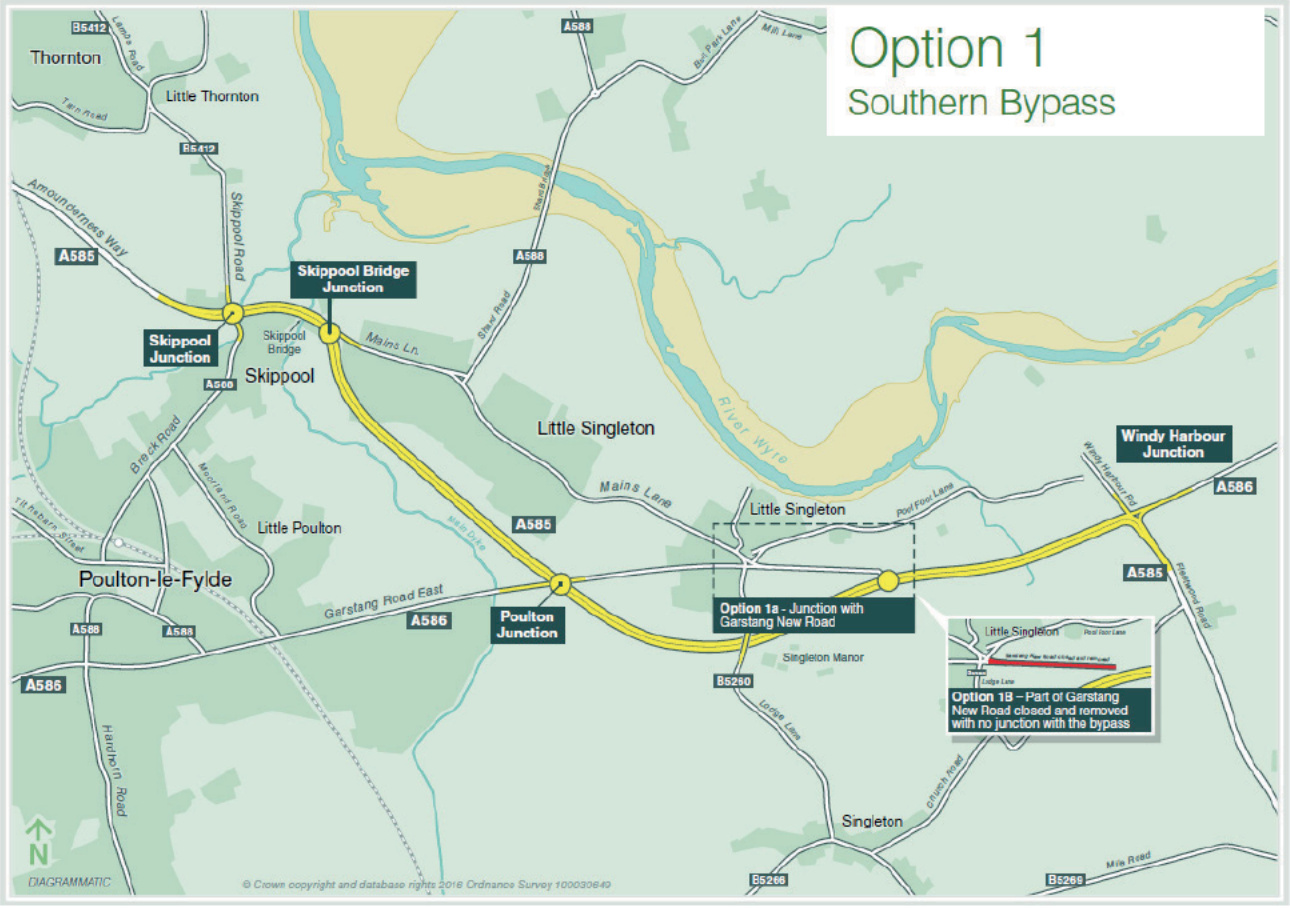


Figure 2-3: Option 1 - southern bypass route

2.6.2 We have considered two variants of the southern bypass:

- 1A with a junction a Garstang New Road
- 1B without a junction, which would enable a section of Garstang New Road to be closed and removed at the approach to Windy Harbour junction.

2.6.3 Option 1A with a junction would allow an eastern connection with Little Singleton, however would be less likely to remove through traffic along the existing route.

2.6.4 Option 1B with no junction would offer improved journey times along the existing route, but may require a footbridge at the public footpath east of Little Singleton to allow a safe crossing point across the bypass.

2.6.5 Option 1 was presented as our preferred option because it is considered to offer the best combination of benefits.

2.7 Option 2 – improvements to the existing A585 (no bypass)

2.7.1 This option would improve the existing road instead of building a bypass but would require a one way gyratory to be created within Little Singleton. This option can be seen in Figure 2-4.

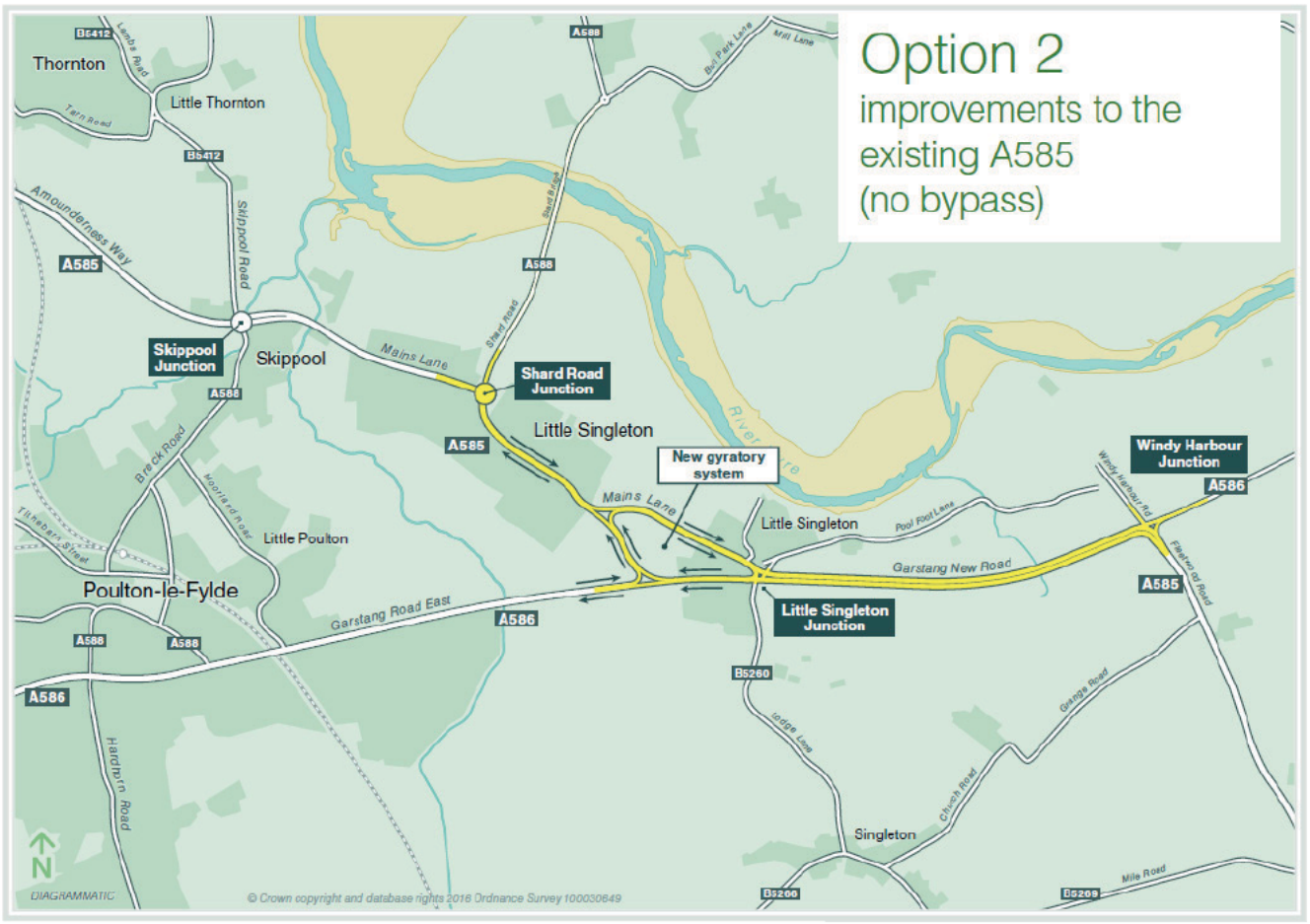


Figure 2-4: Option 2 – improvements to the existing A585

2.7.2 The improvements would include:

- making Garstang New Road from Windy Harbour to Little Singleton a dual carriageway
- creating a one-way two lane gyratory system within Little Singleton
- a new two lane northbound link within Little Singleton that would form part of the gyratory system and connect with Mains Lane
- replacing the existing traffic signals at Shard Road with a new junction located to the north-east of the existing junction

2.7.3 In comparison to the bypass, Option 2 (improvements to the existing A585) would:

- offer lower journey time improvements than the bypass
- not support growth and development as much as the bypass
- not reduce the impact of traffic on local communities as much as the bypass and would not address the issues affecting pedestrians and cyclists along the existing route

3 CONSULTATION ARRANGEMENTS

3.1 Timescale

3.1.1 The consultation ran for six weeks from 5 September to 17 October 2016.

3.2 Public exhibitions

3.2.1 Three public exhibition events were held during the consultation period:

- Friday 16 September, 2pm – 8pm Singleton Village Hall, Station Road, Singleton, FY6 8LL.
- Saturday 17 September, 10am – 4pm Singleton Village Hall, Station Road, Singleton, FY6 8LL.
- Wednesday 21 September, 4pm – 8pm Wyre Civic Centre, Breck Rd, Poulton-le-Fylde, FY6 7PU.

3.2.2 A preview presentation and exhibition was held for dignitaries at 1pm on Friday 16 September prior to the opening of the public event. Seven councillors attended this event representing Fylde Borough Council, Wyre Borough Council and Lancashire County Council.

3.2.3 Exhibition panels presenting the information were displayed at the consultation events (copies can be found in the appendices) and members of the project team were on hand to answer questions or provide more information. Paper copies of the consultation brochure and questionnaire were also available for visitors to complete.

3.2.4 Attendance at the exhibitions was recorded in the form of visitor's books that recorded:

- Friday 16 September – 128 visitors
- Saturday 17 September – 75 visitors
- Wednesday 21 September – 113 visitors

3.3 Consultation information and approach

3.3.1 The following information was produced for the consultation process in both hardcopy format and in downloadable format from the scheme website:

www.highways.gov.uk/a585windyharbour-skippool

- a brochure providing information about the proposed improvement scheme
- a questionnaire - the purpose of the questionnaire was to gather information and opinions about the proposed improvements
- flyers giving details of the consultation exhibition events and the scheme website
- a fly-through video of Option 1B available on the scheme website
- a plan of Option 1B overlain on aerial photography available on the scheme website

3.3.2 At the start of the consultation period 2,300 consultation brochures were delivered to the households in closest proximity to the scheme. All landowners affected by the scheme were sent a consultation brochure, including those that do not live nearby.

3.3.3 The flyers were distributed to a further 21,000 homes in key areas surrounding the scheme including Skippool, Little Singleton, Poulton-le-Fylde, Carleton, Thornton and Fleetwood. The distribution areas for the flyers and brochures can be seen in Figure 3-1. Copies of the brochures and flyers can be found in the Appendix A and B.

3.3.4 In addition, copies of the brochures were available at deposit points close to the scheme:

- The Koi Pool garden centre, Mains Lane, Little Singleton, FY6 7LJ
- Singleton Village Hall, Station Rd, Singleton, FY6 8LL
- Poulton Library, Blackpool Old Road, Poulton-le-Fylde, Lancashire, FY6 7DH
- Wyre Civic Centre, Breck Rd, Poulton-le-Fylde, FY6 7PU

- St. Annes Library, 254 Clifton Drive South, St Annes on Sea, FY8 1NR
- Blackpool Central Library, Queen St, Blackpool, FY1 1PX
- Thornton Library, Victoria Road East, Thornton Cleveleys, FY5 3SZ
- Fleetwood Library, North Albert St, Fleetwood, FY7 6AJ

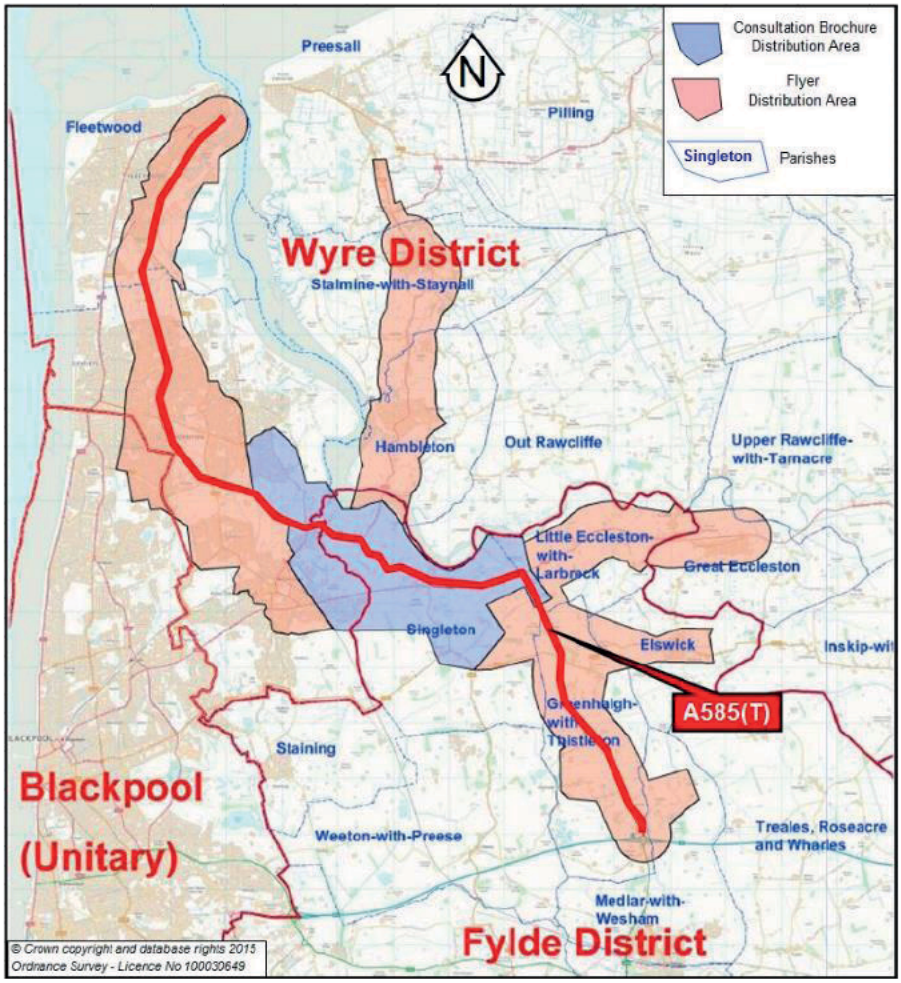


Figure 3-1: Brochure and flyer distribution areas

3.3.5 Further brochures were sent to local MP's, councillors and the main local authorities.

3.3.6 A press release describing the scheme, announcing the consultation and providing details of the information available was issued.

3.3.7 The public exhibitions were advertised, on 14 September 2016 in the following local newspapers:

- The Blackpool Gazette
- Lancashire Evening News
- Fleetwood News

3.3.8 The fly-through video and plan that were available to view on our website only showed the layout of Option 1B. This information indicated possible traffic signal junction layouts at Skippool Junction and Skippool Bridge Junction and a roundabout at Poulton Junction. However, these junction layouts have not been finalised at this stage and may change depending on the outcome of the traffic modelling and operational assessment.

3.4 Pre-consultation meetings

3.4.1 Meetings were held in advance of the formal consultation with:

- Councillors (from Fylde, Wyre and Lancashire County Council) on 6 July 2016
- Paul Maynard MP for Blackpool North and Cleveleys on 7 July 2016
- Mark Menzies MP for Fylde on 15 July 2016
- Ben Wallace MP for Wyre and North Preston on 22 July 2016
- Singleton Parish Council on 28 July 2016
- Poulton and Carleton Resident's Association on 9 August 2016

3.4.2 In addition, a separate meeting was held with the A585 Windy Harbour to Skippool improvement scheme reference group (which includes representatives of local residents and businesses) on 4 October 2016.

3.5 Liaison with potentially affected landowners

3.5.1 All of the landowners (20) who are likely to be directly affected by land take as a result of Option 1 were contacted on 10 August 2016. A letter was sent to the reputed landowners based on information obtained from the Land Registry or as had been obtained from previous contacts. The letter gave details of the scheme, information about the forthcoming consultation and contact details for the scheme project manager and public liaison officer. Following this, a number of stakeholders contacted the public liaison officer to request more information about the scheme or to arrange meetings to discuss the scheme in relation to their property. A number of plans were sent out which showed the proposed layout in relation to individual's land.

3.5.2 Face-to-face meetings were held with all of the landowners who requested a meeting.

3.6 Consultation response channels

3.6.1 Responses to the consultation were accepted through the following channels:

- online, using the online questionnaire, at: www.highways.gov.uk/a585windyharbour-skippool
- at public consultation events by completing a paper copy of the questionnaire
- by post using the freepost address printed on the paper questionnaire
- by email to the dedicated scheme email address: A585WindyHarbourToSkippool@highwaysengland.co.uk
- by telephone, via a dedicated scheme telephone line on 0300 470 2700

3.6.2 All responses received by Monday 17 October 2016 were included in the consultation and postal returns were accepted until Monday 24 October 2016 to allow for any delays in the postal system.

3.6.3 The online questionnaire was closed on the day the consultation period ended.

3.7 Analysis and reporting

3.7.1 All responses were received and individually processed. Responses then underwent a coding process, whereby the comments where categorised by subject, to draw out the key themes. The coding was based on various likely issues that had been identified in a guide document prepared before the consultation exhibitions. This was then extended as a result of additional issues identified in the questionnaires and from other correspondence received. As this is based on the feedback received during the consultation period, the analysis is unique to the consultation. A copy of the code items can be found in Appendix E.

3.8 Limits of the information

3.8.1 This report is based on the responses received to the consultation, and therefore does not constitute a technical assessment of the proposed junction improvements. This report analyses the opinions stated by respondents, and as such is a self-selecting sample. Therefore the information in this report is not representative of the local communities or stakeholders. The value of the consultation is in identifying the issues and views of those who have responded.

3.8.2 The responses are taken as written, and while we have coded responses to draw together themes we have not interpreted the responses further than this.

3.8.3 Where separate correspondence has been received raising specific issues, responses have been prepared by technical teams, and sent directly to the respondent or elaborated in this report. This provides technical information to the best of our knowledge at this time.

3.9 Next steps

3.9.1 The results of the consultation will be considered in the selection of the preferred option for improvement, along with other factors such as value for money, safety and meeting the scheme's objectives.

3.9.2 An announcement of the preferred option is expected to be made later this year.

3.9.3 Due to the size of the scheme, it is expected that the A585 Windy Harbour to Skippool improvement scheme would require to be developed under the Development Consent Order planning process regime. It is expected that there will be a further consultation about the preferred option in spring 2018.

4 CONSULTATION RESPONSES

4.1 Introduction

4.1.1 A total of 574 completed responses to the consultation questionnaire were received. Of these, 307 were returned paper copies which were completed at the public consultation events or returned using the freepost address provided. The remaining 267 were completed online.

4.1.2 In addition to receiving feedback via the questionnaires a number of stakeholders and members of the public provided a written consultation response. These have also been considered and details of the topics highlighted are outlined later in this report along with a number of official responses which have been received from key stakeholders such as Lancashire County Council.

4.1.3 One of the main aims of the consultation was to gain an understanding of the views of the local residents and stakeholders to enable a more effective solution to be developed. This section of the report presents, and analyses, the consultation responses to summarise the views on the proposed options.

4.1.4 Respondents submitting questionnaires were asked to provide names and addresses or just a postcode. Ninety-three of the responses were anonymous but only 9 did not provide a full postcode. Thirty-three of the questionnaires were from the same address of which 7 were from the same person. The other 26 were from other people at the same address.

4.2 Questionnaire responses

Collation of responses

4.2.1 All of the 574 completed questionnaire responses (including the duplicates) were analysed both in terms of the responses and the postcode information provided by the respondents.

Postcode analysis

4.2.2 The postcode analysis allowed the responses to be split into zones but the full result of that analysis is shown in Figure 4-1. The size of the circles indicates the number of responses from a particular postcode unit.

Zone	Total
1-Scheme area	112
2-Poulton	121
3-Thornton Cleveleys	208
4-Fleetwood	43
5-Over Wyre	38
6-South of the scheme	18
7-Blackpool	11
8-East of the scheme	15

Table 4-1: Total questionnaire responses by zone

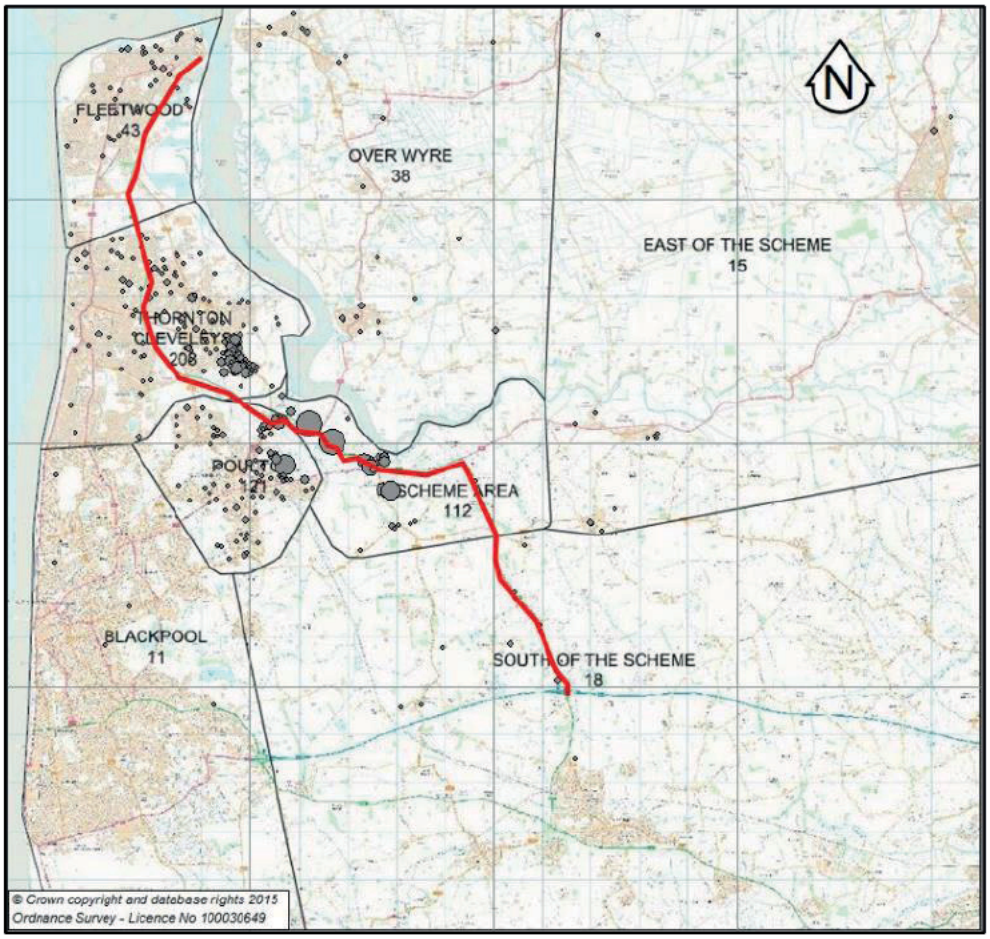


Figure 4-1: Questionnaire responses shown by postcode

4.2.3 The scheme area zone is shown by the red outline in Figure 4-2 and the size of the circles indicate the number of questionnaire responses by postcode. A total of 112 questionnaires were received from within the scheme area zone of which 2 were duplicates and 13 were from the same address. Analysis of address data indicates that, excluding the mobile homes in holiday parks, there are about 490 properties within this zone indicating that responses were received from 20% of the properties within this zone.

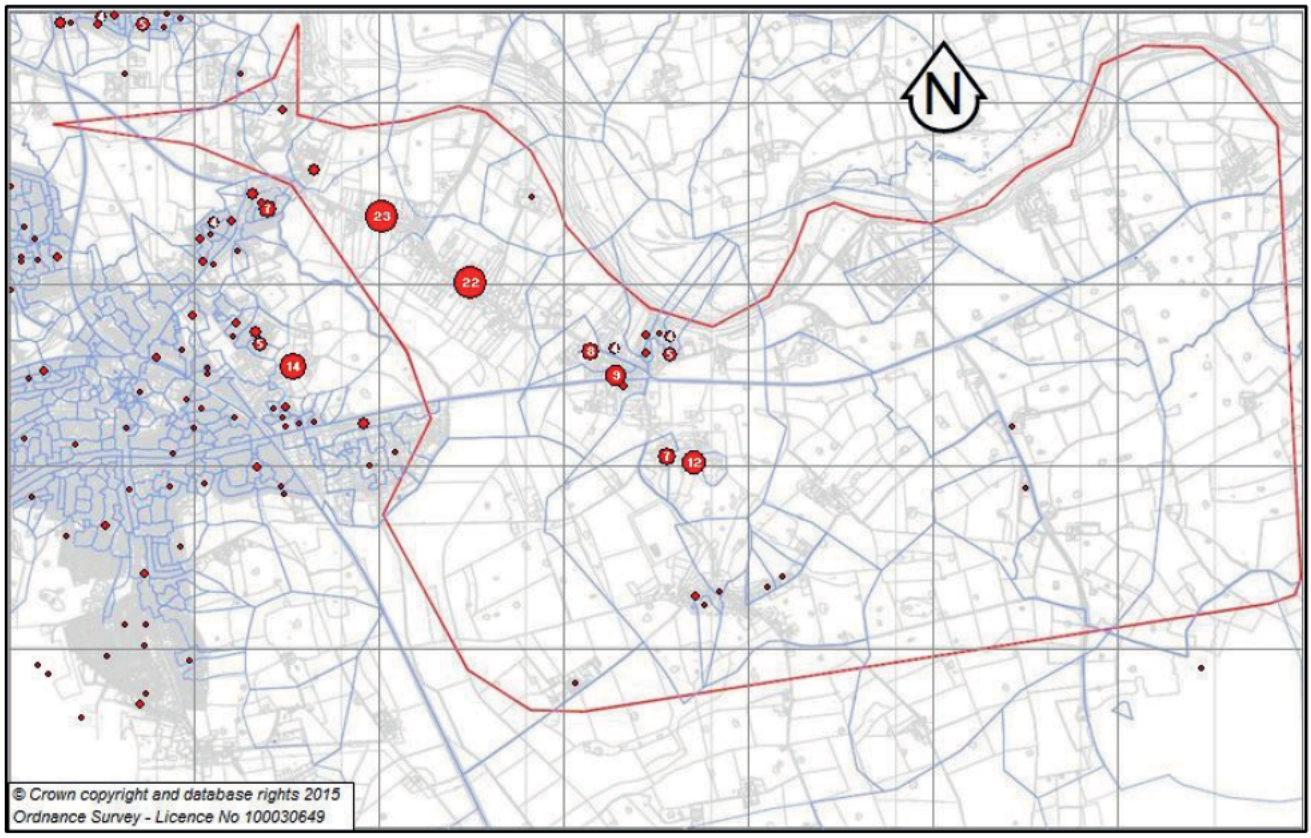


Figure 4-2: Scheme area zone questionnaire responses shown by postcode

Questionnaire analysis

4.2.4 The responses to the closed questions were analysed using the spreadsheet. It was not compulsory to answer all of the questions and respondents were free to complete as much or as little as they wanted.

4.2.5 The free text responses contained information on the respondents' opinions on which option was preferable including the variations within Option 1 (1A or 1B). It also includes opinions on how the bypassed section of the A585 could be improved if Option 1 went ahead. The written comments were individually reviewed and a list of the points raised was produced which reflected the number of occasions each point had been made.

Demographics

4.2.6 The consultation questionnaire included a demographic section to help with our analysis. The data collated from this section is presented below.

4.2.7 The information from the questionnaires indicated that the gender of the respondents who answered this question was 65% male and 29% female with a further 6% who preferred not to say or left the entry blank.

4.2.8 The information from the questionnaires indicated that the ages of the respondents who answered this question were:

16-24: 1%, 25-34: 32%, 35-44: 10%, 45-54: 14%, 55-64: 24%, over 65: 38% and preferred not to say 5%

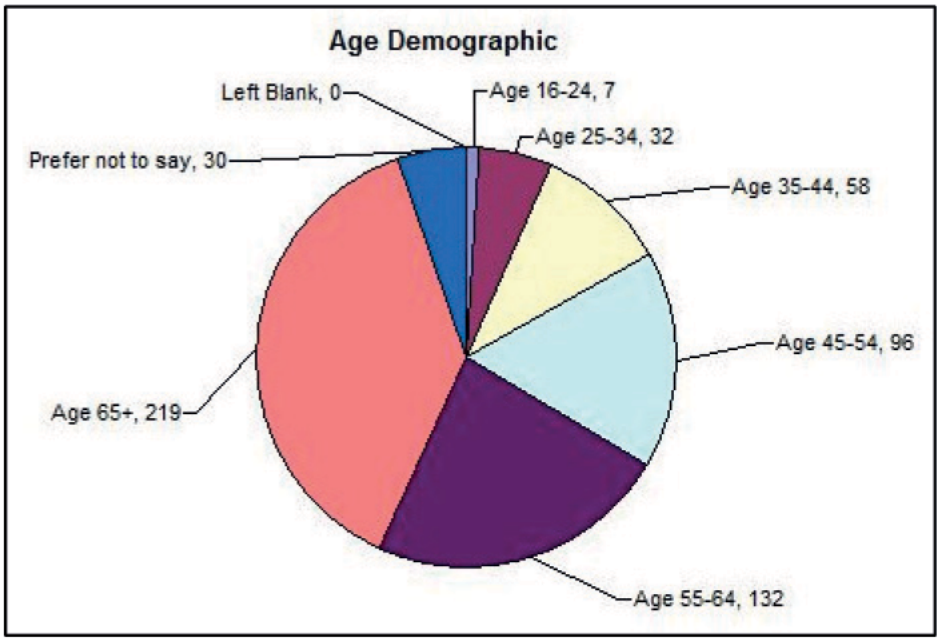


Figure 4-3: Questionnaire age demographic

4.2.9 In comparison the age demographic for the scheme area zone indicates that a higher proportion (49%) of the respondents were in the 65+ grouping as shown in Figure 4-4.

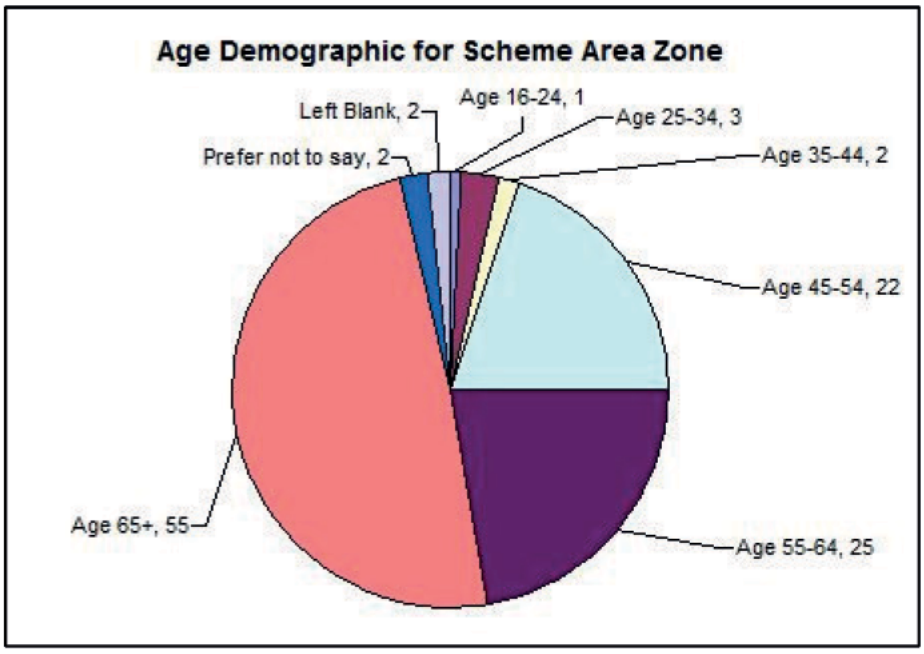


Figure 4-4: Questionnaire age demographic for scheme area zone

4.2.10 The majority of people (88%) who responded to this questionnaire did not consider themselves to have a disability while 8% of respondents indicated themselves to have a disability and 4% preferred not to say.

Attendance at consultation events

4.2.11 The respondents were asked whether they had attended one of the consultation events for the scheme. Of the people who answered this question 405 had not attended an event compared to 146 who had.

4.3 Question 1. Why do you use this route?

4.3.1 Question 1 sought information on why the respondents use the existing A585 route. The responses received to this question can be seen in Figure 4-5. For this question the participants were asked to tick

all the responses which apply to them. The most common uses stated were Leisure and Residential which received 418 and 387 responses respectively. A number of people stated uses which had not been listed. Of these the most frequently recorded response was visiting family and other responses included travelling to church, for volunteer work and for the school run.

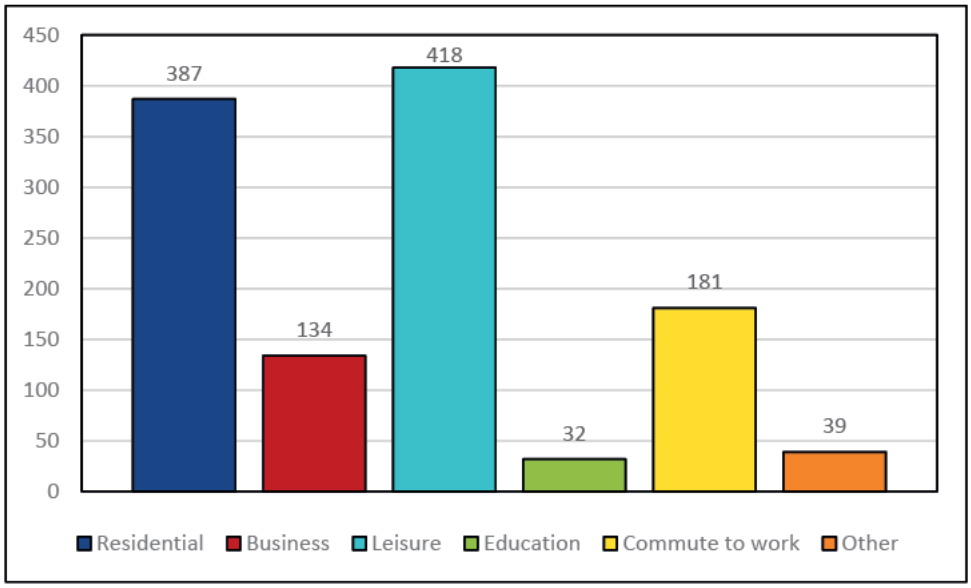


Figure 4-5: Question 1 responses

4.4 Question 2. How do you travel on this route?

4.4.1 Question 2 sought to investigate which modes of transport were most commonly used by the respondents. Participants were asked to select all the responses which were applicable to them. The results of the responses received are shown in Figure 4-6. The most commonly used mode of transport was car, receiving 566 responses. A number of respondents stated that they use another mode of transport to those stated. The most commonly recorded response here was motorbike and others included taxi, tractor and running.

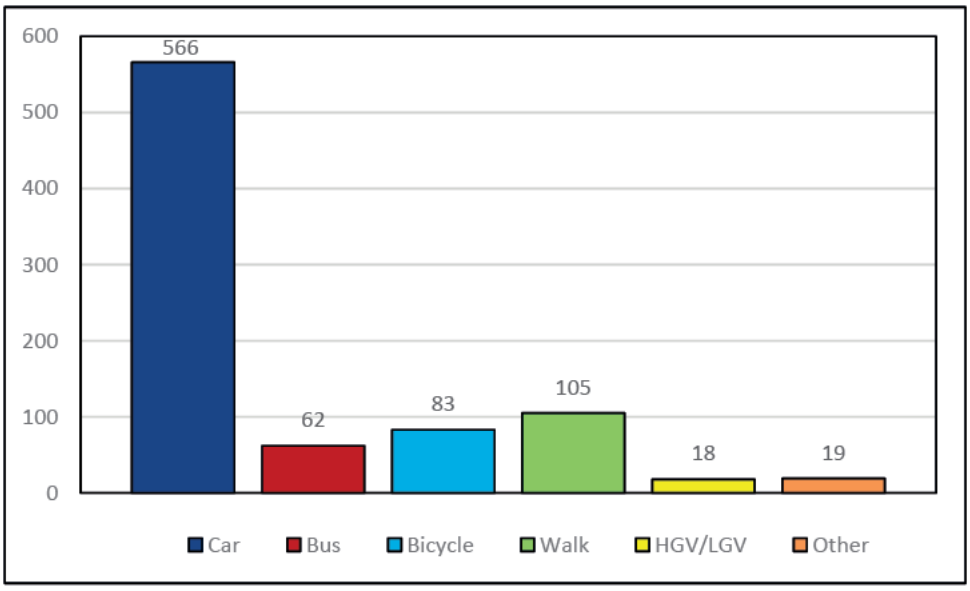


Figure 4-6: Question 2 responses

4.5 Question 3. What is the main way you travel on this route?

4.5.1 Question 3 was intended to gauge the participants' primary mode of transport when travelling on this route. The results, shown in Figure 4-7, indicate that the majority of people who answered this question travel on this route by car.

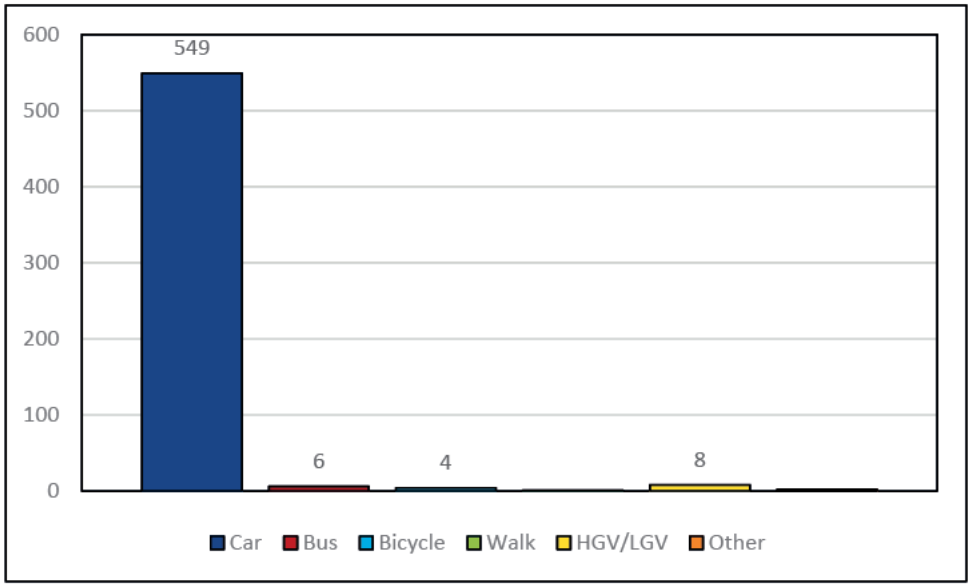


Figure 4-7: Question 3 responses

4.6 Question 4. How often do you use this route?

4.6.1 Question 4 looked into how frequently the respondents use the Windy Harbour to Skippool route. The results are shown in Figure 4-8. The results indicate that the most frequently selected response was daily, with 275 participants selecting this answer. Only 17 of the respondents use the route monthly or less frequently.

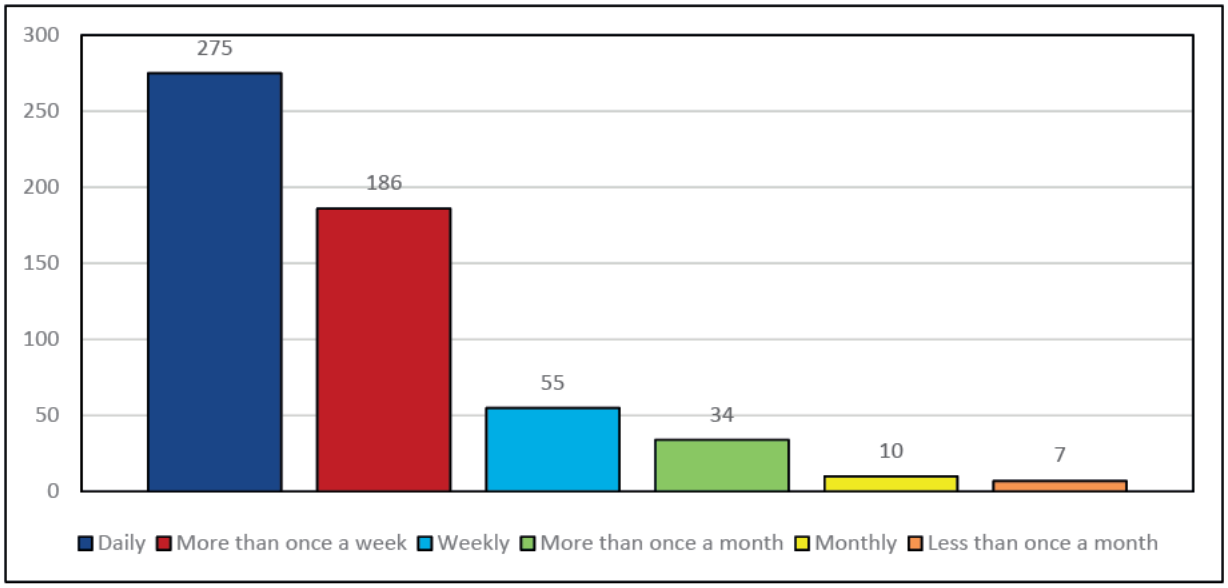


Figure 4-8: Question 4 responses

4.7 Question 5. Something must be done to improve congestion on the A585 between Windy Harbour and Skippool Junction.

4.7.1 Questions 5 to 9 asked participants to state how strongly they agree or disagree with a number of statements. The first of this series of questions asked whether the respondent thought something must be done to improve the congestion between Windy Harbour and Skippool. The results are shown in Figure 4-9. It can be seen from this data that the majority of people strongly agree that something must be done to improve congestion.

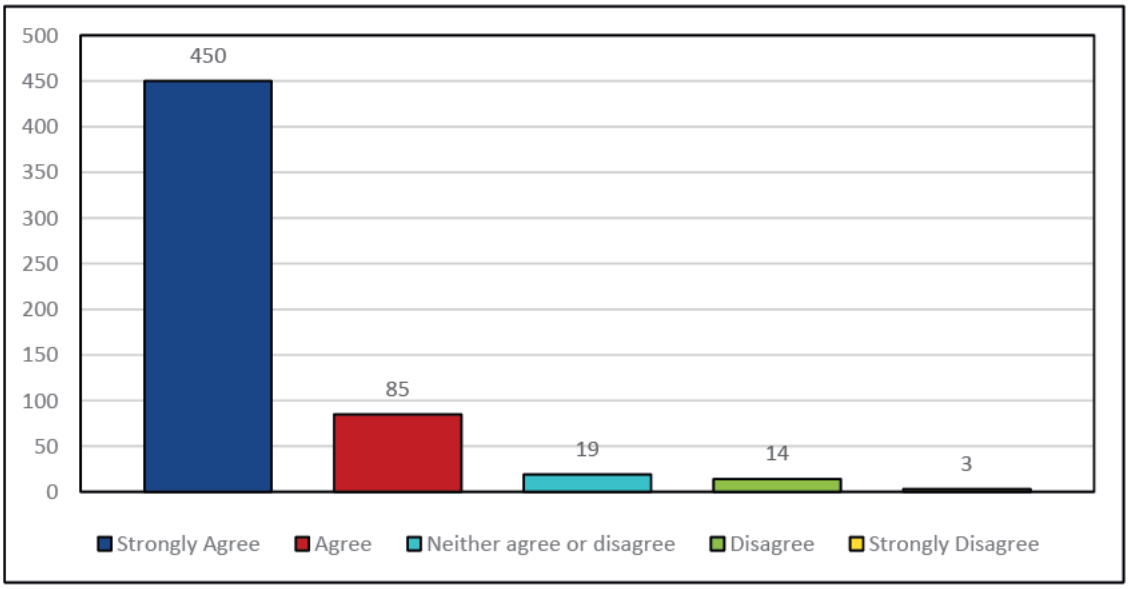


Figure 4-9: Question 5 responses

4.8 Question 6. I understand the different options being considered.

4.8.1 Question 6 was intended to gauge whether the respondents understood the options which were being consulted on. The results shown in Figure 4-10 illustrate that the vast majority of people do understand the options which are being considered.

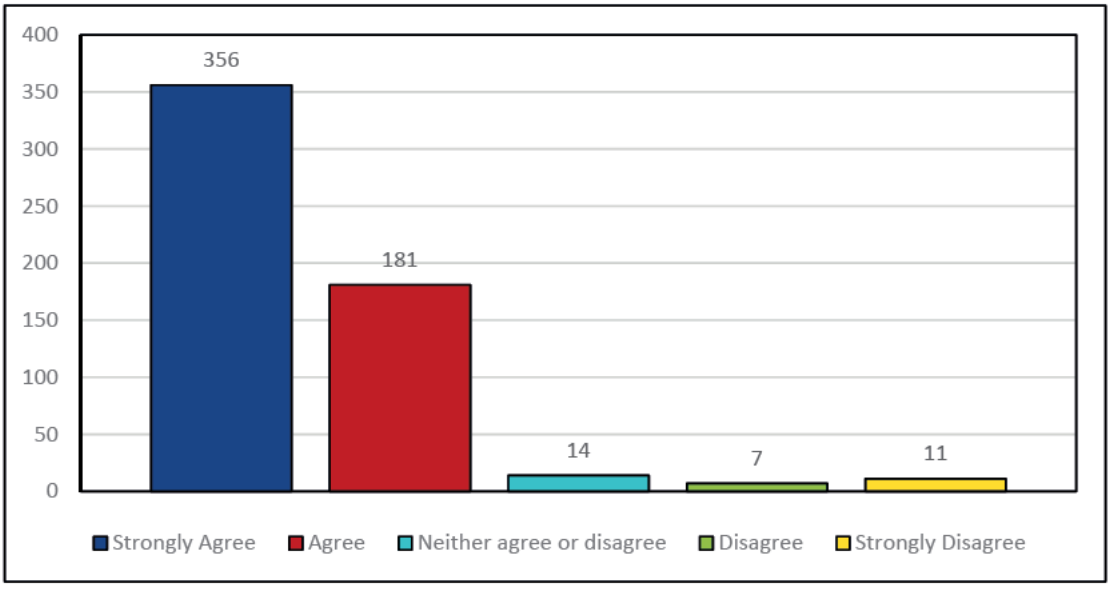


Figure 4-10: Question 6 responses

4.9 Question 7. The preferred option (option 1) of a bypass will improve the journey times on this route.

4.9.1 Question 7 looked into the respondent's perceptions for Option 1 improving the journey times on this route. The results are shown in Figure 4-11. Four hundred and twenty seven people either agree or strongly agree that Option 1 will improve journey time and 86 either disagree or strongly disagree with this statement.

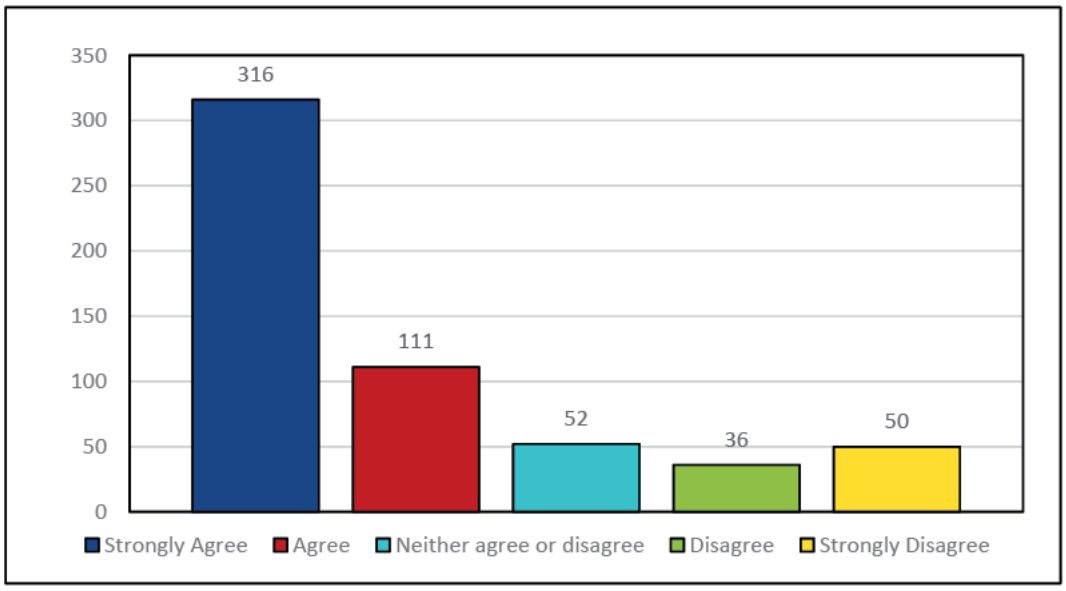


Figure 4-11: Question 7 responses

4.10 Question 8. The preferred option of a bypass will improve safety on this route.

4.10.1 Question 8 looked at the topic of safety and whether the participant felt that option 1 would improve safety on this route. The results in Figure 4-12 show that most of the participant did think that option 1 would improve safety.

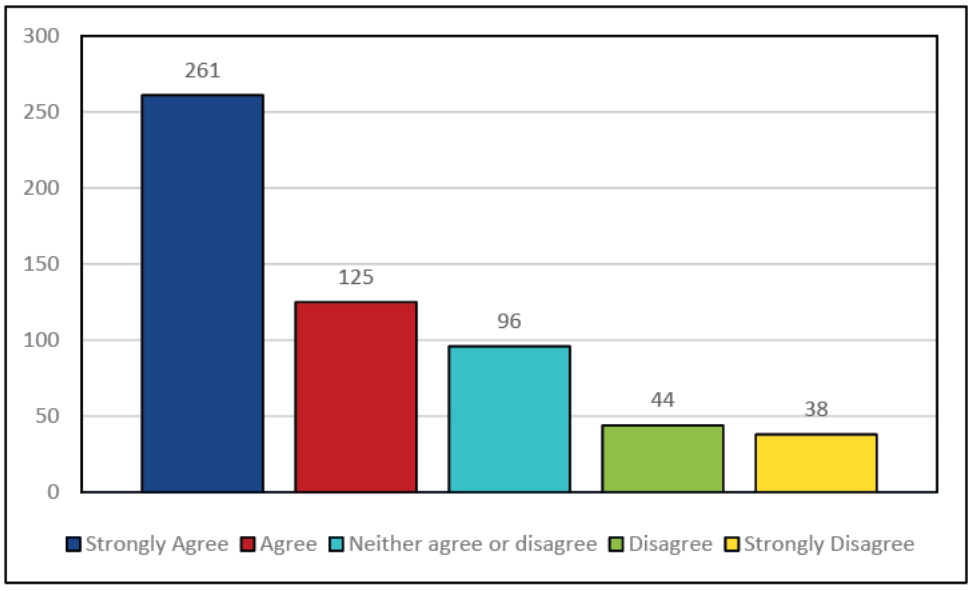


Figure 4-12: Question 8 responses

4.11 Question 9. The preferred option of a bypass will improve access for cyclists and pedestrians on this route.

4.11.1 One of the objectives for the scheme was to improve conditions for cyclist and pedestrians. Question 9 sought opinions on whether the bypass will offer these improvements. The results are shown in Figure 4-13. The data indicates that the majority of people think that the bypass will improve access for cyclist and pedestrians.

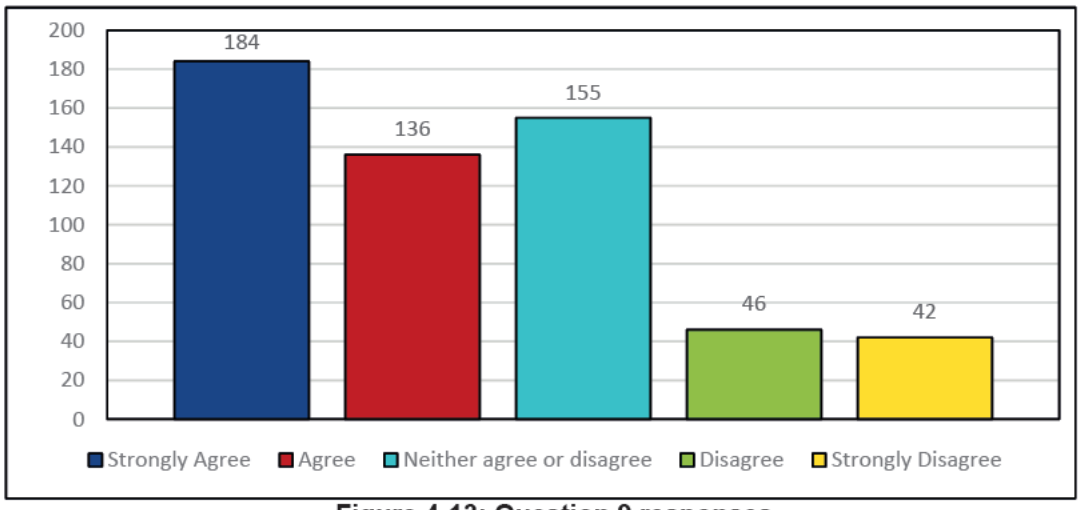


Figure 4-13: Question 9 responses

4.12 Question 10. Which option do you prefer?

4.12.1 In Question 10 the participants were asked whether they prefer Option 1, Option 2 or have no preference. The responses we received to this question are shown in Figure 4-14. Of the participants who responded to this question, the majority stated a preference for Option 1. The areas can be identified on Figure 4-1 and drawings that are contained in Appendix F.

4.12.2 Overall 444 questionnaire responses (78%) favoured Option 1 (bypass). 68 (12%) favoured Option 2 (improvements to existing A585). 22 (4%) had no preference and 37 (6%) did not answer the question.

4.12.3 Poulton and the scheme area returned 83 (69%) and 73 (65%) support for Option 1 respectively. However, there was also more support for Option 2 in these areas with 25 (20%) at Poulton and 21 (19%) in the scheme area compared with the support for Option 2 in the other areas.

4.12.4 As can be seen from the number of responses in Table 4-2 below the zones closest to the scheme (1-Scheme area and 2-Poulton) indicated a lower proportion supporting Option 1 (66%) and a higher proportion supporting Option 2 (20%) compared with the overall response.

ZONE	Option 1	Option 2	Neither	No preference	Not Answered	Grand Total
1-Scheme area	73	21		8	10	112
2-Poulton	83	25		8	5	121
3-Thornton Cleveleys	185	9		12	2	208
4-Fleetwood	40	1	1	1		43
5-Over Wyre	30	5		3		38
6-South of the scheme	8	3		5	2	18
7-Blackpool	9	2				11
8-East of the scheme	13				2	15
9-Anonymous	3	2			1	6
Grand Total	444	68	1	37	22	572
	78%	12%	0%	6%	4%	

Table 4-2: Question 10 responses by area

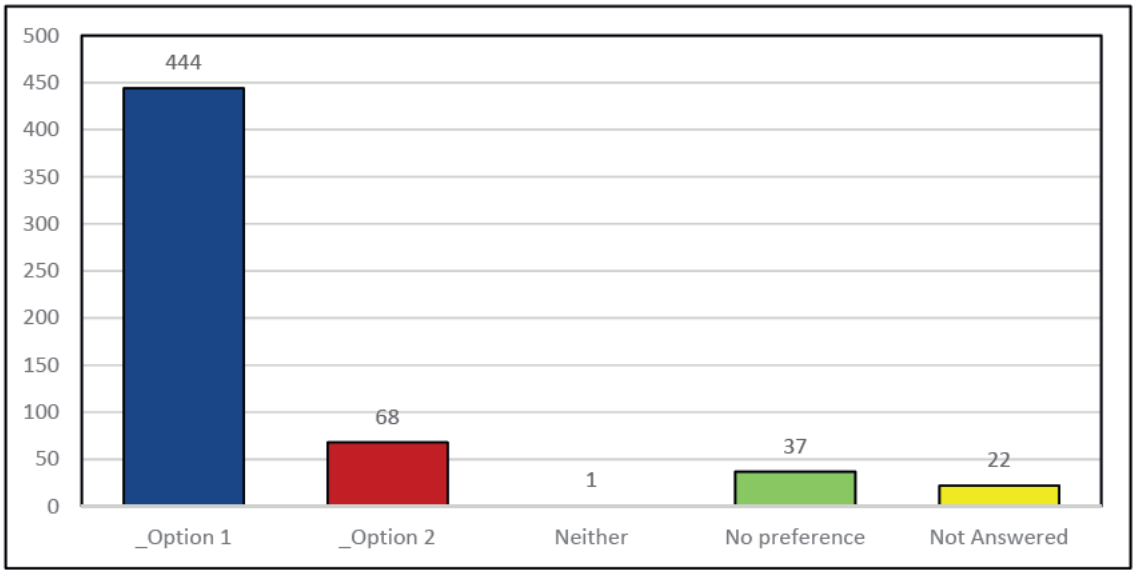


Figure 4-14: Question 10 responses

4.12.5 Although most respondents favoured Option 1 (bypass option) many people expressed doubts that this would provide a comprehensive solution to the congestion currently suffered by residents in spite of improved journey times along the scheme.

4.13 Question 11. Which of the bypass options do you prefer?

4.13.1 Question 11 sought to gain an understanding of whether the respondents had a preference for either Option 1A or 1B. As can be seen in Table 4.3 below, the results show that 49% of the responses stated a preference for Option 1A, 29% preferred Option 1B and 17% responded to say they don't want a bypass.

ZONE	1A	1B	Don't Want Bypass	Either 1A or 1B	Not Answered	Grand Total
1-Scheme area	38	33	36	2	3	112
2-Poulton	59	27	30	1	4	121
3-Thornton Cleveleys	123	65	13		7	208
4-Fleetwood	19	21	2		1	43
5-Over Wyre	24	6	6		2	38
6-South of the scheme	5	4	7		2	18
7-Blackpool	4	6			1	11
8-East of the scheme	7	5	2		1	15
9-Anonymous	2	1	2		1	6
Grand Total	281	168	98	3	22	574
	49%	29%	17%	1%	4%	

Table 4-3: Question 11 responses by area

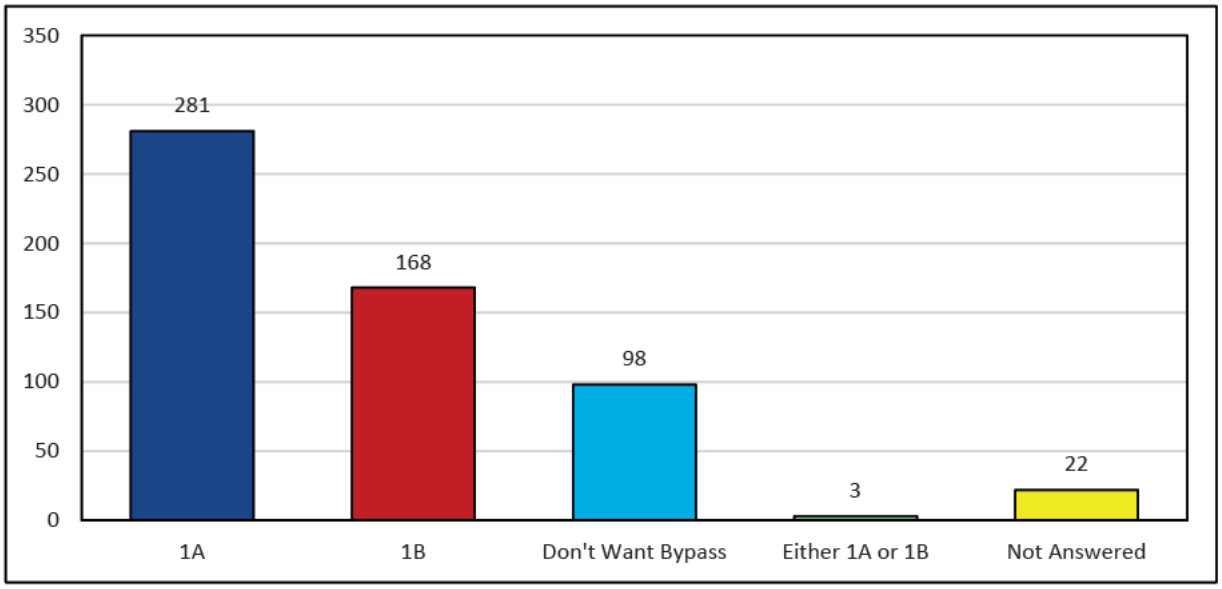


Figure 4-15: Question 11 responses

4.13.2 Analysis of the free-text responses to question 11 demonstrate Option 1A was the most popular option as it provides easier access to Mains Lane, Little Singleton and local housing but could be used as a short cut between Poulton Junction and Grange Junction. Its availability as a convenient access route in the case of an accident or other major holdup on the bypass was also highlighted. This option is also viewed as a safer route for both cyclists and pedestrians avoiding the bypass. It is seen by some as essential for those wishing to access Over-Wyre to the north-east and other destinations such as Blackpool.

4.13.3 Option 1B, however, is seen as a cheaper and less complicated alternative which would improve journey times by having one less junction with its inherent holdups. It is also viewed as a more environmentally friendly option with less air pollution and noise perceived by some residents.

4.13.4 A smaller proportion of people would prefer no bypass at all (presumably favouring Option 2 – but this did not correlate to the response to question). This is seen as less expensive and would not need additional land take. Some respondents expressed a view that the scheme is a waste of money which would be better spent on the original "Blue Route" or an equivalent new road.

4.14 Question 12. I agree with the preferred option (Option 1) proposals at:

4.14.1 Question 12 was split into five parts and looked into whether participants agreed with the bypass proposals at the following specific locations:

a. Windy Harbour to Lodge Lane

b. Lodge Lane to Poulton Junction

c. Poulton Junction to Skippool Bridge Junction

d. Skippool Bridge Junction to Skippool Junction

e. New Lodge Lane Bridge

4.14.2 Participants were asked to state whether they agreed or disagreed with each section of the proposed bypass. This question was intended to highlight if there were any areas within the proposed route which were particularly favourable or unfavourable. The results can be seen in Figure 4-16.

4.14.3 For each of the sections the majority of people (typically more than 70%) who responded either agreed or strongly agreed with the option proposals. Less than 20% of respondents stated that they disagreed or strongly disagreed with any section of the preferred route.

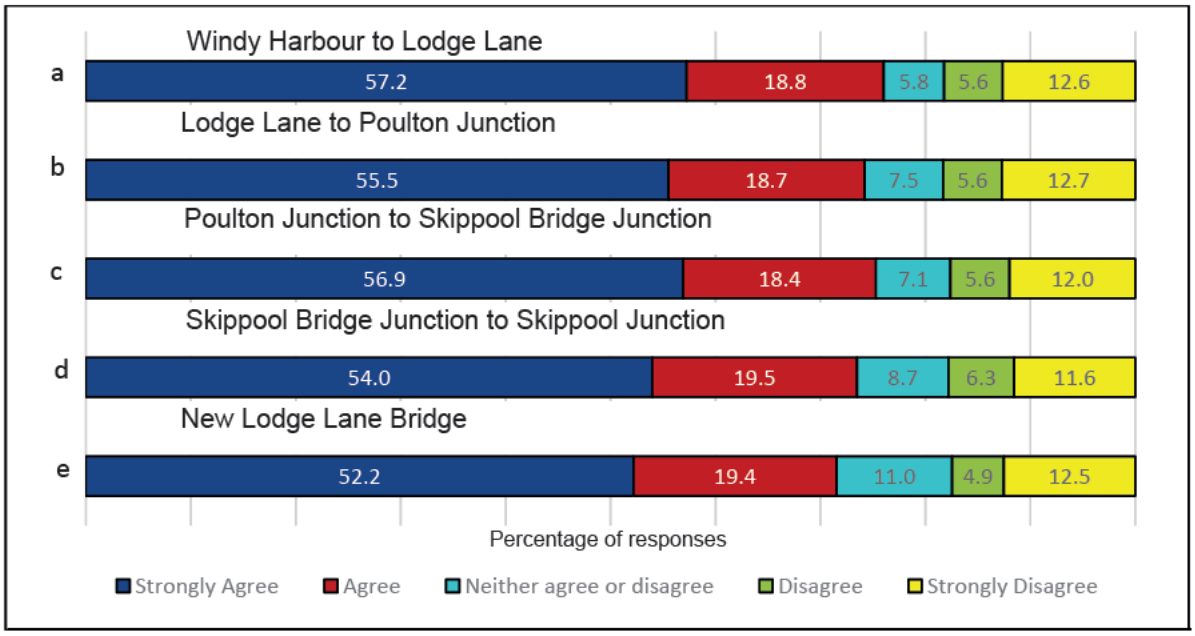


Figure 4-16: Question 12 responses

4.15 Free text analysis

4.15.1 Free text input was available for responses to questions 10, 11, 12, 13 and 16. A copy of the full questionnaire can be found in Appendix C.

4.15.2 These specific responses were analysed for all questionnaires and any issues raised were assigned to various categories that had been developed for the purpose of evaluation. Various other issues were raised by members of the public and these were added to the list of issues.

4.15.3 In Table 4-4 below, the issues identified in 5 or more questionnaires are listed below presented by subject and in descending order:

Ref	Subject	Number of responses
1	OVERVIEW	
1.1	Why is A585 Amounderness Way not being upgraded to dual carriageway?	85
1.2	Why is work not being done upgrade the A585 through Thistleton / Greenhalgh / Medlar / Esprick to M55 Junction 3?	61
1.3	Why is the "blue route" to the M55 not being developed?	53
1.4	When will works start?	6
2	TRAFFIC	
2.1	Have the various developments that are proposed been taken into account for the traffic flows using the bypass?	31
2.2	Will the scheme reduce congestion in Poulton-le-Fylde?	25
2.3	Will congestion at Singleton traffic lights be reduced?	9
2.4	Will the scheme reduce the rat-run traffic along Breck Road / Moorland Road in NE Poulton?	7
3	OPTION 1 (SOUTHERN BYPASS) LAYOUT	
3.1	How will the scheme cater for the cycle routes?	127
3.2	How will the scheme cater for the pedestrian routes?	66
3.3	Can extra pedestrian crossings be included on existing road between Shard Bridge junction and Singleton lights?	23
3.4	How will the existing Petrol Station be catered for at the new Skippool Junction layout	7

Ref	Subject	Number of responses
3.5	Why not use roundabouts at all junctions rather than delay traffic at traffic lights?	7
3.6	How will Skippool Junction operate?	6
3.7	What is being done about flooding problems?	5
3.8	What would happen to the existing Garstang New Road for Option 1b?	5
3.9	Will it improve access to local residences?	5
4	OPTION 2 (ON-LINE LAYOUT)	
4.1	How much construction disruption will there be?	13
5	ENVIRONMENT	
5.1	Will noise screening be provided?	15
5.2	Will I be able to hear traffic on the bypass / how noisy will it be?	11
5.3	Has consideration of green Belt & Conservation area been considered?	11
5.4	What effect will the scheme have on air quality? What would you do about any worsening of air quality?	9
5.5	Will there be any replacement planting? If so where?	9
5.6	Will I be able to see the bypass?	5

Table 4-4: Questionnaire text analysis

4.15.4 A number of comments (146) [Ref 1.1 and 1.2 in Table 4-4] related to the need for widening or improvement of the A585 routes at either end of the scheme. An improved access to Fleetwood in the north and the M55 to the south were considered essential if it was to avoid merely moving the congestion to another location.

At present, there are no significant capacity or safety issues along the rural section of Amounderness Way. We are considering improvements to the Norcross Roundabout junction.

The remit of the scheme was to address the safety and congestion problems between Windy Harbour and Skippool particularly the problems at the Mains Lane junctions with Shard Road and at Little Singleton. Potential for improvements at these locations may be considered at a future date.

4.15.5 A considerable amount of comments expressed the preference of the original blue route (53) [Ref 1.3 in Table 4-4] or an alternative direct access to the M55 as previously suggested.

The blue route – the preferred option of the Norcross to M55 scheme was being promoted by Lancashire County Council and did not receive funding.

The blue route would have used part of the Option 1 (southern route) between Skippool and Poulton Junctions but extended down to a new junction on the M55 running parallel to Main Dyke and the railway. From Poulton Junction to the new junction with the M55, the blue route would be about 6km long compared with 2.5km between Poulton and Windy Harbour Junctions. The cost of the blue route would be at least double the cost of Option 1. Our remit for this scheme is to provide a deliverable solution to the day to day congestion problems suffered in the area, within the funding available in the Road Investment Strategy.

It is important to note that the budget for the A585 Windy Harbour to Skippool improvement cannot be transferred to fund the blue route. Major improvements to the Strategic Road Network are funded through the Department for Transport's Road Investment Strategy. Should this particular scheme not proceed, its budget would be returned to the RIS fund and lost to Lancashire.

4.15.6 Questions were raise whether the scheme would cater for future residential and business developments.

We have been in discussion with Wyre and Fylde Borough Councils to understand the expectations for business and residential developments that might create additional traffic in the area. We are updating our computer traffic model data to enable us to get the best prediction of that additional traffic for all options being considered.

4.15.7 Will the scheme reduce congestion in Poulton-le-Fylde?

Bypassing Mains Lane and Little Singleton would remove the congestion at Shard Road and Five Lanes End junctions that, in turn, would reduce the rat-run traffic currently using A588 Breck Road/Station Road or Moorland Road. It would also relieve A586 Garstang Road East traffic currently passing through Little Singleton.

4.15.8 For Option 1 (bypass) various questions were raised about the cycle and pedestrian provision along the bypass and on the existing road network.

It is not intended to specifically cater for cyclists along the bypass route but they would not be banned from using the bypass. However, the existing shared pedestrian cycle route at Skippool Junction running eastwards along Mains Lane would be retained with special consideration for the provision of safe crossing points.

It is not intended that pedestrians will be catered for along the bypass route. At the proposed junctions the pedestrian routes along the existing roads would be maintained but the form of these would depend on whether the junction was a roundabout or signal controlled.

If the bypass were to be constructed then further improvements to the existing Mains Lane and Garstang New Road would be considered to help pedestrians, cyclists and residents in liaison with Lancashire County Council.

4.15.9 In general, Option 2, although viewed upon as a cheaper option, was felt to be far more disruptive to the area during construction affecting access to local housing. Also increased noise and lower air quality would contribute to the disruption. Many people felt that the gyratory suggested would either be too confusing or would not have the desired effect. In addition, Option 2 was perceived by many as not being able to adequately address the growth in traffic particularly in light of the additional housing being proposed for the area. However, this option was felt to be less disruptive to the local environment in terms of farmland, flora and fauna.

Effect of option 1 on Garstang New Road

4.15.10 Those in favour of 1A commented specifically on the benefits of retaining the connection of Garstang New Road with the bypass:

- Seventy respondents indicated that it would provide easier access for Little Singleton / Mains Lane residents
- Forty respondents indicated that this option would improve access from Over Wyre via Shard Road – traffic that would otherwise have to use either Skippool Bridge or Poulton Junctions
- Twenty-eight respondents indicated that this option would allow the existing road to be available should the bypass have to be closed for an incident
- Several other comments were made about wasting the existing road if Garstang New Road were closed and also concerns about fly-tipping on the closed road

4.15.11 There was also a view from some who expressed no option preference that either nothing needed to be done apart from improving signals, removing traffic lights and replacing signalised junctions with free-running roundabouts or that both solutions were a waste of money as nothing would improve the current situation.

4.16 Responses from members of the public

4.16.1 Written consultation responses were received from 37 members of the public during the consultation period. The comments were generally similar to those raised in the questionnaires but added more detail. The comments received have been analysed and a summary of the common topics raised within these letters is provided in Table 4-5 below that is presented by the number of comments.

Ref	Subject	Number of responses
1	Proposals won't solve the traffic problems / traffic problem is elsewhere – particularly between Fleetwood and Skippool and between Windy Harbour Junction and the M55 Junction 3.	17

Ref	Subject	Number of responses
2	Concerns expressed about environmental issues (including noise, air quality, visual intrusion, ecology/wildlife) and detrimental effect on quality of life. Queries regarding mitigation.	15
3	Creation / move bottlenecks to either end of the scheme/ not solve the problem of bottlenecks (See also Ref 1 above)	14
4	Scheme needs to be bigger/cover a larger area / this is only part of a larger scheme (See also Ref 1 above)	9
5	Why is the "blue route" to the M55 not being developed? / Why does the route not extend to the M55? / "blue route" would solve problems / propose alternative route very similar to "blue route"	8
6	Alternative options not considered / not enough info on alternative options	8
7	How can the budget be justified when the problem aren't resolved.(Also related to Ref 1 above)	8
8	Formally states objection to Option 1 - bypass	5
9	Why wasn't I contacted prior to the consultation	5
10	Cost of 'full scheme' / more money will need to be spent later to extend current works.	5
11	State preference for Option 2	4
12	States objection to scheme (does not specify option)	4
13	Not enough information available / lack of clarity	4
14	No details available about junctions	4
15	Alternative route proposed	4
16	If bypass is built more houses will be built and traffic will get worse / is scheme driven by proposed new homes.	4
17	Has multimodal transport been considered	3
18	Expressed concerns about safety	3
19	Why is full scheme not being consulted on / where is plan of 'full scheme'.	3
20	Queries for the District Valuer.	3
21	Option 1 will have negative impacts for people living in proximity to it	2
22	Work needs to be done in this area	2
23	Comments / Concern about access to land being maintained.	2
24	Proposals need to be reassessed	2
25	How much closer will the new road be to my property / concern expressed that road will be much closer	2

Table 4-5: Issues raised from public written responses

4.16.2 As can be seen from Table 4-5 above [items Ref 1, 3, 4 & 7] the main issues raised in written correspondence relate to the perception that the scheme will not deal with issues between Fleetwood and Skippool and Windy Harbour Junction and the M55 Junction 3. (See response at section 4.15.4 above).

4.17 Responses from key stakeholders

4.17.1 A number of written responses to the consultation have been received during the consultation period. The main points raised in these responses are outlined below.

4.17.2 At the start of the consultation period letters and the consultation brochure were sent to a number of statutory and non-statutory consultees. The letter outlined the objectives of the scheme, details of the public events, details of the channels through which communications could be received. The letter also requested views on the options. The list of stakeholders contacted along with the letters can be seen in Appendix D.

4.17.3 The majority of responses from the key stakeholders indicate support for the scheme and where a route preference has been provided this has been for Option 1.

4.17.4 The official responses from key stakeholders to this letter are summarised in Table 4-6.

Stakeholder	Comments
Lancashire County Council (LCC)	In general the Council supports the bypass option with a preference for Option 1B considering it to provide the best solution to the problems on this length of the A585. LCC has received representations about this consultation related to environmental impact of the scheme and how it can resolve existing problems on the A585 route. LCC continues to protect the "blue route" but does not believe it is deliverable in the foreseeable future and supports Highways England in committing to make improvements to remaining pinch points on the A585 route.
Fylde Borough Council	The Fylde Local Plan to 2032 supports, in principle, the delivery of the bypass option for scheme and Fylde Council is committed to working with Highways England in development of the scheme to ensure an environmentally sensitive design, mitigation and habitat restoration. The Local Plan also safeguards the "blue route" and the part between Skippool and Garstang Road East coincides with this safeguarding. Fylde Council trusts that the scheme development will consider landscape, visual impacts and biodiversity particularly with respect to the Singleton Hall parkland including opportunities for enhanced mitigation planting as the route affects a number of tree preservation orders and the Grade II listed Singleton Hall Ice House..
Wyre Borough Council	Wyre Council supports the bypass option for the scheme as it would support future economic growth and housing development within the borough that is currently constrained by the capacity of the road network and the bypass option limits impact on local residents, businesses, and the current roads. The Council request that the scheme consider improvements at current A585/A588 Shard Road junction as this is a major pinch point which also constrains growth Over Wyre. If Option 2 was selected, improvements would need to include Skippool roundabout which is also a pinch point constraining growth.
Councillor from Lancashire County Council	Believes one of the major aims of the scheme should be to reduce the levels of traffic in the centre of Poulton which could be achieved by locating the Poulton Junction Roundabout to the west of the Main Dyke and as close to Poulton as possible as this would alleviate traffic congestion and safety issues in Poulton. Development in the Poulton area will continue to increase and will compound the situation (refer to section 5.9 for consideration of this alternative).
Cycling UK	Cycling UK prefer the Option 1A bypass and consider Option 2 to be potentially dangerous to cyclists. However, they have expressed concern for cyclists using the complex junction layouts proposed for the bypass. They would want to see the scheme provide high quality segregated cycle provision along the bypass route including appropriate signage linking to that provision being provided between Fleetwood and Skippool.
Freight Transport Association (FTA)	FTA support the proposed bypass south of the A585 as this would limit disruption during construction.
Health and Safety Executive for NSIPs	HSE is a statutory consultee under Section 42 of the Planning Act 2008 having been prescribed as such by regulations made under that section for 'all cases' but have made no comment on the options.
Canal and River Trust	No comment as are unaffected by the proposals
Joint Nature Conservation Committee	No comment as are unaffected by the proposals

Table 4-6: Summary of consultation responses from key stakeholders

5 ALTERNATIVE SUGGESTIONS

5.1 Overview

5.1.1 Various alternative suggestions were proposed by a number of respondents and these are described below and shown in Figure 5-1 below

A. Alternative southern bypass – route passing further south of Little Singleton to avoid properties close to the current Option 1 route that is close to properties on Lodge Lane

B. Putting the section of Option 1 passing under Lodge Lane in tunnel extending beyond the woodland to the north of Singleton Hall

C. A shorter version of the tunnel (a land bridge) for Option 1 that would extend about 110m to the east of Lodge Lane that would reduce the severance of the access to Singleton Hall and allow existing pasture land east of Lodge Lane to be reinstated

D. Provision of a link road between the Skippool Bridge Junction and Shard Road

E. Grade separation of Poulton Junction with other modifications to various side road connections

F. Alternative form of junctions related to Options 2 at Skippool Junction, Shard Road / Mains Lane Junction and at Little Singleton (Five Lane Ends)

G. Composite layout with bypass from Skippool Bridge Junction to Poulton Junction but with a link from Shard Road to this bypass. Then use existing Garstang Road East through Little Singleton but making changes at Little Singleton Junction providing a roundabout east of the existing junction

H. Relocate Poulton Junction west of Main Dyke to allow bypass to relieve traffic in Little Poulton

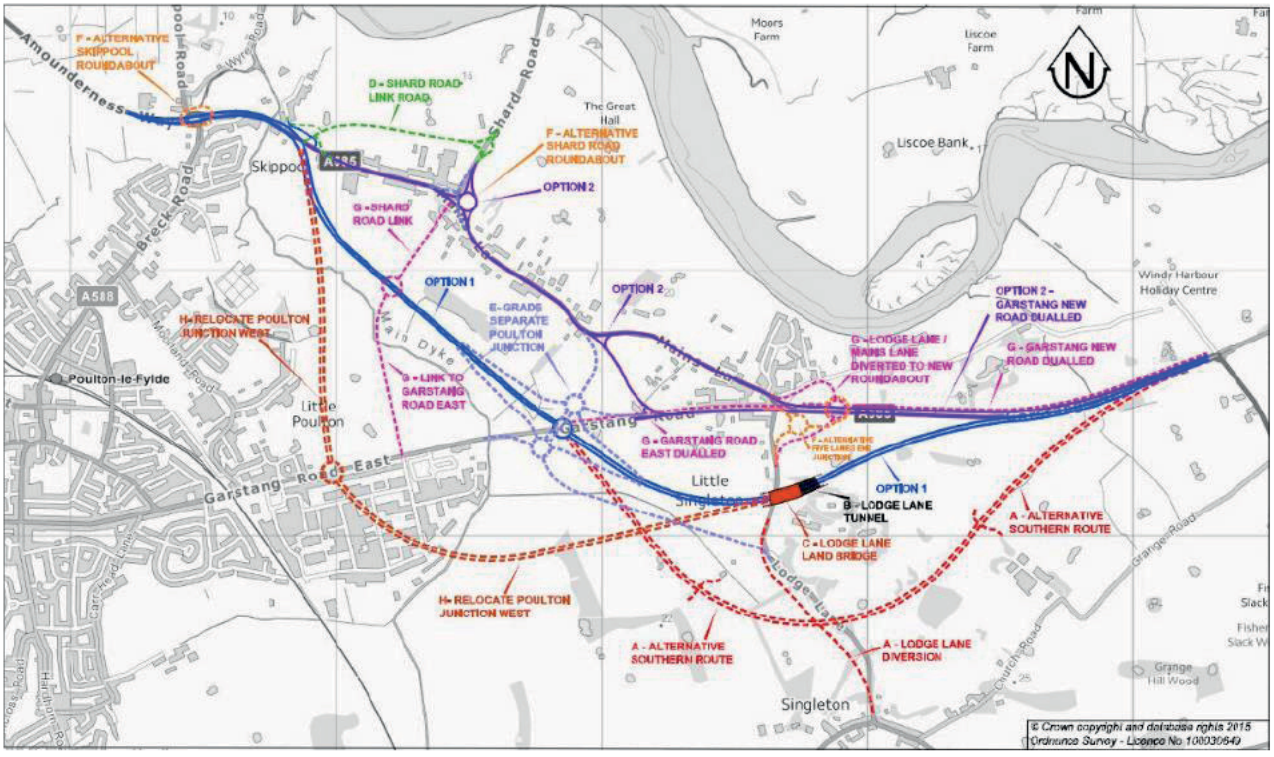


Figure 5-1: Suggested alternative options

5.2 Alternative southern bypass route

5.2.1 The suggestion to reroute the bypass in the Lodge Lane area was first made at a meeting with stakeholders. The point was raised that Option 1 crosses Lodge Lane in the area which is most significantly populated and that if the route was moved further south fewer people would be affected. Two written consultation responses also raised this point about relocating the bypass in the Lodge Lane area. The proposed route is outlined in red on Figure 5-2.

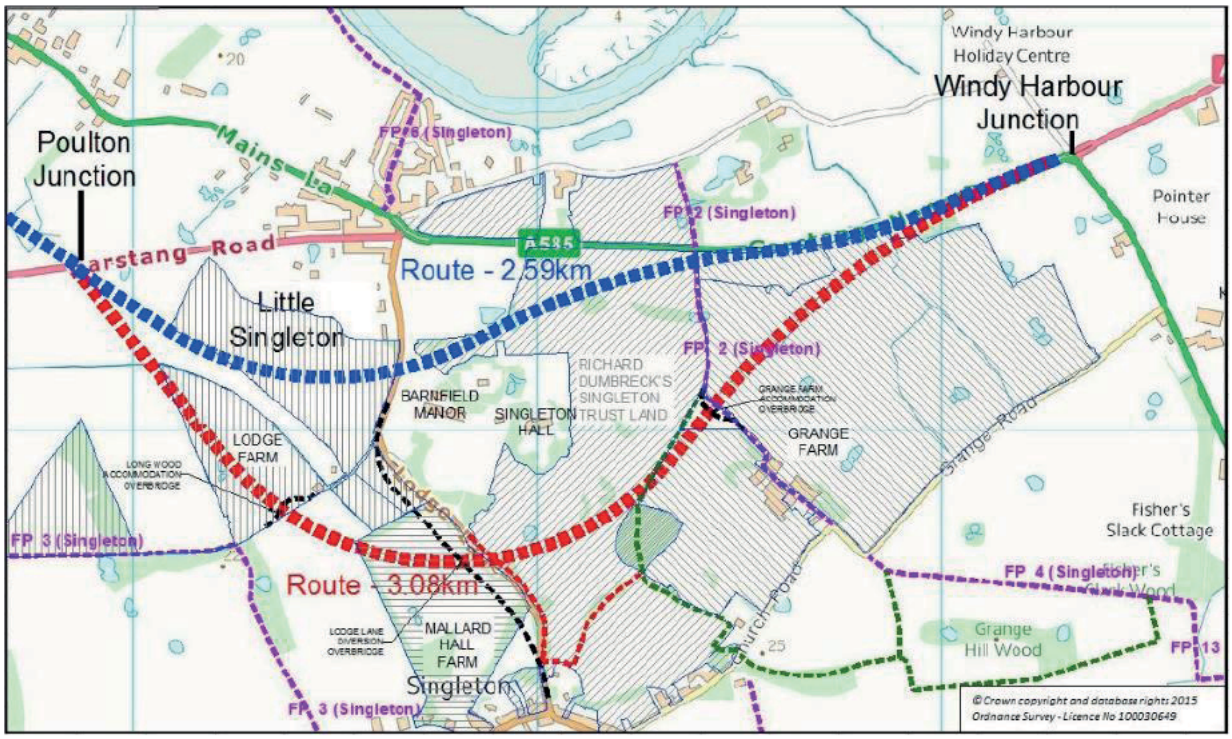


Figure 5-2: Alternative southern bypass route

5.2.2 No specific route was identified by the respondents so a suitable alignment that was feasible to construct and complied with design standards was developed by the scheme team.

5.2.3 A route passing to the south of the properties on Lodge Lane would be approximately 0.5km longer and would therefore be more expensive to construct and would have lower travel benefits. In addition, it would provide greater severance to the Richard Dumbreck's Singleton Trust Land passing across the middle of Singleton Park as well as severing Grange Farm land more than the proposed southern route would and would require two additional bridges to be constructed.

5.2.4 From Poulton Junction the route would be on shallow embankment to the tributary of Main Dyke, at this point the route would then pass into shallow cutting along the ditch valley. The route would intersect the farm access track for Lodge Farm, requiring a new bridge to be constructed over the bypass. The route would then pass on shallow embankment on a left hand curve and would intersect the existing Lodge Lane. The existing Lodge Lane would be diverted to the west of the existing road to avoid the existing woodland. The route would then continue on a shallow embankment routed to minimise the impact on Caudle Wood. The alignment would then reverse to a right hand curve. The route would intersect the Grange Farm track, which also serves as the Singleton Public Footpath No. 2. An accommodation overbridge would be required to maintain access to either side of the mainline. The route would then tie into the existing A585 Garstang New Road to the west of Windy Harbour Junction.

5.2.5 The greatest benefits for the alignment are that the scheme would be running more than 350m from Barnfield Manor and Singleton Hall in the existing valley between Singleton and Little Singleton, significantly reducing the impact on the local residents, and there would be less disruption to Lodge Lane due to the diverted alignment.

5.3 Lodge Lane tunnel

5.3.1 Local residents expressed concern that the proposed bypass (Option 1) running to the south of Little Singleton was very close to neighbouring properties and requested consideration of the provision of a tunnel on the link between Grange Junction and Poulton Junction.

5.3.2 No specific layout for the tunnel was identified by the respondents so a suitable alignment that was feasible to construct and complied with design standards was developed by the scheme team.

5.3.3 A tunnel, classified as any structure longer than 150m, would be feasible but such a structure would significantly increase the cost of the scheme in the order of £25 million. The alignment of the tunnel would be deeper than for the current Option 1 and there a possible safety implications due to morning

and evening glare affecting drivers leaving the tunnel.

5.3.4 The main benefit would be to reduce the visual impact of the scheme on neighbouring properties, severance between Little Singleton and Singleton and would allow the land north of Barnfield Manor and Singleton Hall, to be returned to pasture.

5.4 Lodge Lane land bridge

5.4.1 A possible alternative to the provision of a tunnel is the provision of a land bridge at Lodge Lane, refer to Figure 5-3 below.

5.4.2 This alternative was not directly suggested by respondents but was proposed by the scheme team as an alternative to the Lodge Lane tunnel suggestion. This was then developed based on the aim of allowing the field immediately east of Lodge Lane to be reinstated along with the existing route of the access to Singleton Hall and Singleton Manor.

5.4.3 The advantages of providing the land bridge are Lodge Lane could be constructed on existing alignment and access road to The Manor and Singleton Hall could be reinstated on the existing alignment. The length of the structure would be approximately 110m which falls outside the requirements for road tunnels, and could accommodate the reinstatement of the paddock on top of the tunnel (subject to legal agreements). The structural design of the high section of retaining wall would be simplified through using the land bridge deck as a prop. The perceived severance would be reduced between Singleton and Little Singleton.

5.4.4 The dis-benefits include increased cost of construction compared to the existing Option 1 proposal, temporary land would be required from the paddock during the construction phases, land would still be required temporarily to the west side of Lodge Lane to allow temporary diversion of the road.

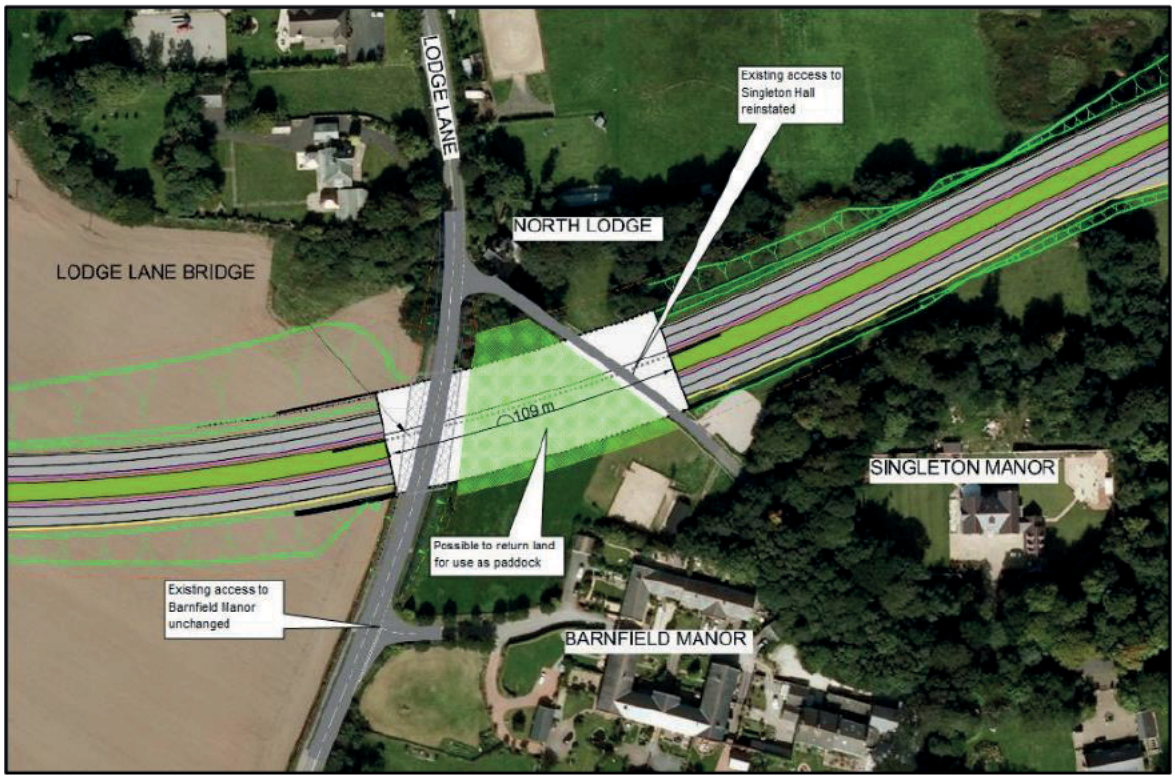


Figure 5-3 - Lodge Lane land bridge alternative

5.5 Skippool Bridge Junction to Shard Road link road

5.5.1 Wyre Council indicated that the junction of Shard Road and Mains Lane was a bottleneck that needed to be improved and the residential layout along Mains Lane east of Skippool would be enhanced if a new connection were to be provided from the Skippool Bridge area to Shard Road. This suggestion was also made by several local residents as they were concerned that, particularly with Option 1B, all flows from Shard Road would be passing along the link between Shard Road and Skippool Bridge Junction,

which is likely to worsen the current situation for the residents along this length. Feedback received during the events identified a number of options that could be provided, a majority of which are unlikely to be achievable due to the level of Compulsory Purchase Order required or on cost grounds.

5.5.2 The link road would form part of Option 1 running between the Skippool Bridge Junction and Shard Road approximately 250m north-east of the existing junction between Shard Road and Mains Lane and immediately adjacent to Shard Bridge Farm.

5.5.3 The single carriageway link road would run approximately 40m north of the gardens of properties on the north side of Mains Lane and would pass through predominantly agricultural land. See Figure 5-4 below for more details. The greatest complexity with the introduction of this link relates to how Skippool Bridge Junction could operate.

5.5.4 The design of the Shard Road link road has been connected to the traffic signal layout of Skippool Bridge Junction for Option 1 although a similar arrangement would be provided should Skippool Bridge Junction be a roundabout.

5.5.5 The link road would climb from Skippool Bridge Junction for about 150m where the Link Road would be on embankment up to 2.5m high. Throughout that area, the Link Road would be on a right hand curve travelling eastwards to a high point. From the high point, the link road would be straight and would descend with a constant gradient towards the Shard Road Junction and would be either on shallow embankment or in shallow cutting.

5.5.6 The Shard Road Junction has been designed as a three-arm roundabout although other forms of junction could be considered.

5.5.7 Connections would be provided with Mains Lane and Old Mains Lane north-east of Skippool Bridge Junction as a staggered Tee junction layout. However, the arrangement of the link road would have to have right turn lanes into Mains Lane and Old Mains Lane to ensure that turning traffic did not block through traffic on the Link Road. Provision would be made for a central island within the tee-junction to allow a two-stage crossing for pedestrians and cyclists. Farm access connections would be provided off Old Mains Lane and the new Shard Road roundabout.

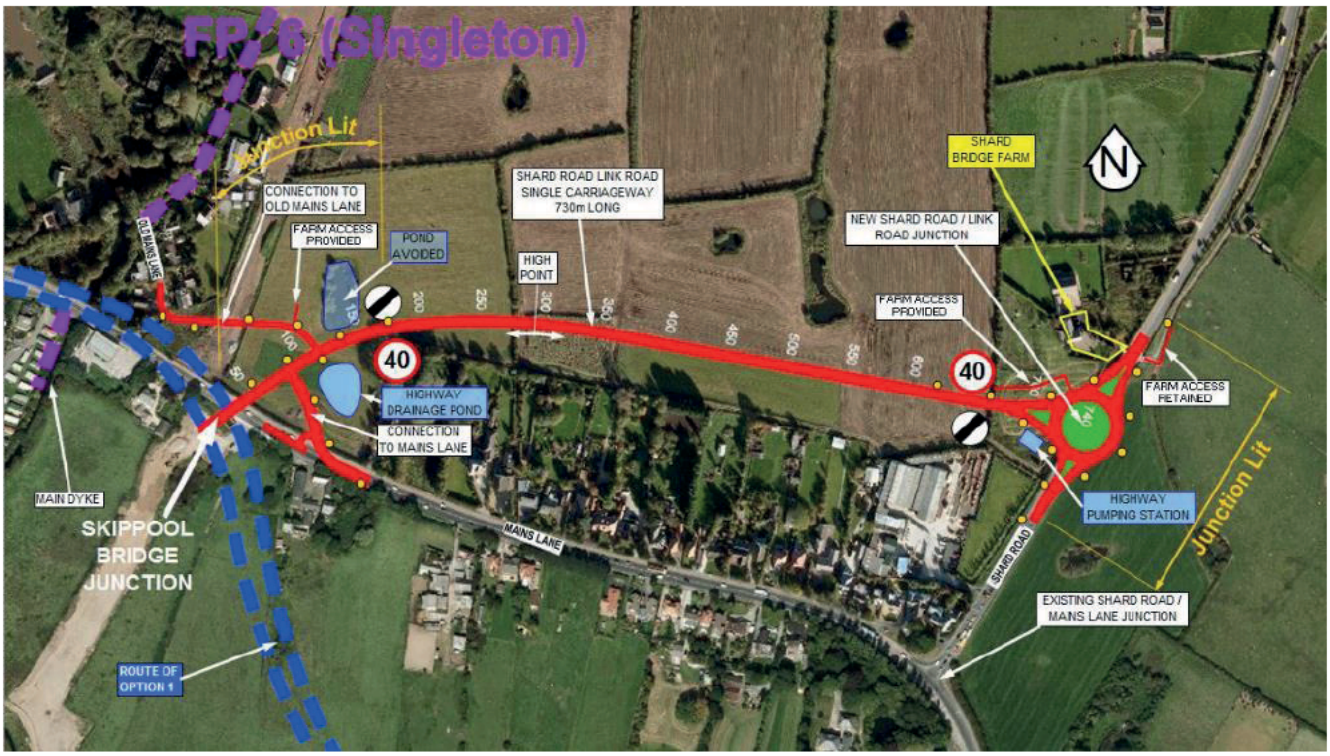


Figure 5-4 – Provision of Shard link road

5.6 Grade separated junction at Poulton Junction and road closures

5.6.1 One suggestion was made to make Poulton Junction a grade separated junction and various road closures which would allow uninterrupted traffic flow along the bypass. The stakeholder provided a

hand-drawn sketch and brief description of his proposals indicating that he perceived this would have the following advantages:

- better journey times along the A585
- traffic from A588 for Blackpool/Poulton removed from existing Skippool Island. Reducing delays for A585 and B5412/Brook Road
- less traffic along Breck and Poulton centre – reducing pollution and congestion
- most construction in open area adjacent to Garstang Road, less disturbance during construction compared with Skippool Creek which is a very difficult and compact site
- safer cycle/pedestrian route along existing routes rather than bypass

5.6.2 The sketch was redrawn as shown on Figure 5-5 and has been considered by the project team. A grade separated junction at Garstang Road East (Poulton Junction) would improve flows on the bypass but this form of junction is more expensive than a roundabout or traffic signal junction. In addition, the layout with a pair of 5 arm dumb-bell roundabouts would have to be large to operate effectively and link over the bypass. As such, these roundabouts on embankments up to 10m high would encroach into the Main Dyke flood plain. Also, the westward link road connecting to Garstang Road East would have to extend beyond the bridge over Main Dyke that would require a replacement bridge over that watercourse. Consequently this suggestion is not considered to be viable.

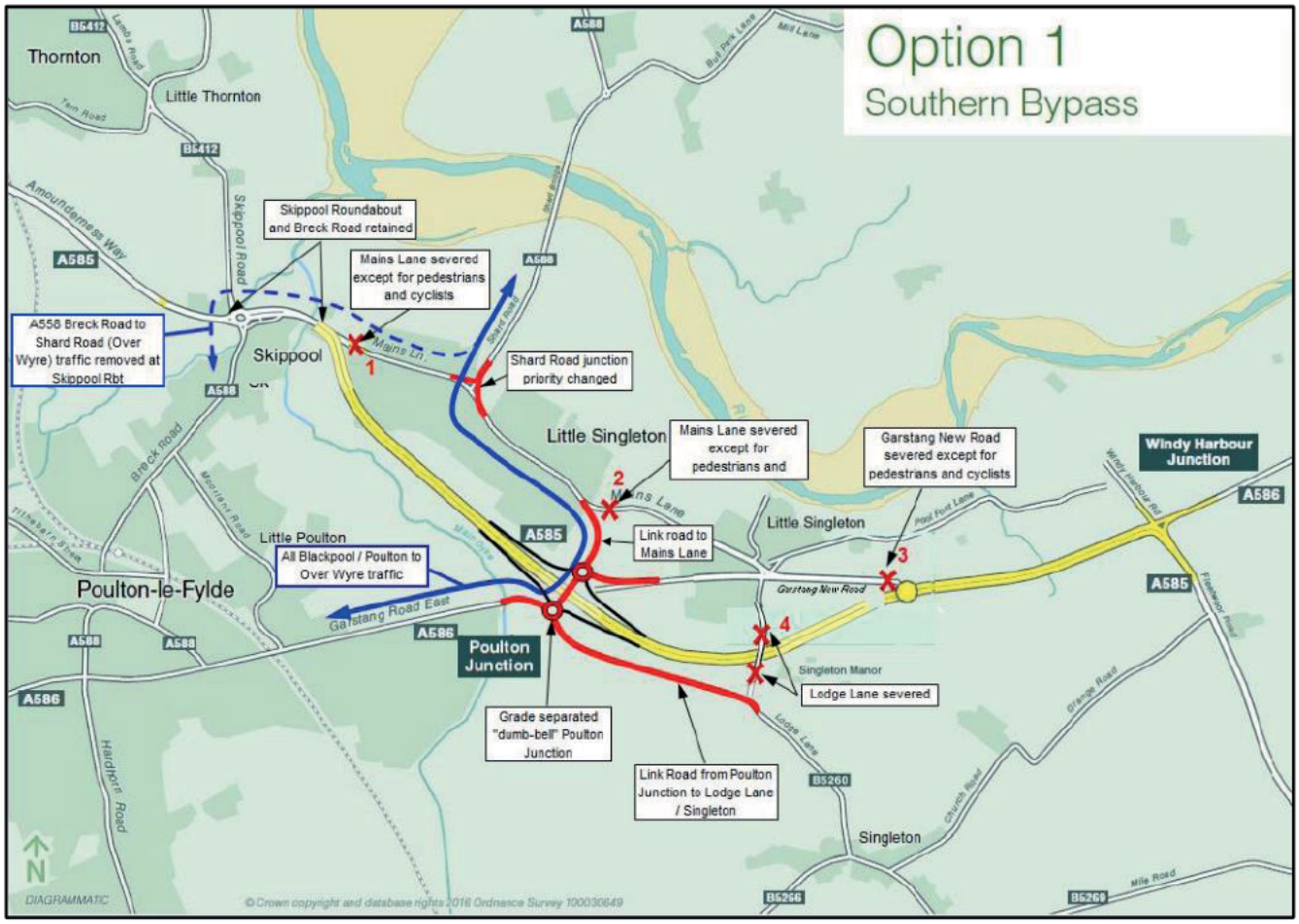


Figure 5-5: Grade separated Poulton Junction alternative

5.6.3 The stakeholder also suggested that Skippool Roundabout and Breck Road/Mains Lane would be kept as existing to the west of Main Dyke but could benefit from closing access to Mains Lane east of where the bypass would start (where we have indicated Skippool Bridge Junction). As a result of that, traffic from Breck Road, Poulton to Over Wyre via Shard Road would have to use Garstang Road East, Poulton Junction, and the new link road to Mains Lane to Shard Road junction.

5.6.4 From surveys of the traffic turning movements at Skippool Roundabout is it anticipated that while

removing turning traffic would provide some relief to congestion at the roundabout it is believed this would not be sufficient to help the roundabout to cope with future traffic flows along and across the A585 route.

5.6.5 The dual carriageway bypass would merge to a single carriageway east of the bridge over Main Dyke to avoid needing to carry out major works at the bridge site. This merge for westbound traffic from two lanes to one could cause safety and operational issues particularly as this would occur on the bend from the bypass route to pass over the Main Dyke bridge.

5.6.6 In addition, it was suggested that there would be road closures to vehicles (but not pedestrians and cyclists) at the following locations as shown by red crosses on Figure 5-5 above:

1. Mains Lane east of Main Dyke – where the bypass would start
2. Mains Lane to the north-west of Little Singleton – where your Poulton Junction to Mains Lane link road would join Mains Lane
3. At Garstang New Road east of Little Singleton (as our Option 1B)
4. Lodge Lane – where it would be crossed by the bypass

5.6.7 These suggestions have been considered. There are concerns that these closures would leave the west end of Mains Lane and Little Singleton very isolated and may cause problems for the emergency services and bus operators. However, as a result of the proposed closures the residents would probably benefit from removal of through traffic and these routes should be safer for pedestrians and cyclists.

5.7 Alternative on-line junction layouts

5.7.1 Alternative junction layouts for Skippool Traffic Island, Mains Lane and Shard Road Junction and Singleton Crossroads and Service Station have been proposed by a stakeholder. They suggest that these changes would remove the main bottlenecks between Windy Harbour and Skippool at a much lower cost than Option 1. It has been suggested that this would maintain the present connectivity between local communities and the petrol service station at Little Singleton would become more accessible.

5.7.2 Figure 5-6 below shows the plan for the stakeholders' proposal for Skippool Traffic Island. The stakeholder suggests that Skippool Bridge Junction, which is part of Highways England's Option 1, would create long tailbacks extending back to Breck Road, Amounderness Way and Skippool Road. They perceive that as a result of Skippool Bridge Junction the queues that previously formed at Singleton Cross Roads and Shard Road would combine into one large tailback at this junction.

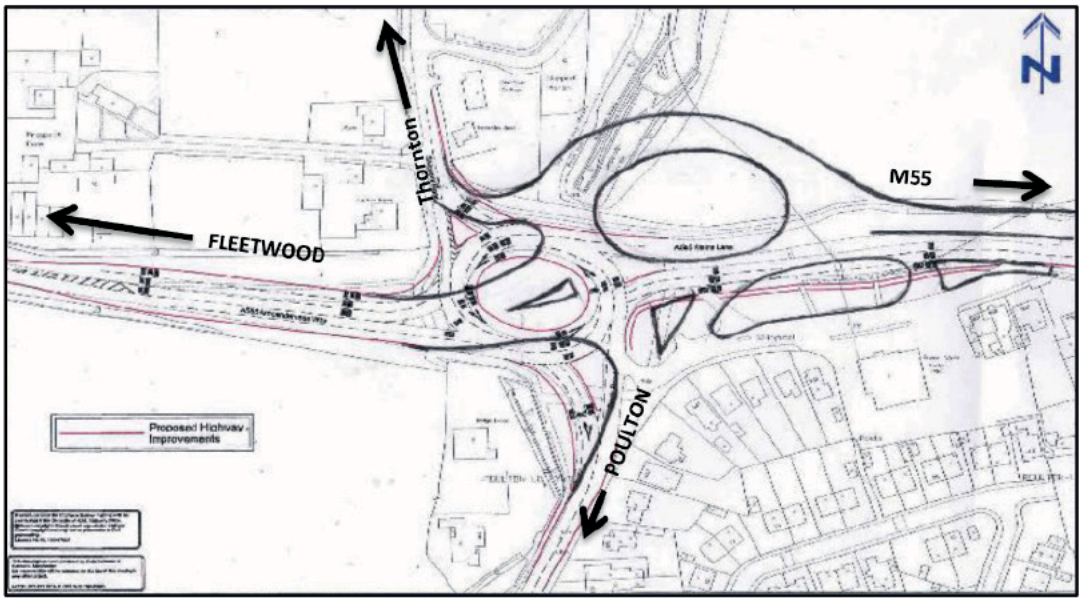


Figure 5-6: Proposed layout for Skippool traffic island

5.7.3 The stakeholder perceives that the present junction at Shard Road is one of the main causes of congestion on Mains Lane. They suggest that their proposed layout, shown in Figure 5-7, which consists of a large roundabout, would improve traffic flow in all directions.

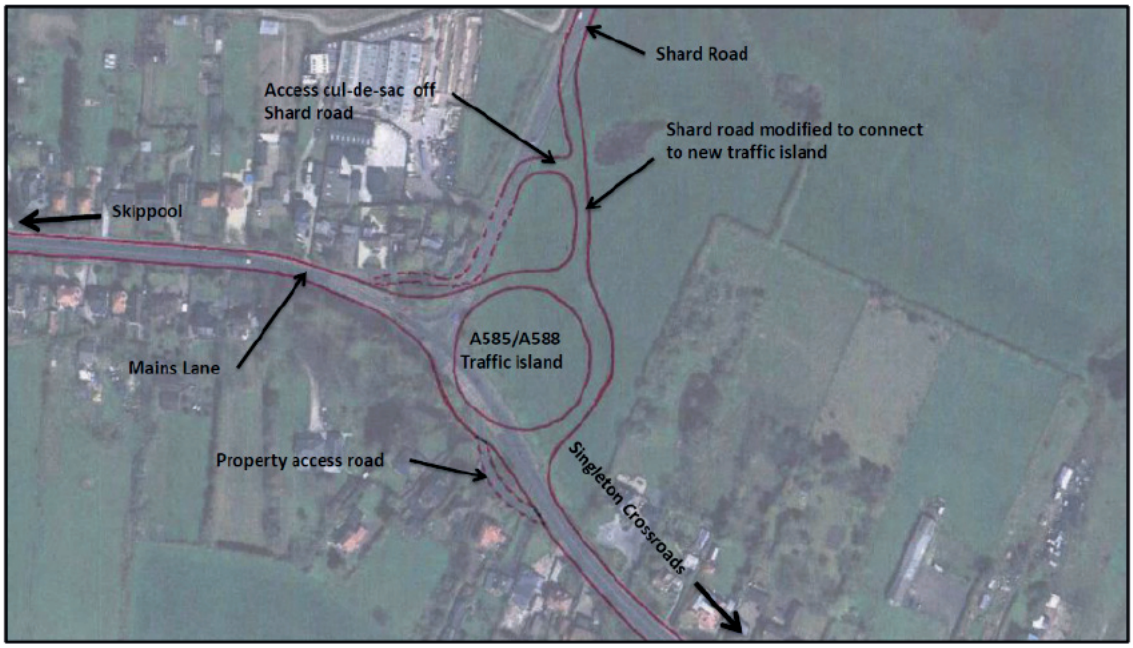


Figure 5-7: Proposed layout for Mains Lane and Shard Road Junction

5.7.4 The suggested roundabout layout for the Shard Road junction with Mains Lane has been considered as part of Option 2 (on-line option). An alternative enlarged traffic signal layout at this location has also been considered. It is likely that either of these layout would reduce congestion at this junction but would still not address the main issue of traffic using the existing Mains Lane that is not suited to large volumes of through traffic.

5.7.5 The layout is Figure 5-8 below is the stakeholders' suggestion for improvements at Singleton Crossroads. They propose that this layout would be less expensive than the proposed bypass and the money saved should be used to improve the highway north-west of Skippool with at present causes significant delays for the large numbers of people commuting from Fleetwood to Cleveleys.

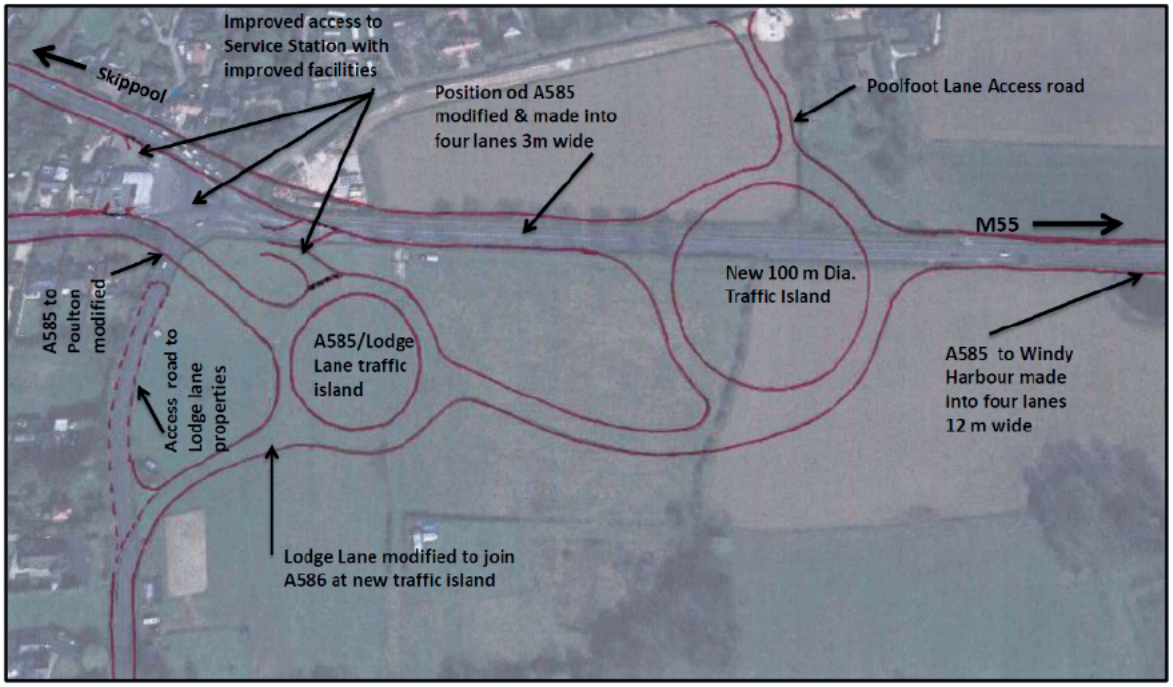


Figure 5-8: Proposed layout for Singleton crossroads and service station

5.7.6 All of these suggestions have been reviewed by the project engineers. The suggested large oval roundabout layout proposed for Skippool junction would not normally be considered acceptable to current design standards, however a larger roundabout would probably have increased capacity over

the existing layout. The form of the junctions for either the Option 1 or Option 2 have not been finalised and, subject to various constraints a larger roundabout could be tested following this suggestion to see whether it would provide the necessary improvements to capacity and safety.

5.7.7 For the proposed Little Singleton Junction, Option 2 proposed an improvement to the Little Singleton traffic signal junction in conjunction with a gyratory system around Little Singleton along with dualling Garstang New Road east towards Windy Harbour Junction. The large roundabout proposed by this stakeholder could be provided as an alternative to the traffic signals and would suit the eastward dualling towards Windy Harbour junction. However, although no traffic modelling and operational assessment has been carried out on this layout it is felt that traffic to/from Poulton and Lodge Lane would probably be disadvantaged compared to the traffic signals and gyratory arrangement proposed for Option 2. In addition, with all the existing traffic remaining on Mains Lane to the north-west, the suggested access and egress to the Shell petrol station would not be acceptable due to safety concerns. However, improved access of Garstang Road East could probably be provided.

5.8 Bypass to Mains Lane but retaining Garstang New Road through Little Singleton.

5.8.1 A further suggestion for an alternative layout was provided by one of the previous correspondents as shown at Figure 5-9: Alternative composite layout. This suggestion was received after the end of the consultation period having been received on 21 December 2016 in the form of the sketch shown below.

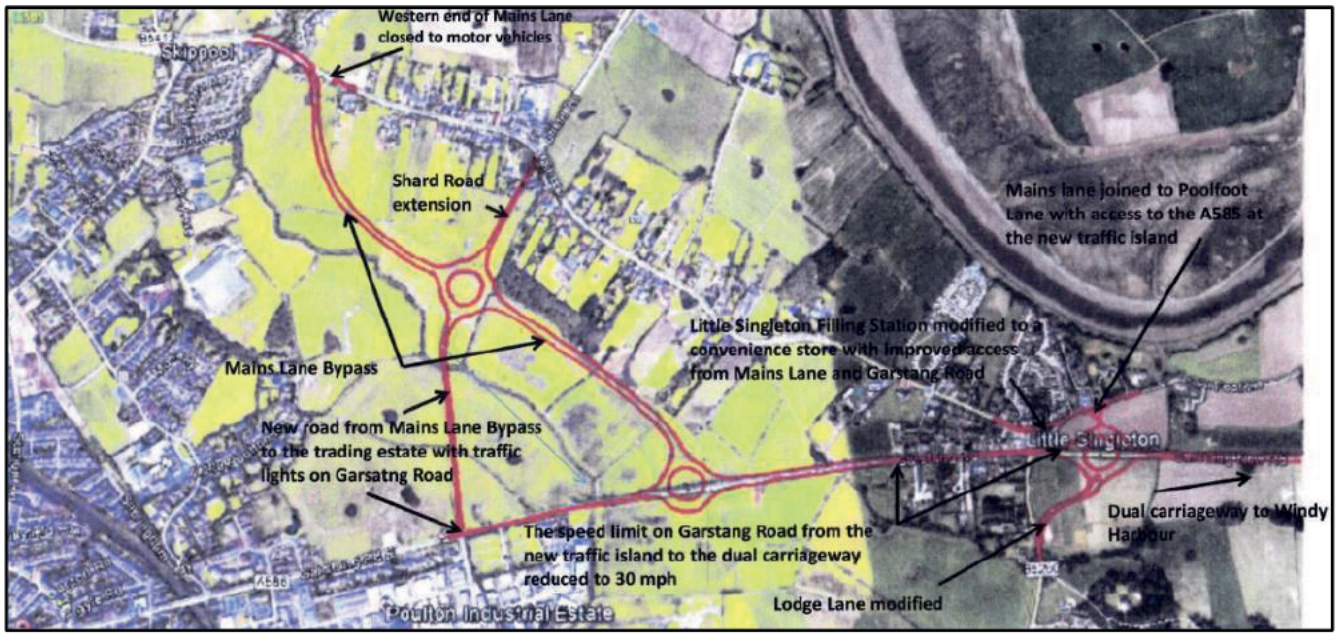


Figure 5-9: Alternative composite layout

5.8.2 The text accompanying this suggestion states:

> *There is a belief amongst Councillors and Officials that unless one of the options prepared by Highways England is accepted, improvements to the A585 will not take place. It follows that the consultation is a time wasting exercise unless all the rational options are given careful consideration.*
>
> *The above plan gets round the disruptive and expensive Lodge Lane underpass in Option 1 and the Shard Road extension provides direct access to the new Mains Lane Bypass and Garstang Road. As a consequence the volume of traffic currently using the centre of Poulton would be significantly reduced. Under this arrangement traffic from Shard Road would not cause the excessive congestion Skippool roundabout that will arise if Option 1 is applied.*
>
> *An alternative route could be made from Shard Road via Mains Lane to the bypass on agricultural land, but it would not have comparable traffic flow benefits. With the western end of Mains Lane closed to motor vehicles, traffic to and from the new roundabout at Little Singleton would be negligible. The plan would make a greater contribution to improving road access to the coast at a lower cost than any of the options under consideration.*

5.8.3 This option was modelled to test how it would perform when compared with the existing road layout, Option 1 and Option 2. In summary, the layout performed better than the existing road layout and the on-line Option 2 proposal but worse than Option 1 even when traffic signals were provided at Skippool Junction. This was due to the requirement to dual Garstang Road East through Little Singleton, the additional roundabout between Skippool and the proposed Poulton Roundabout. In addition, the suggested link from Shard Road Junction to Garstang Road East at Poulton industrial estate would require demolition of several properties and would move traffic much closer to properties in Little Poulton.

5.9 Relocate Poulton Junction to the west of Main Dyke

5.9.1 A county councillor requested in writing that the proposed Poulton Junction (part of Option 1) be relocated to the west of Main Dyke to make that junction as close as possible to Poulton town centre as

that would relieve heavy traffic flows in the east of the town. We have interpreted to route suggested and this is shown in purple on Figure 5-10.

5.9.2 The route as shown avoids Poulton New Cemetery and, as suggested, the junction position is as close as reasonably possible to Poulton town centre. In this respect it could provide some relief by attracting some traffic from A588 Breck Road, Moorland Road and Station Road in east Poulton. .

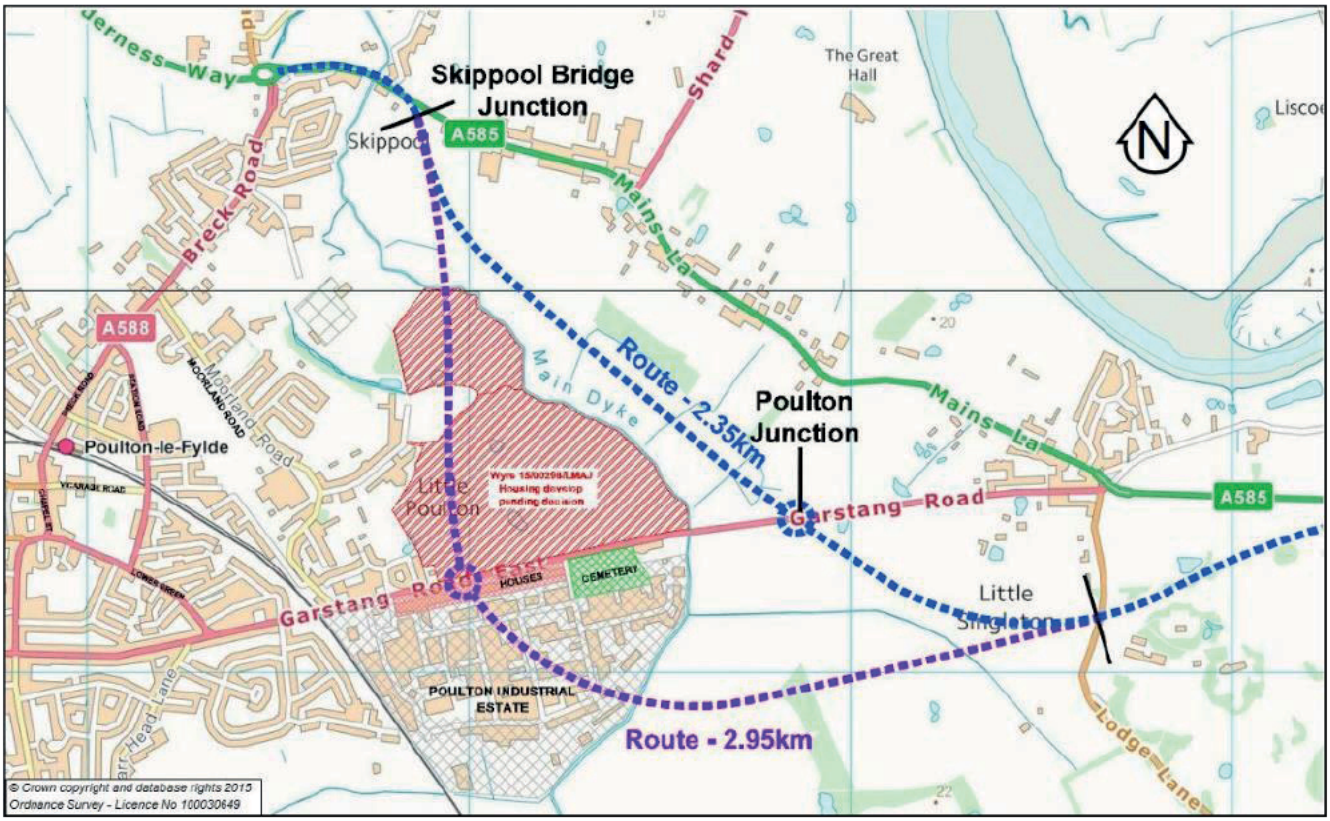


Figure 5-10: Route for Poulton Junction relocated west of Main Dyke

5.9.3 There are a number of issues with the suggested route being:

- It would require two additional crossings of Main Dyke and would intersect more of the Main Dyke flood plain.
- It would pass through land that is currently the subject of a planning application (Wyre 15-00298) for the development of 525 houses. However, this planning application is still pending a decision.
- It would require the demolition of a number of houses on the south side of Garstang Road East.
- It would have a significant effect on the Poulton Industrial Estate requiring the demolition of at least a dozen industrial units and would disrupt the internal road network of the estate potentially resulting in significant adverse effects to the local economy.
- Without providing a further junction south-east of the industrial estate, it would be difficult to allow for the aspirations of Fylde Borough Council to extend the industrial estate southwards.
- The route would be much closer to houses in Little Poulton.
- The route would be approximately 0.6km longer than that of Option 1 measured between Skippool Bridge Junction and Lodge Lane. This would typically add about 20 seconds to the journey time that would adversely affect the economic case for the scheme.

5.10 Keyworker Homes access

5.10.1 An office development (Wyre/14/00902/FUL) for Keyworker Homes off Breck Road immediately west of Main Dyke was given conditional approval is 2015. This included using the existing access off the A585 that leads to the United Utilities pumping station.

5.10.2 In November 2016 Highways England's Operations Directorate approached the Major Projects team proposing that a longer term solution to any direct accesses from the Strategic Road Network would be through providing a service road parallel to the A585 served from the Skippool Junction.

5.10.3 An alternative access road to Keyworker Homes development site and United Utilities pumping station and the field immediately west of the site was considered. The route proposed is shown in Figure 5-11 below.

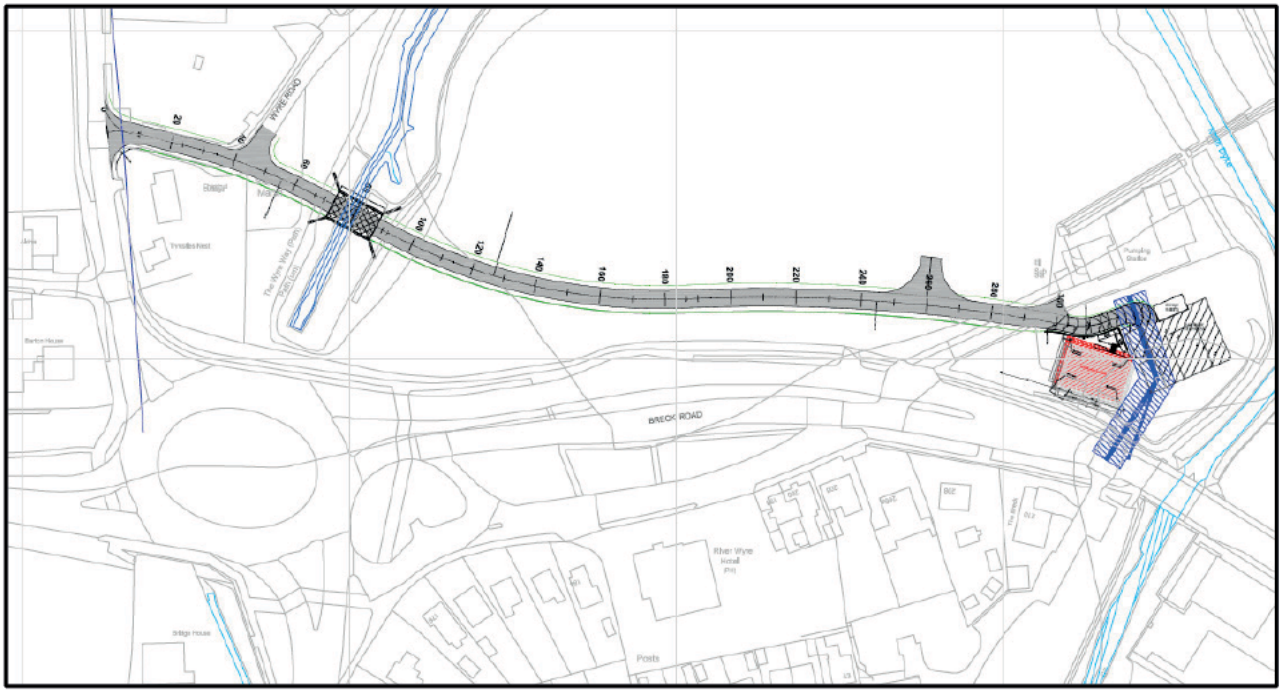


Figure 5-11 Keyworker Homes access

5.10.4 This option, although strictly not suggested by the public, has been assessed as Option I in Section 5.11 below.

5.11 Assessment of alternative options

5.11.1 We have carried out a technical, economic and environmental evaluation of the alternative arrangements proposed by respondents. A summary of the evaluation of each alternative option is shown in

Option	Description	Value for money score	Cost change	Final recommendation
A	Alternative Southern Bypass	2	Increase High	REJECTED Does not sufficiently address the Client Scheme Requirements, particularly when compared with Option 1A/ 1B.
B	Lodge Lane Tunnel	1	Increase Very High	REJECTED Does not sufficiently address the Client Scheme Requirements, especially with respect to "Reduce accidents along scheme routes", "Asset Management/ Collaborative relationships in Highways England" and "Value for Money". Due to the substantial increase in cost both in capital expenditure as well as ongoing operational expenditure.
C	Lodge Lane Land Bridge	2.5	Increase Very High	CONSIDER FURTHER Will not have an impact on the Preferred Route Announcement as it falls within the boundaries of the red line boundary. This option should be considered further during the development stage to ensure best value for money is being obtained.

Option	Description	Value for money score	Cost change	Final recommendation
D	Skippool Bridge Junction to Shard Road Link Road	3	Increase high	CONSIDER FURTHER Enhances the traffic flows by separating strategic traffic (travelling along the SRN) and local traffic wishing to access Little Singleton/ Singleton etc. The team considers that this should be incorporated into the red line boundary for Preferred Route Announcement.
E	Grade separated junction at Poulton Junction + road closures	3	Increase high	REJECTED Does not sufficiently address the Client Scheme Requirements, especially with respect to "Reduce/minimise the impact on the wider environment, particularly AQ and Noise", "No net loss of biodiversity" and "Reduce severance and improve access across the A585 between Singleton and Skippool Junctions".
F	Alternative on-line junction layouts	2	Less than Option 1A	REJECTED Does not sufficiently address the Client Scheme Requirements, especially with respect to "Improve journey time reliability" and "Deliver capacity enhancements to support employment and residential/ commercial development and growth opportunities"
G	Bypass to Mains Lane but retaining Garstang New Road through Little Singleton	2.5	Increase High	REJECTED Does not sufficiently address the Client Scheme Requirements, especially with respect to "Improve journey time reliability", "Reduce/minimise the impact on the wider environment, particularly AQ and Noise" and "No net loss of biodiversity" as a result of the functionally linked land.
H	Relocate Poulton Junction to the west of Main Dyke	1	Increase Very High	REJECTED Does not sufficiently address the Client Scheme Requirements, especially with respect to "Deliver capacity enhancements to support employment and residential/ commercial development and growth opportunities", "Reduce/minimise the impact on the wider environment, particularly AQ and Noise" and "Asset Management/ Collaborative relationships in Highways England"
I	Keyworker Home Access	3	Increase Medium	CONSIDER FURTHER The additional cost cannot necessarily be justified without backing from Project Board due to the additional cost. This is something that will need to be agreed to ensure there is a strategic need for the alternative.

5.11.2 Table 5-1 below. The costs shown are over and above the estimated Option 1 baseline costs, and reflect the most-likely cost.

Option	Description	Value for money score	Cost change	Final recommendation
A	Alternative Southern Bypass	2	Increase High	REJECTED Does not sufficiently address the Client Scheme Requirements, particularly when compared with Option 1A/ 1B.
B	Lodge Lane Tunnel	1	Increase Very High	REJECTED Does not sufficiently address the Client Scheme Requirements, especially with respect to "Reduce accidents along scheme routes", "Asset Management/ Collaborative relationships in Highways England" and "Value for Money". Due to the substantial increase in cost both in capital expenditure as well as ongoing operational expenditure.
C	Lodge Lane Land Bridge	2.5	Increase Very High	CONSIDER FURTHER Will not have an impact on the Preferred Route Announcement as it falls within the boundaries of the red line boundary. This option should be considered further during the development stage to ensure best value for money is being obtained.

Option	Description	Value for money score	Cost change	Final recommendation
D	Skippool Bridge Junction to Shard Road Link Road	3	Increase high	CONSIDER FURTHER Enhances the traffic flows by separating strategic traffic (travelling along the SRN) and local traffic wishing to access Little Singleton/ Singleton etc. The team considers that this should be incorporated into the red line boundary for Preferred Route Announcement.
E	Grade separated junction at Poulton Junction + road closures	3	Increase high	REJECTED Does not sufficiently address the Client Scheme Requirements, especially with respect to "Reduce/minimise the impact on the wider environment, particularly AQ and Noise", "No net loss of biodiversity" and "Reduce severance and improve access across the A585 between Singleton and Skippool Junctions".
F	Alternative on-line junction layouts	2	Less than Option 1A	REJECTED Does not sufficiently address the Client Scheme Requirements, especially with respect to "Improve journey time reliability" and "Deliver capacity enhancements to support employment and residential/ commercial development and growth opportunities"
G	Bypass to Mains Lane but retaining Garstang New Road through Little Singleton	2.5	Increase High	REJECTED Does not sufficiently address the Client Scheme Requirements, especially with respect to "Improve journey time reliability", "Reduce/minimise the impact on the wider environment, particularly AQ and Noise" and "No net loss of biodiversity" as a result of the functionally linked land.
H	Relocate Poulton Junction to the west of Main Dyke	1	Increase Very High	REJECTED Does not sufficiently address the Client Scheme Requirements, especially with respect to "Deliver capacity enhancements to support employment and residential/ commercial development and growth opportunities", "Reduce/minimise the impact on the wider environment, particularly AQ and Noise" and "Asset Management/ Collaborative relationships in Highways England"
I	Keyworker Home Access	3	Increase Medium	CONSIDER FURTHER The additional cost cannot necessarily be justified without backing from Project Board due to the additional cost. This is something that will need to be agreed to ensure there is a strategic need for the alternative.

Table 5-1 Prioritised option scoring summary

6 CONCLUSION

6.1.1 We are pleased that the public consultation exercise for the A585 Windy Harbour to Skippool scheme has reached a wide audience and has generated significant interest of those who live near the proposed scheme and others who use the road network.

6.1.2 More than 570 people submitted the questionnaire and some respondents offered suggestions for alternatives to the options presented for the consultation.

Generally the scheme has received positive feedback during the public consultation process with 93% of responses agreed or strongly agreed that something needed to be done to improve the route. Seventy-eight percent of the responses indicated a preference for the bypass to be provided while 12% preferred improvements to the existing route. Of the responses preferring the bypass option, 49% indicated a preference for Option 1A, while 29% preferred Option 1B but within that question 17% indicated they did not want a bypass and 5% did not respond.

6.1.3 Consideration of the alternative solutions suggested by the public to the route based on the feedback received to understand whether the alternatives are likely to be viable. Of these alternatives, 3 are being developed further before the Preferred Route Announcement will be made. These alternatives, described in Section 5 above are:

- C – Lodge Lane land bridge
- D – Skippool Bridge Junction to Shard Road Link Road
- I – Keyworker Homes access

6.2 Next steps

6.2.1 Further work is required to finalise the traffic modelling for the preferred scheme options and alternative solutions. This in turn will lead to an operational assessment of the options and their junction layouts to demonstrate which Option will provide the greatest benefits when assessed with the environmental and social considerations and (where appropriate) will help determine which form of junction should be provided.

6.2.2 It is expected that the preferred route announcement will be made later this year and a further public consultation will be held as part of the scheme's Development Consent Order application. This further consultation is likely to be in spring 2018.

Appendix A – Consultation brochure

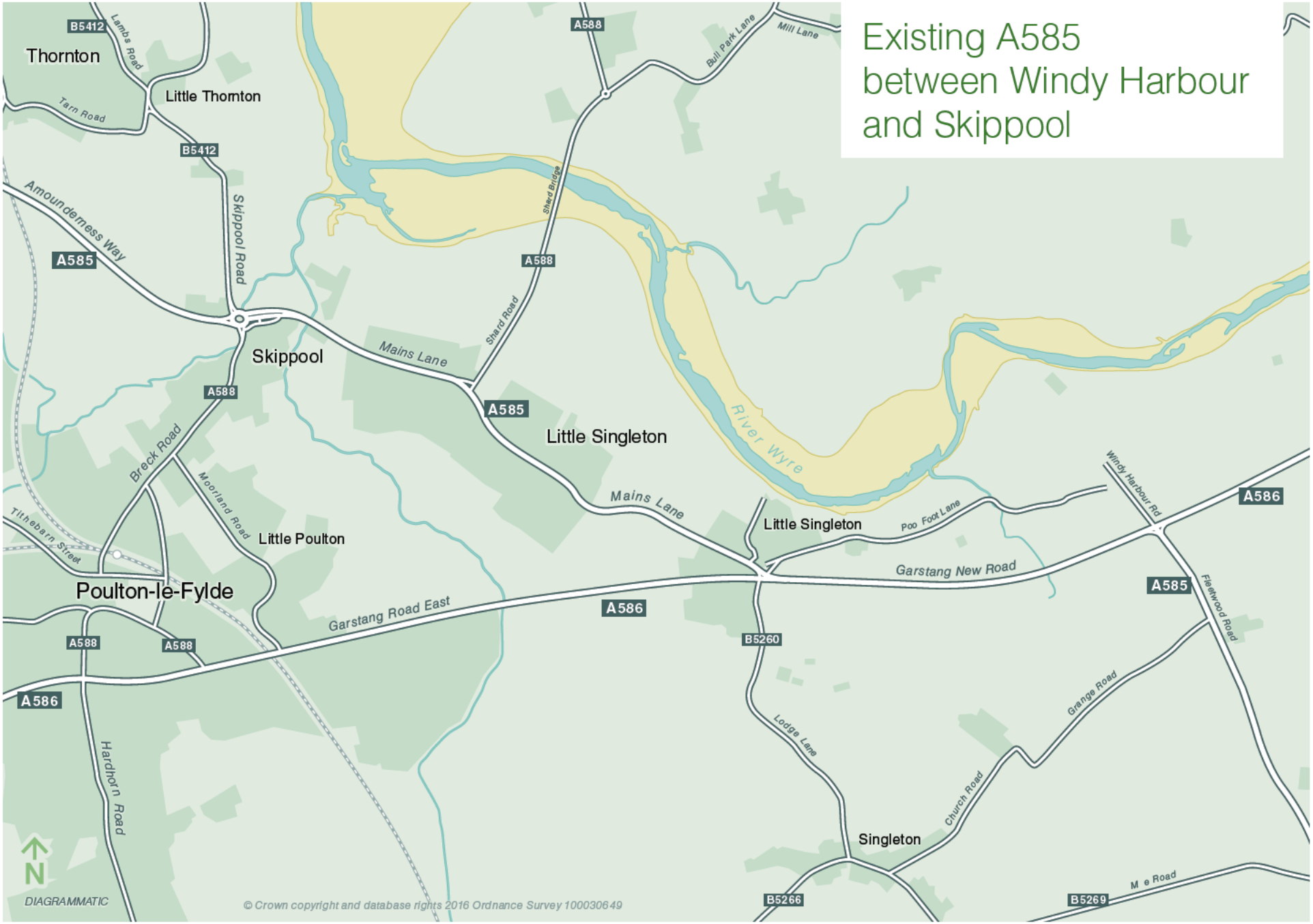
highways england

A585
Windy Harbour to Skippool improvements

Public consultation



September 2016


Existing A585
between Windy Harbour
and Skippool
Thornton
Little Thornton
Tarn Road
Lambs Road
B5412
Amounderness Way
A585
Skippool Road
Skippool
Mains Lane
A588
Shard Road
Shard Bridge
River Wyre
Bull Park Lane
Mill Lane
Little Singleton
Mains Lane
Breck Road
Moorland Road
Little Poulton
Tithebarn Street
Poulton-le-Fylde
Garstang Road East
A586
Little Singleton
Poo Foot Lane
Windy Harbour Rd
Garstang New Road
Fleetwood Road
B5260
Lodge Lane
Grange Road
Church Road
Singleton
Hardhorn Road
B5266
B5269
DIAGRAMMATIC
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A585 Windy Harbour to Skippool improvements

About us

Highways England (formerly known as the Highways Agency) is the government company charged with operating, maintaining and improving England's motorways and major A roads.

Summary

We are looking at ways to improve the A585 between Windy Harbour and Skippool junctions. The government announced proposals to improve the A585 in their Road Investment Strategy, published in December 2014.

The A585 is the main road in and out of Fleetwood and surrounding areas and it is heavily congested. We want to improve journey times and make the road safer and more accessible for local users, walkers and cyclists.

We want to hear your views

We're carrying out a public consultation to obtain feedback on the two improvement options for the A585 and to explain how you can have your say about how we develop them.

This consultation runs from Monday 5 September to Monday 17 October 2016. All responses to the consultation will be considered and will inform, where appropriate, how the proposals are refined.

This is not the only opportunity you will have to give your view. We will consult with you again after the designs have been developed further.

For full details of the scheme and for further information, please visit our website at www.highways.gov.uk/a585windyharbour-skippool

Progress to date

In our first newsletter, which was circulated to those living near to the improvements and published on our website, we let you know that we planned to carry out surveys to collect information on the environment and regional and local traffic. The initial stages of this work have been completed and we've used it to develop the options that we'd now like to share with you.

The options

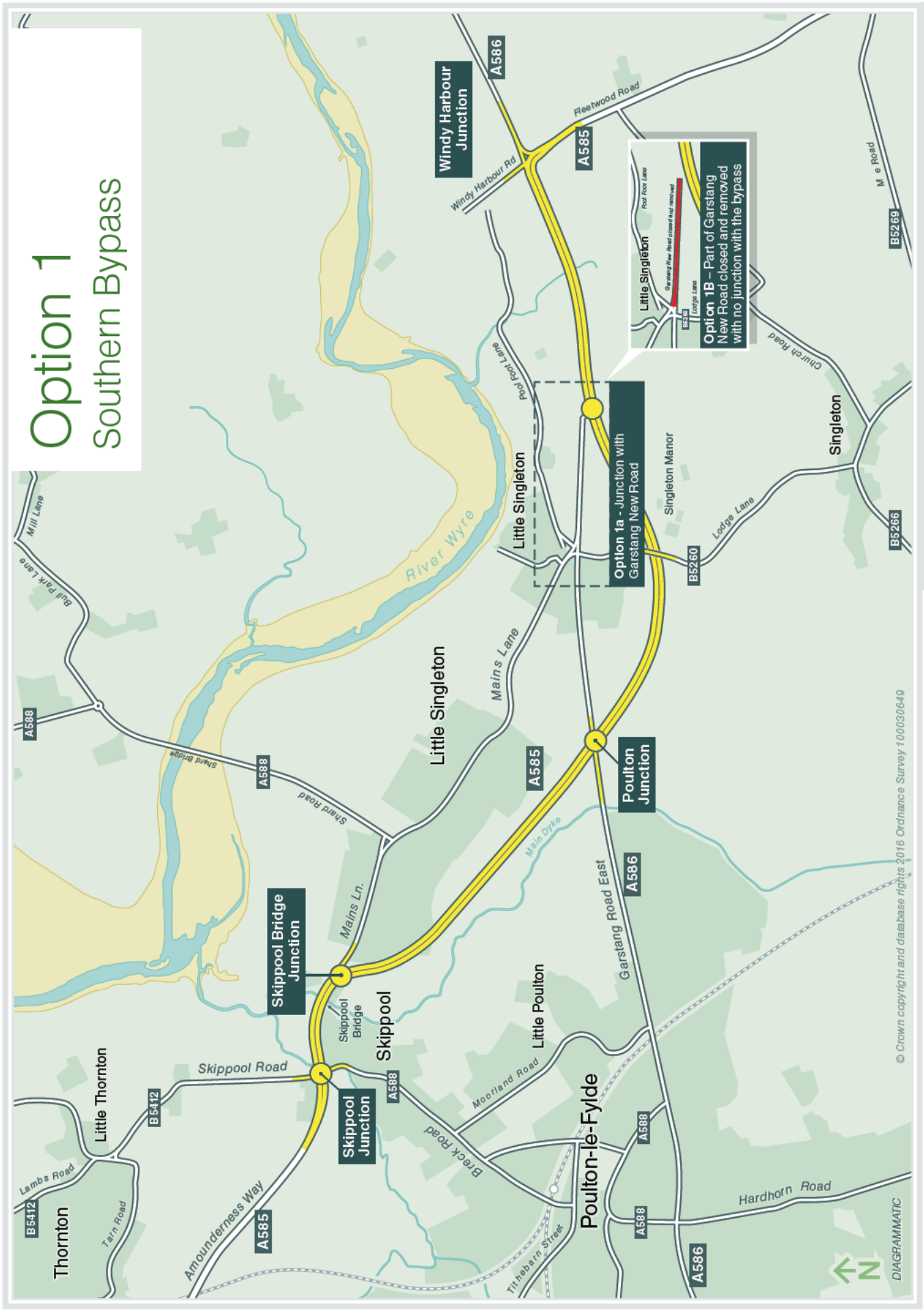
We are consulting on 2 options:

Option 1: a bypass to the south of the A585. There are a couple of variations within this option.

Option 2: improvements to the existing A585 (no bypass).

Our preferred solution is Option 1, a bypass to the south of the A585 because we consider it offers the best combination of benefits, but we want to hear your views.

In developing these options, we also considered a bypass to the north of the A585 but we rejected it as it offers no extra benefits over the southern option, but is considerably more expensive and is likely to have greater environmental impacts.


Option 1
Southern Bypass
Windy Harbour Junction
A586
Fleetwood Road
A585
Windy Harbour Rd
Option 1B – Part of Garstang New Road closed and removed with no junction with the bypass
Little Singleton
Pool Foot Lane
Garstang New Road closed and removed
Lodge Lane
B5269
M e Road
Church Road
Singleton
B5266
Pool Foot Lane
Option 1a - Junction with Garstang New Road
Singleton Manor
Lodge Lane
B5260
Little Singleton
River Wyre
Mill Lane
Bull Park Lane
A588
Shard Bridge
Shard Road
Mains Lane
A585
Poulton Junction
Main Dyke
Garstang Road East
A586
Skippool Bridge Junction
Mains Ln.
Skippool Bridge
Skippool
Skippool Road
Skippool Junction
A588
Little Poulton
Moorland Road
Black Road
Little Thornton
B5412
Lambs Road
Tarn Road
Thornton
Amounderness Way
A585
Poulton-le-Fylde
A588
Hardhorn Road
A586
Tithebarn Street
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N

Option 1: Southern Bypass

This option provides a dual carriageway from Windy Harbour Junction running westwards and passing to the south of Little Singleton.
It passes under Lodge Lane with no junction before swinging northwards to a new junction with Garstang Road East that we have called Poulton Junction. North of this junction the bypass runs to the west of the existing A585 along the Main Dyke valley to join a new junction connecting with the existing road immediately south of the bridge over Main Dyke (Skippool Bridge). The dual carriageway then continues westwards over a new bridge spanning Main Dyke to connect with Skippool Junction.

We have considered two variants of the Southern Bypass:

1A with a junction at Garstang New Road

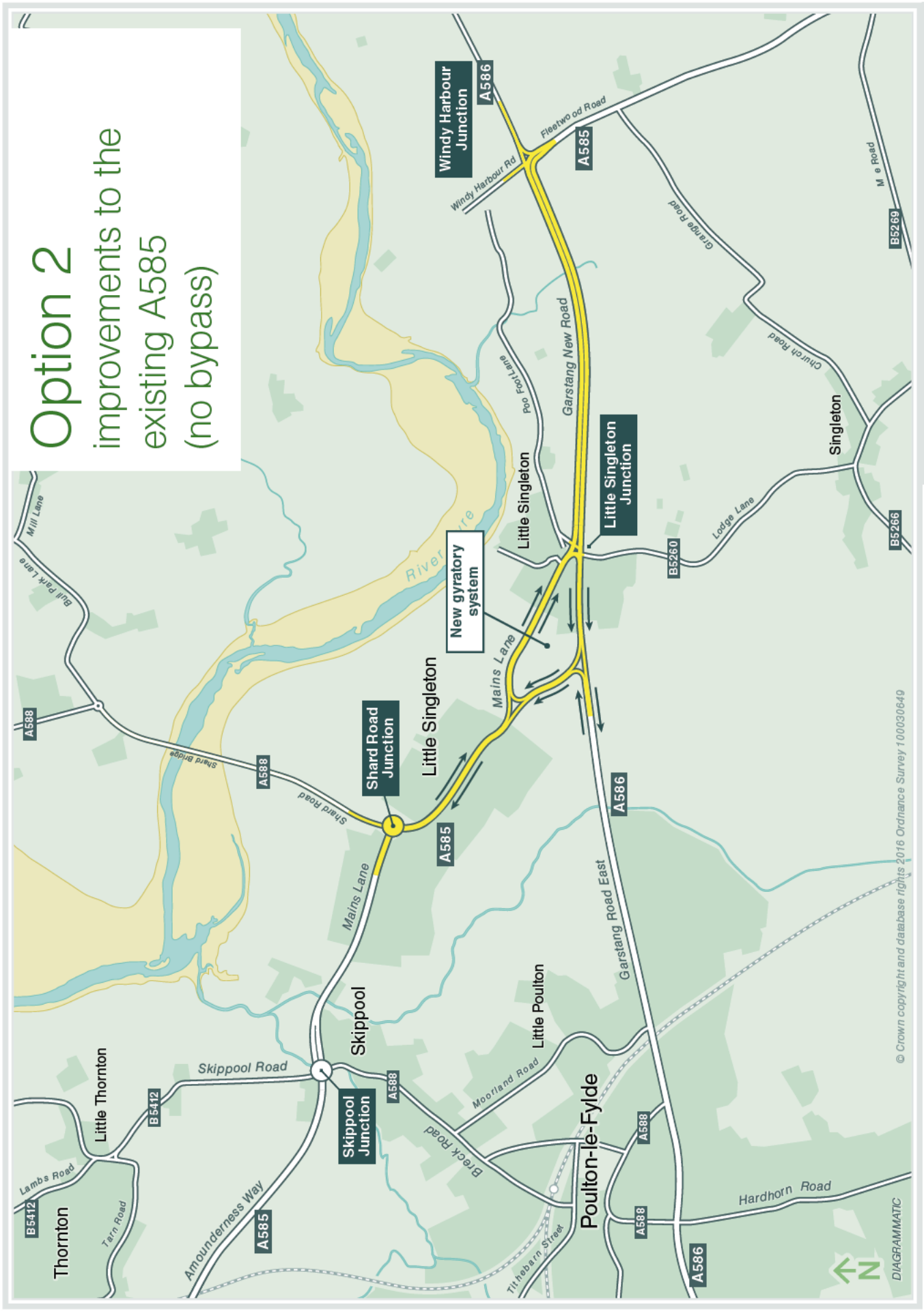
1B without a junction, which would enable a section of Garstang New Road to be closed and removed at the approach to Windy Harbour junction.

Option 1A with a junction would allow an eastern connection with Little Singleton, however it is less likely to remove through traffic along the existing route. Option 1B with no junction is likely to offer improved journey times along the bypass and remove more through traffic along the existing route, but may require a footbridge at the public footpath east of Little Singleton to allow a safe crossing point across the bypass. The two alternatives are shown in more detail on the map on page 2.

Previously considered but rejected - Northern Bypass

The Northern Bypass was rejected due to cost, environmental impact and because it offered no additional benefits to the Southern Option.




Option 2
improvements to the existing A585 (no bypass)
Windy Harbour Junction
A586
Windy Harbour Rd
Fleetwood Road
A585
Garstang New Road
Poo Fold Lane
Little Singleton
Little Singleton Junction
New gyratory system
Mains Lane
Shard Road Junction
Shard Road
Shard Bridge
A588
River Wyre
Mill Lane
Bull Park Lane
B5260
Lodge Lane
Singleton
Church Road
Grange Road
B5269
B5266
Garstang Road East
Skippool
Skippool Road
Skippool Junction
Little Poulton
Moorland Road
Breck Road
Poulton-le-Fylde
Hardhorn Road
Tithebarn Street
Little Thornton
Lambs Road
Tern Road
Thornton
B5412
Amounderness Way
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DIAGRAMMATIC
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Option 2: improvements to the existing A585 (no bypass)

This option improves the existing road instead of building a bypass which requires a one way gyratory to be created within Little Singleton. The improvements include:

- making Garstang New Road from Windy Harbour to Little Singleton a dual carriageway
- creating a one-way two lane gyratory system within Little Singleton
- a new two lane northbound link within Little Singleton that will form part of the gyratory system and connect with Mains Lane
- replacing the existing traffic signals at Shard Road with a new junction located to the north-east of the existing junction

The improvements to the existing A585 are presented as a non-preferred option as:

- they offer lower journey time improvements than the bypass
- they don't support growth and development as much as the bypass
- they don't reduce the impact of traffic on local communities as much as the bypass

The options compared:

The bypass will be less disruptive to traffic during construction and it would enable the existing Mains Lane (from Skippool Bridge Junction to Little Singleton) and Garstang New Road (to its junction with the bypass) to be 'de-trunked' (handing over responsibility of the road to the local council) although it is a more expensive option. This is likely to reduce traffic levels and may enable us to make improvements to assist pedestrians and cyclists. The information below will be refined as we develop our plans and carry out more assessments.

	Option 1	Option 2
	Southern Bypass	Improve existing A585
Improvement to journey times	✓✓✓	✓✓
Environmental impacts	See next section	See next section
Improvements for cyclists and pedestrians	✓✓	✓
Area of land take required	Significant	Moderate
Cost to construct	£££	£
Time to construct	Over 2 years	Over 18 months
Disruption during construction to residents and businesses	Slight	Substantial
Disruption during construction to traffic	Limited	Substantial

Our preference is for Option 1 because we consider it offers the best combination of benefits. However, we'd like to know what you think.

Environmental Impact

Both schemes would have positive and negative environmental impacts locally.

In developing options and designs, we pay particular attention to the environmental impact of both the construction work and finished scheme. We consider:

- Noise and vibration
- Air quality
- Landscape and visual effects
- Cultural heritage
- Nature conservation
- Drainage and water environment
- People and communities
- Geology and soils

Initial studies indicate that Option 1 could offer improved air quality and improvements in access for walkers, cyclists and equestrians associated with “de-trunking” the bypassed section of the A585.

If Option 1 is selected, there would be reduced traffic noise along Mains Lane between the village of Little Singleton and Skippool. The new bypass may lead to increased noise at the rear of properties on the south side of Mains Lane and around Lodge Lane, south of Little Singleton. If Option 2 is selected a combination of noise increases and decreases would also occur in Little Singleton and Skippool, with increases notably relating to the new link road proposed as part of the one-way gyratory.

Part of Option 1 would be located nearer to Main Dyke. We take great care to protect the water environment and to ensure that whatever option is developed, it would not cause pollution or flooding.

We are very mindful of the potential impact on protected species including bird populations. Further survey work is currently underway to establish a detailed baseline for these. If we identify any threat to wildlife we will work with Natural England to mitigate the risk.

We have noted the presence of conservation areas at Singleton and Poulton-le-Fylde as well as Grade II listed buildings and a number of other known heritage assets in the area including the line of a Roman road west of Skippool. These are relevant to both options and any potential impact on cultural heritage will influence how we design the scheme. Where appropriate, we will use mitigation measures to minimise any impacts.

Option 1 would introduce a new bypass to the south of the existing A585 route. Option 2 would involve a number of changes to the existing A585 route including a new gyratory system and changes to junction layouts. We will look into potential landscaping and screening options.

Our environmental experts will be at the public information exhibitions and they will be available to answer your questions about the environmental aspects of the scheme.

Have your say

Meet staff from Highways England to learn about the options and have your say by attending one of our public information exhibitions:

- Friday 16 September
  2pm to 8pm
  Singleton Village Hall, Station Road, Singleton, FY6 8LL
- Saturday 17 September
  10am to 4pm
  Singleton Village Hall, Station Road, Singleton, FY6 8LL
- Wednesday 21 September
  4pm to 8pm
  Wyre Civic Centre, Breck Rd, Poulton-le-Fylde, FY6 7PU

A copy of this brochure, including a scheme fly-through, can be found on our website at www.highways.gov.uk/a585windyharbour-skippool where you can also register for updates.

The best way to ensure that your views are registered and considered is by completing our questionnaire. You can do this on our website or by completing and returning the attached questionnaire.

You can also comment by emailing us at A585WindyHarbourToSkippool@highwaysengland.co.uk or by writing to us at: A585 Windy Harbour to Skippool Project Team, Highways England, Piccadilly Gate, Store Street, Manchester, M1 2WD.

If you have any questions about this consultation please call the project team on 0300 470 2700.

Public viewing places

You can also find this brochure at the following places from 5 September 2016:

Poulton Library, Blackpool Old Road, Poulton-le-Fylde, Lancashire, FY6 7DH

Singleton Village Hall, Station Rd, Singleton, FY6 8LL

St. Annes Library, 254 Clifton Drive South, St Annes on Sea, FY8 1NR

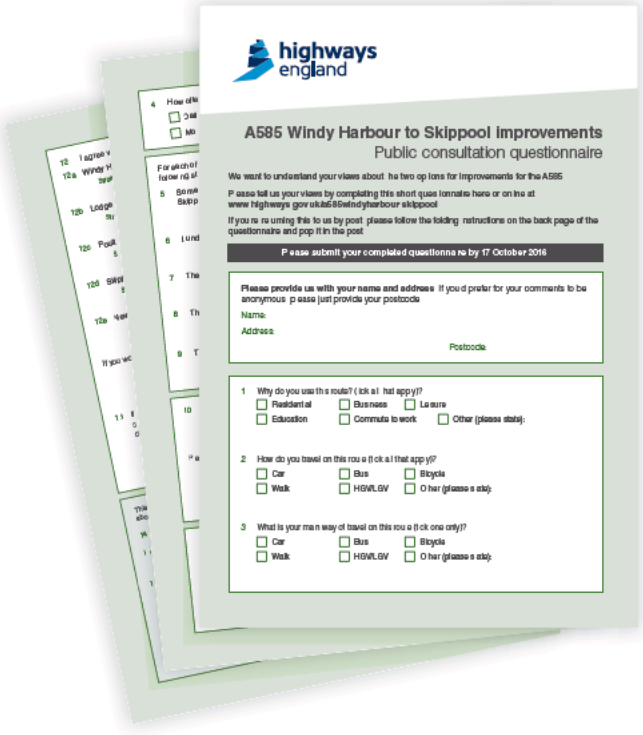
Wyre Civic Centre, Breck Rd, Poulton-le-Fylde, FY6 7PU

Blackpool Central Library, Queen St, Blackpool, FY1 1PX

Thornton Library, Victoria Road East, Thornton Cleveleys, FY5 3SZ

Fleetwood Library, North Albert St, Fleetwood, FY7 6AJ

The Koi Pool, Mains Lane, FY6 7LJ


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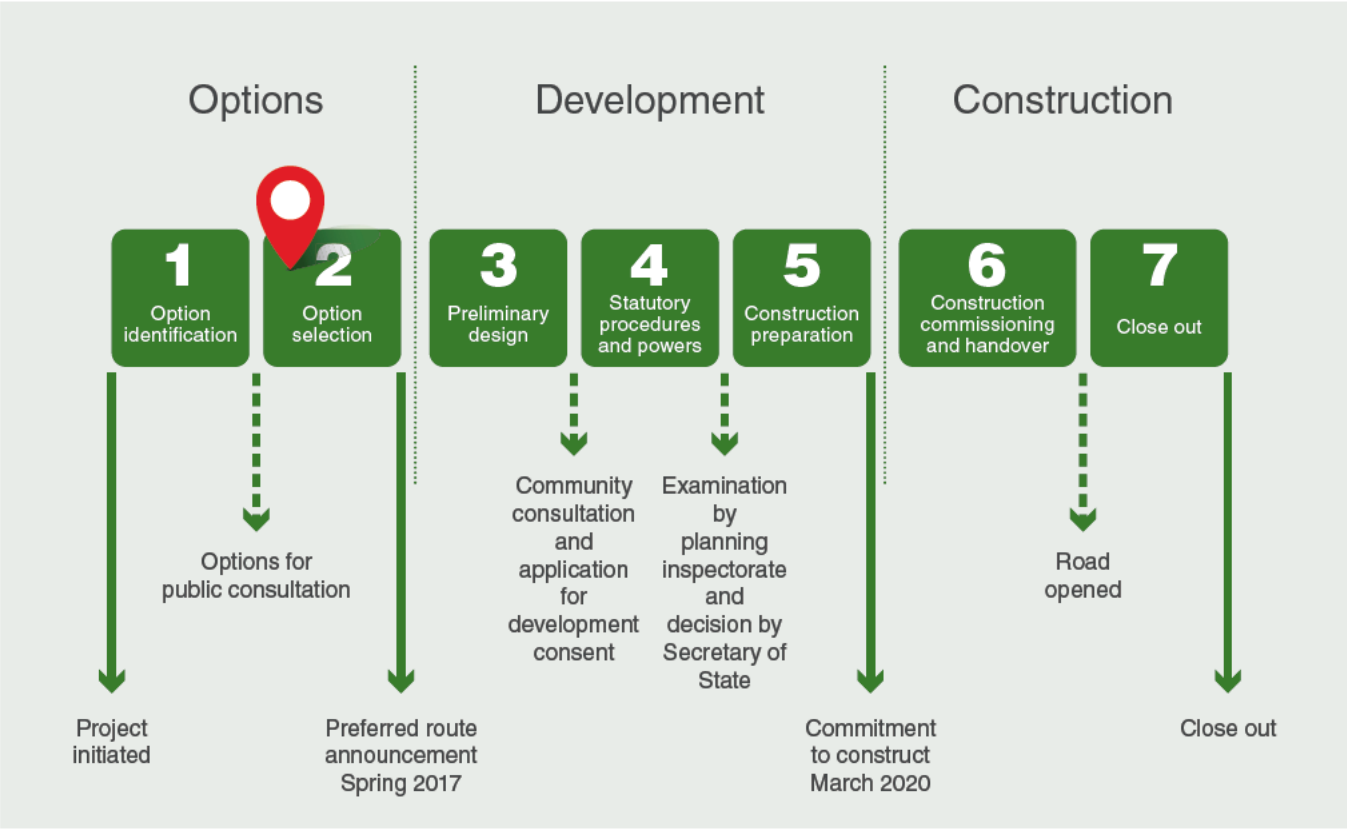
A585 Windy Harbour to Skippool improvements
Public consultation questionnaire

Next steps

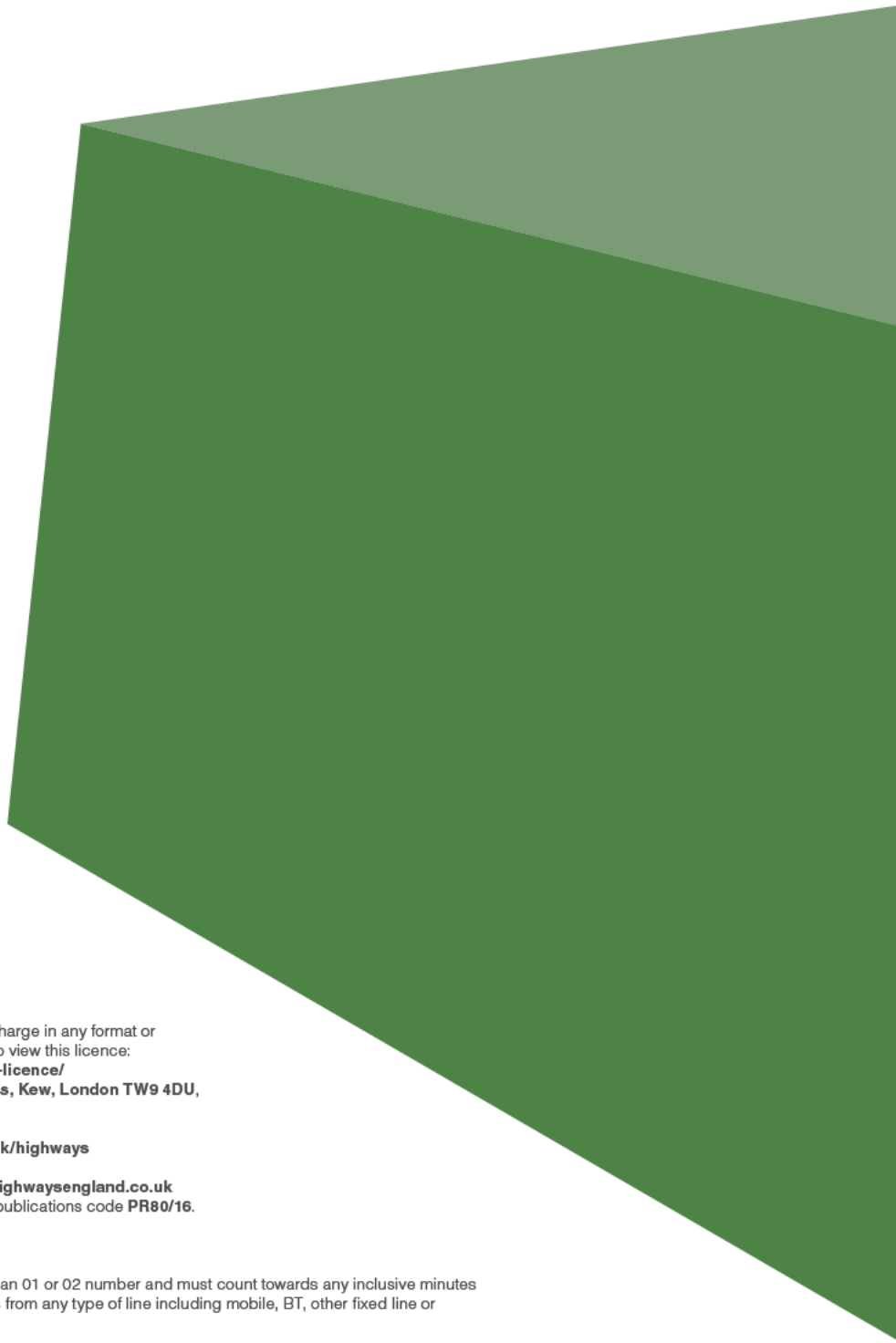
The timeline below shows what will happen at each stage of the scheme. We are currently at Stage 2 - option selection. We will review the responses from this public consultation and report our findings to the Secretary of State. There will then be an announcement on the preferred route for the scheme.

Following this announcement we will carry out further surveys and investigations to inform the detailed design. We will consult again on the detailed proposals when you will have another opportunity to give us your views on the selected option and how we carry out the work.

We expect work to start by the end of March 2020.



If you need help accessing this or any other Highways England information, please call **0300 123 5000** and we will help you.



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This document is also available on our website at **www.gov.uk/highways**

If you have any enquiries about this publication email **info@highwaysengland.co.uk** or call **0300 123 5000***. Please quote the Highways England publications code **PR80/16**.

Highways England creative job number N160244

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Highways England Company Limited registered in England and Wales number 09346363

Appendix B – Consultation exhibition boards

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Welcome

A585 Windy Harbour to Skippool improvements



Public consultation
September 2016

A585 Windy Harbour to Skippool improvements

About us

Highways England (formerly known as the Highways Agency) is the government company charged with operating, maintaining and improving England's motorways and major A roads.

The scheme

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This is not the only opportunity you will have to give your view. We will consult with you again after the designs have been developed further.

For full details of the scheme and for further information, please visit our website at www.highways.gov.uk/a585windyharbour-skippool

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In our first newsletter, which was circulated to those living near to the improvements and published on our website, we let you know that we planned to carry out surveys to collect information on the environment and regional and local traffic. The initial stages of this work have been completed and we've used it to develop the options that we'd now like to share with you.

The options

We are consulting on 2 options:

Option 1: a bypass to the south of the A585. There are a couple of variations within this option.

Option 2: improvements to the existing A585 (no bypass).

Our preferred solution is Option 1, a bypass to the south of the A585 because we consider it offers the best combination of benefits, but we want to hear your views.

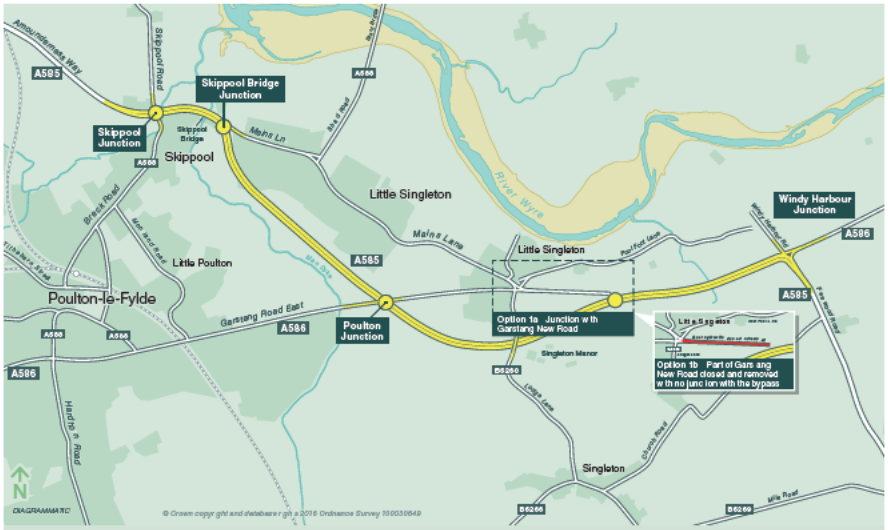
In developing these options, we also considered a bypass to the north of the A585 but we rejected it as it offers no extra benefits over the southern option, but is considerably more expensive and is likely to have greater environmental impacts.



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A585 Windy Harbour to Skippool improvements

Option 1 – Southern Bypass



This option provides a dual carriageway from Windy Harbour Junction running westwards and passing to the south of Little Singleton.

It passes under Lodge Lane with no junction before swinging northwards to a new junction with Garstang Road East that we have called Poulton Junction. North of this junction the bypass runs to the west of the existing A585 along the Main Dyke valley to join a new junction connecting with the existing road immediately south of the bridge over Main Dyke (Skippool Bridge). The dual carriageway then continues westwards over a new bridge spanning Main Dyke to connect with Skippool Junction.

The junctions could either be signal controlled or roundabouts.

We have considered two variants of the Southern Bypass:

1a with a junction at Garstang New Road

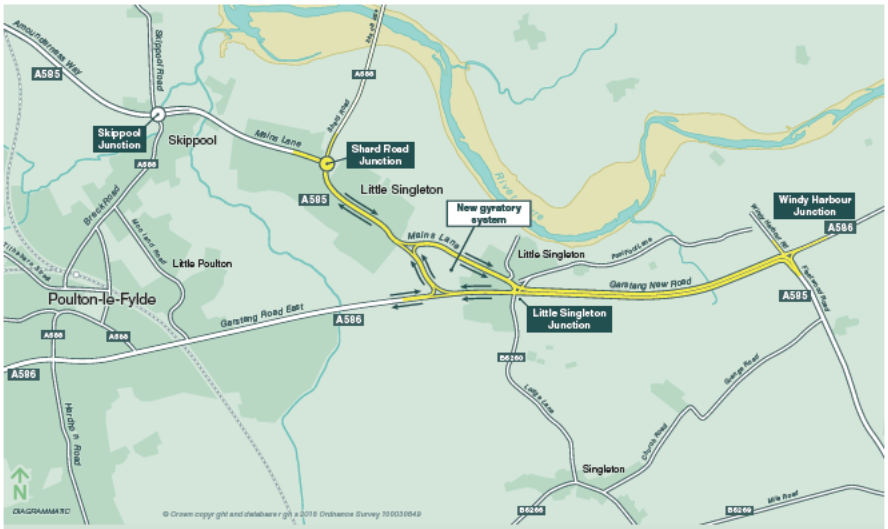
1b without a junction, which would enable a section of Garstang New Road to be closed and removed at the approach to Windy Harbour junction.

Option 1a with a junction would allow an eastern connection with Little Singleton, however it is less likely to remove through traffic along the existing route. Option 1b with no junction is likely to offer improved journey times along the bypass and remove more through traffic along the existing route, but may require a footbridge at the public footpath east of Little Singleton to allow a safe crossing point across the bypass.

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A585 Windy Harbour to Skippool improvements

Option 2 – Improvements to the existing A585 (no bypass)

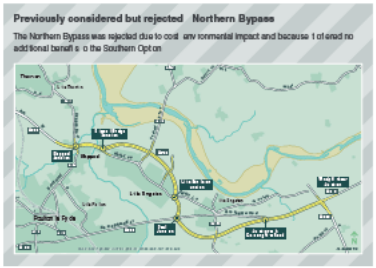


This option improves the existing road instead of building a bypass which requires a one way gyratory to be created within Little Singleton. The improvements include:

- making Garstang New Road from Windy Harbour to Little Singleton a dual carriageway
- creating a one-way two lane gyratory system within Little Singleton
- a new two lane northbound link within Little Singleton that will form part of the gyratory system and connect with Mains Lane replacing the existing traffic signals at
- Shard Road with a new junction located to the north-east of the existing junction

The improvements to the existing A585 are presented as a non-preferred option as:

- they offer lower journey time improvements than the bypass
- they don't support growth and development as much as the bypass
- they don't reduce the impact of traffic on local communities as much as the bypass



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A585 Windy Harbour to Skippool improvements

The options compared

The bypass will be less disruptive to traffic during construction and it would enable the existing Mains Lane (from Skippool Bridge Junction to Little Singleton) and Garstang New Road (to its junction with the bypass) to be 'de-trunked' (handing over responsibility of the road to the local council) although it is a more expensive option. This is likely to reduce traffic levels and may enable us to make improvements to assist pedestrians and cyclists. The information below will be refined as we develop our plans and carry out more assessments.

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Improvements for cyclists and pedestrians	✓✓	✓
Area of land take required	Significant	Moderate
Cost to construct	£££	£
Time to construct	Over 2 years	Over 18 months
Disruption during construction to residents and businesses	Slight	Substantial
Disruption during construction to traffic	Limited	Substantial

Our preference is for Option 1 because we consider it offers the best combination of benefits. However, we'd like to know what you think.

A585 Windy Harbour to Skippool improvements

Environmental impact

Both schemes would have positive and negative environmental impacts locally.

In developing options and designs, we pay particular attention to the environmental impact of both the construction work and finished scheme. We consider:

- Noise and vibration
- Air quality
- Landscape and visual effects
- Cultural heritage
- Nature conservation
- Drainage and water environment
- People and communities
- Geology and soils

Initial studies indicate that Option 1 could offer improved air quality and improvements in access for walkers, cyclists and equestrians associated with 'de-trunking' the bypassed section of the A585.

If Option 1 is selected, there would be reduced traffic noise along Mains Lane between the village of Little Singleton and Skippool. The new bypass may lead to increased noise at the rear of properties on the south side of Mains Lane and around Lodge Lane, south of Little Singleton.

If Option 2 is selected a combination of noise increases and decreases would also occur in Little Singleton and Skippool, with increases notably relating to the new link road proposed as part of the one-way gyratory.

Part of Option 1 would be located nearer to Main Dyke. We take great care to protect the water environment and to ensure that whatever option is developed, it would not cause pollution or flooding.



We are very mindful of the potential impact on protected species including bird populations. Further survey work is currently underway to establish a detailed baseline for these. If we identify any threat to wildlife we will work with Natural England to mitigate the risk.

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We will look into potential landscaping and screening opportunities throughout the scheme.

Our environmental experts are here today and will happily answer your questions about the environmental aspects of the scheme.

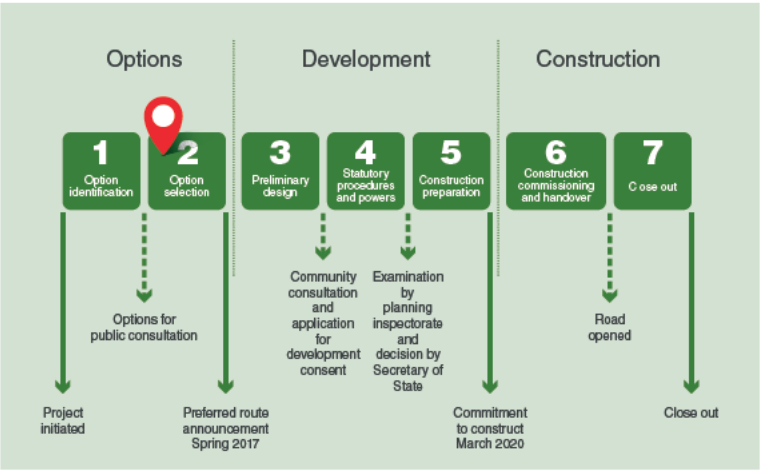
A585 Windy Harbour to Skippool improvements

Next steps

The timeline below shows what will happen at each stage of the scheme. We are currently at Stage 2 - option selection. We will review the responses from this public consultation and report our findings to the Secretary of State. There will then be an announcement on the preferred route for the scheme.

Following this announcement we will carry out further surveys and investigations to inform the detailed design. We will consult again on the detailed proposals when you will have another opportunity to give us your views on the selected option and how we carry out the work.

We expect work to start by the end of March 2020.



Have your say

You can use the following methods to contact us or respond to the public consultation:

- fill in the consultation questionnaire at the event today and give it back to a member of staff
- complete the consultation questionnaire online at www.highways.gov.uk/a585windyharbour-skippool
- email us at A585WindyHarbourToSkippool@highwaysengland.co.uk
- write to us at:
  A585 Windy Harbour to Skippool Project Team,
  Highways England, Piccadilly Gate, Store Street,
  Manchester, M1 2WD

You can also register for updates, see a copy of the consultation brochure and watch a scheme fly-through video on our website.

Appendix C – Blank questionnaire

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A585 Windy Harbour to Skippool improvements

Public consultation questionnaire

We want to understand your views about the two options for improvements for the A585.

Please tell us your views by completing this short questionnaire here or online at **www.highways.gov.uk/a585windyharbour-skippool**

If you're returning this to us by post, please follow the folding instructions on the back page of the questionnaire and pop it in the post.

Please submit your completed questionnaire by 17 October 2016.

Please provide us with your name and address. If you'd prefer for your comments to be anonymous, please just provide your postcode.

Name: .....

Address: .....

..... Postcode: .....

1. Why do you use this route? (tick all that apply)?

☐ Residential ☐ Business ☐ Leisure

☐ Education ☐ Commute to work ☐ Other (please state):

.....

2. How do you travel on this route (tick all that apply)?

☐ Car ☐ Bus ☐ Bicycle

☐ Walk ☐ HGV/LGV ☐ Other (please state):

.....

3. What is your main way of travel on this route (tick one only)?

☐ Car ☐ Bus ☐ Bicycle

☐ Walk ☐ HGV/LGV ☐ Other (please state):

.....

4. How often do you use this route?

☐ Daily ☐ More than once a week ☐ Weekly

☐ More than once a month ☐ Monthly ☐ Less than once a month

For each of the questions below, please tick one of the boxes to say whether you agree with the following statements

5. Something must be done to improve congestion on the A585 between Windy Harbour and Skippool junctions.

Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
☐	☐	☐	☐	☐

6. I understand the different options being considered.

Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
☐	☐	☐	☐	☐

7. The preferred option (Option 1) of a bypass will improve journey times on this route.

Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
☐	☐	☐	☐	☐

8. The preferred option of a bypass will improve safety on this route.

Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
☐	☐	☐	☐	☐

9. The preferred option of a bypass will improve access for cyclists and pedestrians on this route.

Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
☐	☐	☐	☐	☐

10. Which option do you prefer:

☐ Option 1 (bypass) ☐ Option 2 (improvements to existing A585)

☐ No preference

Please give a reason for your answer:

.....

.....

.....

11. Which of the bypass options do you prefer?

☐ 1A with a junction at Garstang New Road ☐ 1B without a junction but with part of Garstang New Road removed ☐ I don't want a bypass

Please give a reason for your answer: .....

.....

.....

12. I agree with the preferred option (Option 1, a bypass) proposals at:

12a. Windy Harbour to Lodge Lane

Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
☐	☐	☐	☐	☐

12b. Lodge Lane to Poulton Junction

Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
☐	☐	☐	☐	☐

12c. Poulton Junction to Skippool Bridge Junction

Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
☐	☐	☐	☐	☐

12d. Skippool Bridge Junction to Skippool Junction

Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
☐	☐	☐	☐	☐

12e. New Lodge Lane bridge

Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
☐	☐	☐	☐	☐

If you would like to explain the reasons for your answers to any of the answers above, please do so here:

.....

.....

.....

13. If the preferred option of a bypass is accepted, please say if you have a view on how we could improve the bypassed section of the A585 (the existing road), for example pedestrian crossings or improved cycle facilities:

.....

.....

.....

This section is optional but we'd be grateful if you'd tell us a little about yourself so that we understand more about who thinks what. We won't share your personal information, contact you or use it for any other purpose.

14. Your gender? ☐ Male ☐ Female ☐ Prefer not to say

15. Your age? ☐ 16-24 ☐ 25-34 ☐ 35-44 ☐ 45-54 ☐ 55-64 ☐ 65+ ☐ Prefer not to say

16. Do you consider yourself to have a disability? ☐ Yes ☐ No ☐ Prefer not to say

17. Did you attend a consultation event? ☐ Yes ☐ No

18. Is there anything else you'd like to tell us? If so please say so here:

.....

.....

.....

Thank you for taking the time to complete this questionnaire.

Information provided in response to this consultation, including personal information, may be published or disclosed in accordance with the access to information regimes (these are primarily the Freedom of Information Act 2000 (FOIA), the Data Protection Act 1998 (DPA) and the Environmental Information Regulations 2004).

If you want the information that you provide to be treated as confidential, please be aware that, under the FOIA, there is a statutory Code of Practice with which public authorities must comply and which deals, amongst other things, with obligations of confidence. In view of this it would be helpful if you could explain to us why you regard the information you have provided as confidential. If we receive a request for disclosure of the information we will take full account of your explanation, but we cannot give an assurance that confidentiality can be maintained in all circumstances. An automatic confidentiality disclaimer generated by your IT system will not, of itself, be regarded as binding on Highways England.

Highways England will process your personal data in accordance with the DPA and in the majority of circumstances; this will mean that your personal data will not be disclosed to third parties. Confidential responses will be included in any statistical summary of number of comments and views expressed.

Fold B

2

Freepost RTUK-RBLY-XUBT
A585 Windy Harbour to Skippool improvement
5 First Street
Manchester
M15 4GU

Fold A

Folding instructions

Once you've completed the questionnaire please follow these instructions before returning it to us:

1. With the return address facing you...
2. fold the bottom part backwards along Fold A;
3. fold the top part backwards along Fold B;
4. turn the folded questionnaire over; and
5. secure it by sticking clear tape along the length of hatched area.
6. There's no need for a stamp, just pop it in the post.

Appendix D - List of stakeholders and letter

Our ref:A585 Consultation letter
Your ref:

Via Email Only

[redacted]
Project Manager
Highways England
[redacted]

Tel: [redacted]

5 September 2016

Dear Sir/Madam

A585 Windy Harbour to Skippool Improvement - Public Consultation

Monday 5 September 2016 – Monday 17 October 2016

The A585 is a strategic route within Lancashire linking the northern part of the Fylde peninsula with the M55 motorway and the rest of the UK. Currently the road experiences high levels of congestion between Windy Harbour and Skippool junctions, particularly at the junction with the A586 at Little Singleton and at the junction with the A588 at Shard Road.

Improvements to the A585 were outlined in the government's Road Investment Strategy in December 2014 and are part of Highways England's Regional Investment Programme. The project aims to improve the A585 either by bypassing the congested junctions between Windy Harbour and Skippool or by significant improvement of these junctions.

The objectives of the project are to:

- Improve journey times and journey time reliability
- Reduce congestion along the existing A585
- Reduce the impact of traffic on local communities, and create a safer environment for road users, pedestrians and local residents.

We are undertaking an early consultation stage on options for the scheme and are seeking your views on the proposals to help determine the preferred route. We are contacting you in advance of the statutory consultation (s42 Planning Act 2008 to be held in late 2017), as we want to gain an understanding of your views on these options and to establish your preferred method of contact.

It would be much appreciated if you could indicate to the team your preference of email or letter using the contact details below. Once we have announced a preferred route, consultees will be notified in accordance with s42 of the Planning Act 2008 in advance of submitting an application for a Development Consent Order.

We have enclosed a copy of the consultation brochure which provides further information. You can comment by emailing or writing to us using the contact details at the end of this letter, or by filling in the questionnaire enclosed within the brochure. The questionnaire is also available on our webpage.

As part of the consultation we have arranged a series of consultation events where you can discuss the proposals with the project team. Two of these consultation events will be held at **Singleton Village Hall, Station Road, Singleton, FY6 8LL** on the below dates:

- **Friday 16 September from 2pm to 8pm**
- **Saturday 17 September from 10am to 4pm**

The third consultation event will be held at **Wyre Civic Centre, Breck Rd, Poulton-le-Fylde, FY6 7PU on Wednesday 21 September from 4pm to 8pm**.

All of our consultation information, including a scheme flythrough is available to view on our webpage at www.highways.gov.uk/a585windyharbour-skippool

This includes an online version of the enclosed brochure and questionnaire and a scheme flythrough. All responses to the consultation will be considered and will inform, where appropriate, how the proposals are refined. We will consult again once the proposals are more developed and the enclosed brochure provides more information about this.

Our contact addresses for sending comments are:

- **Email:** A585WindyHarbourToSkippool@highwaysengland.co.uk
- **Post:** A585 Windy Harbour to Skippool Project Team, Highways England, Piccadilly Gate, Store Street, Manchester, M1 2WD

If you have any questions about the consultation the project team can be contacted on [redacted]

Please ensure your comments are returned by **Monday 17 October 2016** at the latest to enable them to be considered.

Yours faithfully

Sophie [redacted]

Project Manager

Enc. A585 Windy Harbour to Skippool Consultation Brochure

Organisation	Stakeholder	Statutory or Non-Statutory
Wyre (Councillor)	[redacted]	Non-Statutory
Wyre (Councillor)	[redacted]	Non-Statutory
Wyre (Councillor)	[redacted]	Non-Statutory

Organisation	Stakeholder	Statutory or Non-Statutory
Wyre (Councillor)	[redacted]	Non-Statutory
Fylde (Councillor)		Non-Statutory
Fylde (Councillor)		Non-Statutory
Fylde (Councillor)		Non-Statutory
Fylde (Councillor)		Non-Statutory
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Lancashire CC (Councillor)		Non-Statutory
Lancashire CC (Councillor)		Non-Statutory
Local Highways Authorities. Lancashire CC		Non-Statutory
Lancashire County Council		Statutory
Wyre Council		Statutory
Wyre Council		Statutory
Fylde Council		Statutory
Fleetwood Festival of Transport (Annual, in the summer)		Non-Statutory
Poulton & Carleton Residents Association.		Non-Statutory
Thornton Action Group		Non-Statutory
Thornton Action Group		Non-Statutory
Freight Transport Association		Non-Statutory
Road Haulage Association		Non-Statutory
Stagecoach (buses)		Non-Statutory
Network Rail		Non-Statutory
Blackpool Airport		Non-Statutory
Transport for the North		Non-Statutory
Natural England		Statutory
Environment Agency		Statutory
United Utilities		Statutory
Joint Nature Conservation Committee		Statutory

Organisation	Stakeholder	Statutory or Non-Statutory
The Crown Estate	[redacted]	Statutory
The Canal and River Trust		Statutory
Secretary of State for Transport		Statutory
Age UK - Lancashire		Non-Statutory
British Horse Society		Non-Statutory
The AA		Non-Statutory
RAC		Non-Statutory
Campaign to Protect Rural England (CPRE)		Non-Statutory
Royal Society for Protection of Birds (RSPB)		Non-Statutory
Lancashire Wildlife Trust		Non-Statutory
Ramblers Assoication - West Lancashire Group		Non-Statutory
Friends of the Earth		Non-Statutory
Police		Statutory
Fire Service		Statutory
Local Highways Authorities. Lanchashire CC		Statutory
Singleton Parish Council		Statutory
Elswick Parish Council		Statutory
Greenhalgh-with-Thistleton Parish Council		Statutory
Little Eccleston-with-Larbreck Parish Council		Statutory
Staining Parish Council		Statutory
Weeton-with-Preese Parish Council		Statutory
Hambleton Parish Council		Statutory
Great Eccleston Parish Council		Statutory
Ribble Valley Borough Council	Planning Team	Statutory
Blackpool City Council	Planning Policy Team	Statutory
Lancaster City Council	Planning Advice Team	Statutory
Preston City Council	Planning Policy Team	Statutory
Visit Poulton		Non-Statutory
National Grid		Statutory
Health and Safety Executive	Health and Safety Executive, North West Head Office	Statutory
West Lancashire Clinical Comissioning Group		Statutory
Midlands and Lancashire Commissioning Support Unit		Statutory
Historic England (Historic Buildings and Monuments Commission for England)	NW Office	Statutory
Joint Nature Conservation Committee		Statutory
Maritime Management Organisation	Preston Office	Statutory

Organisation	Stakeholder	Statutory or Non-Statutory
The Canal and River Trust		Statutory
Civil Aviation Authority		Statutory
Cycling UK		Non-Statutory
British Motorcycle Federation		Non-Statutory

Appendix E – List of issues raised by consultation

1 OVERVIEW

1.1 Why is the "Blue Route" to the M55 not being developed?

The Blue route – the preferred option of the Norcross to M55 scheme was being promoted by Lancashire County Council not the Highways Agency – now Highways England and did not receive funding.

The Blue Route would have used part of the Option 1 (southern route) between Skippool and Poulton Junctions but extended down to a new junction on the M55 running parallel to Main Dyke and the railway. From Poulton Junction to the new junction with the M55, the Blue route would be about 6km long compared with 2.5km between Poulton and Windy Harbour Junctions. The cost of the Blue Route would be at least double the cost of Option 1. Highways England's remit for this scheme is to provide a deliverable solution to the day to day congestion problems suffered in the area, within the funding envelope made available in the Road Investment Strategy.

It is important to note that the budget for the A585 Windy Harbour to Skippool improvement cannot be transferred to fund the blue route. Major improvements to the Strategic Road Network are funded through the Department for Transport's Road Investment Strategy. Should this particular scheme not proceed, its budget would be returned to the RIS fund and lost to Lancashire. As a major local highway improvement, the blue route would need to compete for a significant contribution from the Department for Transport's Large Local Major Transport Schemes fund.

1.1a How does this scheme compare to the blue route?

When estimated on the same principles, we consider that the blue route would cost significantly more than this scheme, potentially in excess of £300m. The £125m cost published in the Fylde Coast Highways and Transport Masterplan is an estimate of the cost of construction for the section between Garstang Road East and the M55 only; it does not include development costs and provisions for inflation, purchase of land and risk. Highways England has reviewed the full blue route estimate for Lancashire County Council, who are in agreement that when the two estimates are compared on a like for like basis, the blue route would be significantly in excess of the cost for the Highways England scheme.

The Fylde Coast Transport Masterplan states that Lancashire County Council's position on the blue route is that:

"At the moment, there are a number of significant issues on the existing A585(T):

- *Queuing at Five Lane Ends junction, Singleton*
- *Queuing at Windy Harbour junction*
- *Queuing at M55 Junction 3*
- *Traffic turning at priority junctions*
- *Traffic on minor roads avoiding the A585(T)*

"All of these issues relate to this southern section of the route and all would be solved by the 'Blue' route. However, the County Council believe that it would be difficult to put forward a strong enough case for change based on the traffic impacts of the scheme alone given the environmental impacts of the scheme and current public policy objectives with regard to economic growth and job creation.

"The County Council therefore do not believe that the scheme is deliverable in the foreseeable future, so we and our partners need to look for alternative solutions to what are very real day to day problems in the corridor and its nearby roads."

The Masterplan goes on to state that:

"We will work with Highways England to carry forward a programme of cost effective, viable improvements to remove the last remaining pinch-points on the route.

"A major step towards this aim is the Roads Investment Strategy announced by central government in March 2015, which includes a commitment to A585(T) Windy Harbour to Skippool Improvements"

The Highways England scheme does not preclude the blue route being built in future, and indeed

would construct the first section between Skippool and Garstang Road East.

It is important to note that the budget for the A585 Windy Harbour to Skippool improvement cannot be transferred to fund the blue route. Major improvements to the Strategic Road Network are funded through the Department for Transport's Road Investment Strategy. Should this particular scheme not proceed, its budget would be returned to the RIS fund and lost to Lancashire. As a major local highway improvement, the blue route would need to compete for a significant contribution from the Department for Transport's Large Local Major Transport Schemes fund.

1.2 Why is A585 Amounderness Way not being upgraded to dual carriageway?

At present, there are no significant capacity or safety issues along the rural section of Amounderness Way. Consideration is being given to improvements to the Norcross Roundabout junction.

1.3 Why is work not being done upgrade the A585 through Thistleton / Greenhalgh / Medlar / Esprick to M55 Junction 3?

The remit of the scheme was to develop a solution to the safety and congestion problems between Windy Harbour and Skippool particularly the problems at the Mains Lane junctions with Shard Road and at Little Singleton. Potential for improvements at these locations may be considered at a future date.

1.4 How much will the scheme cost?

Detailed cost estimates for the A585 scheme are being developed. Our initial estimates show that costs for a bypass scheme would be in excess of £100m. Alongside construction costs, this also includes development costs, and provisions for inflation, purchase of land and risk.

1.5 When will works start?

We currently plan that the works would start by March 2020 and should take about 2 years to complete.

1.6 How will this scheme aid local development?

The bypass option would remove the traffic bottle-necks at Skippool and Little Singleton and would provide extra capacity for any traffic that developments on the Fylde peninsula and in the Poulton / north Blackpool area may generate. Reduced journey times and improved reliability would encourage development potential.

1.7 How will the community benefit from the scheme compared to potential dis-benefits (particularly disruption during construction)?

The bypass option would remove most of the through traffic passing along Mains Lane and through Little Singleton and this improve the environment along the existing roads assisting residents to more easily access their homes and also improve conditions for pedestrians and cyclists.

2 TRAFFIC

2.1 Will the scheme reduce the rat-run traffic along Breck Road / Moorland Road in NE Poulton?

Bypassing Mains Lane and Little Singleton would remove the congestion at Shard Road and Five Lanes End junctions that, in turn, would reduce the rat-run traffic currently using A588 Breck Road + Station Road or Moorland Road. It would also relieve A586 Garstang Road East traffic currently passing through Little Singleton.

2.2 Will the scheme reduce congestion in Poulton-le-Fylde?

The scheme would provide improved access to the east by removing the bottleneck at Little Singleton junction and would reduce rat-run along A588 Breck Road /Moorland Road and NE Poulton.

2.3 Have the various developments that are proposed been taken into account for the traffic flows using the bypass?

Yes. We have been in discussion with Wyre and Fylde Borough Councils to understand the expectations for business and residential developments that might create additional traffic in the area. We are updating our computer traffic model data to enable us to get the best prediction of that additional traffic for all options being considered.

2.4 What will the speed limit be on the bypass?

It is assumed that the national (unrestricted) speed limit will apply for the bypass between Windy Harbour and Skippool Bridge junctions except at the Poulton Junction where a 50mph limit will be required. In addition, the short length of the scheme covering Skippool and Skippool Bridge junctions would be subject to a 40mph limit.

2.5 Will speed limit on Mains Lane (currently 40mph) be changed?

That would be a matter for Lancashire County Council to decide if the bypass were provided and Mains Lane was "de-trunked".

2.6 Will speed limits change on the other local roads?

No

3 OPTION 1 (SOUTHERN BYPASS) LAYOUT

3.1 Will any bus routes /stops be affected?

The existing bus routes in the Skippool area would be maintained and new laybys provided on the proposed dual carriageway east of Skippool Junction in a similar location to the existing laybys. These buses would continue to use Mains Lane and Shard Road as now.

The bus routes passing through Little Singleton would be affected if the connection between the bypass and Garstang New Road (east of Little Singleton) were not provided. Discussions will be held with the bus companies to understand the effects of these changes.

3.2 How will the scheme cater for the cycle routes?

It is not intended to specifically cater for cyclists along the bypass route but they would not be banned from using the bypass. However, the existing shared pedestrian cycle route at Skippool Junction running eastwards along Mains Lane would be retained with special consideration for the provision of safe crossing points.

3.3 How will the scheme cater for the pedestrian routes?

It is not intended that pedestrian will be catered for along the bypass route. At the proposed junctions the pedestrian routes along the existing roads would be maintained but the form of these would depend on whether the junction was a roundabout or signal controlled.

3.4 Will the bypass be lit?

The current assumption is that most of the bypass will not be lit as that is the current approach used for rural roads. On safety grounds, it is likely the junction layouts would include lighting for about

150m either side of the junction. Similarly, lighting would be modified on the side road approaches to the proposed junctions

3.5 Will the lighting on Mains Lane / Garstang Road East remain?

Beyond where lighting is needed on the approach to the proposed junctions, decisions about retention or removal of lighting will be the responsibility of Lancashire County Council. On the bypassed section of Mains Lane, the existing lighting could either be transferred from Highways England to Lancashire County Council or (with their agreement) it could be removed.

3.6 What is being done about flooding problems?

We are aware that the Main Dyke valley is at risk from (mainly) tidal flooding but believe this risk has been reduced by the tidal barrier across Main Dyke recently constructed close to the River Wyre estuary by the Environment Agency. The design of the bypass is that the road would be on shallow embankment where it crosses the flood plains (Main Dyke valley west of Mains Lane and the valley about 0.5km west of Windy Harbour junction. This would ensure that the road would not be flooded.

Subject to discussions with the Environment Agency and a detailed Flood Risk Assessment (FRA), informed by modelling of local watercourses, their floodplains and the proposed Scheme, measures could be required alongside the bypass to compensate for any loss of available storage for floodwater that may occur due to the construction of the new bypass embankments.

The only area where these measures would be difficult would be the section of the scheme between Skippool and Skippool Bridge Junctions (Breck Road) as the Skippool Clough watercourse that passes under the existing roundabout is not protected by the tidal barrier and the existing road is below the highest predicted tide level. However, through preparing the detailed FRA, any required flood protection and mitigation measures will be identified and agreed with the Environment Agency.



3.7 Will Main Dyke be affected?

Main Dyke will not be altered by the proposals except at Skippool Bridge where a replacement of the 100 year old bridge is proposed. At that location, the existing bridge would be completely removed in stages and replaced by a new bridge with a longer span. As part of those works the flood gates attached to the existing bridge would be removed as we believe they are redundant following the recent construction of the Main Dyke flood barrier nearer the River Wyre Estuary. Discussions on

the various issues affecting Main Dyke are to be held with the Environment Agency and will be assessed in a detailed Flood Risk Assessment.

3.8 Will CCTV cameras be provided to monitor the new junctions? How will you ensure that it does not affect the privacy of local residents?

No decision has been made at this time but it is possible that monitoring of the operation of the junction will be required. If cameras are installed they would normally be set-up to ensure that there would be not intrusion into the privacy of local residents.

3.9 Will I still be able to walk alongside the existing public footpaths?

There are two public footpaths affected by the works

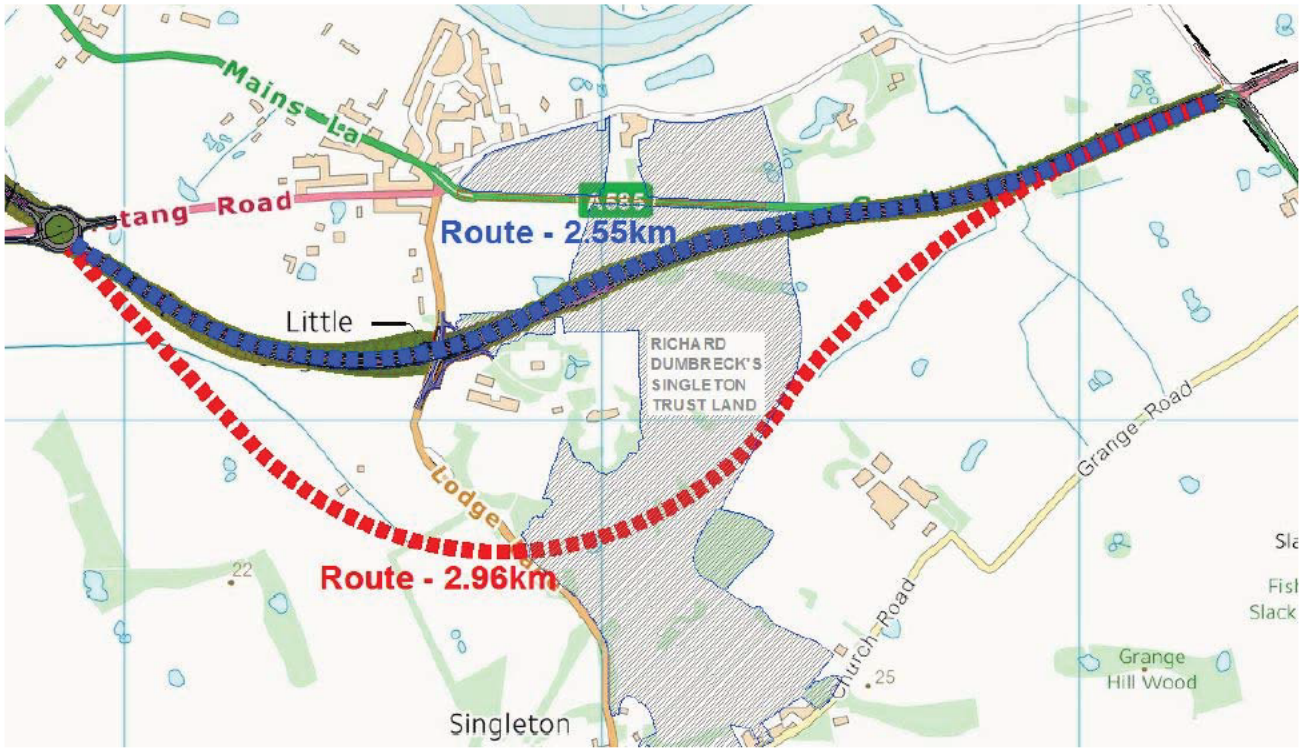
FP1 runs along the west side of Main Dyke from Garstang Road East to Mains Lane. The route of that footpath would only be slightly affected by alterations to Skippool Bridge at Mains Lane. It may be necessary to have short-term closure of the Mains Lane end of the footpath for safety reasons when construction works affect Skippool Bridge.

FP2 runs southwards from Pool Foot Lane east of Little Singleton across the existing A585 towards Grange Farm. If there is no junction between the bypass and Garstang New Road, it may be necessary to provide a footbridge across the bypass to safely connect the two parts of the footpath.

FP6 runs from the east end of Old Mains Lane along the south-western side of the River Wyre Estuary to Little Singleton would not be affected by the proposals.

3.10 Why cannot the route pass to the south of Barnfield Manor / Singleton Lodge / Singleton Hall rather than passing through the gap immediately south of North Lodge?

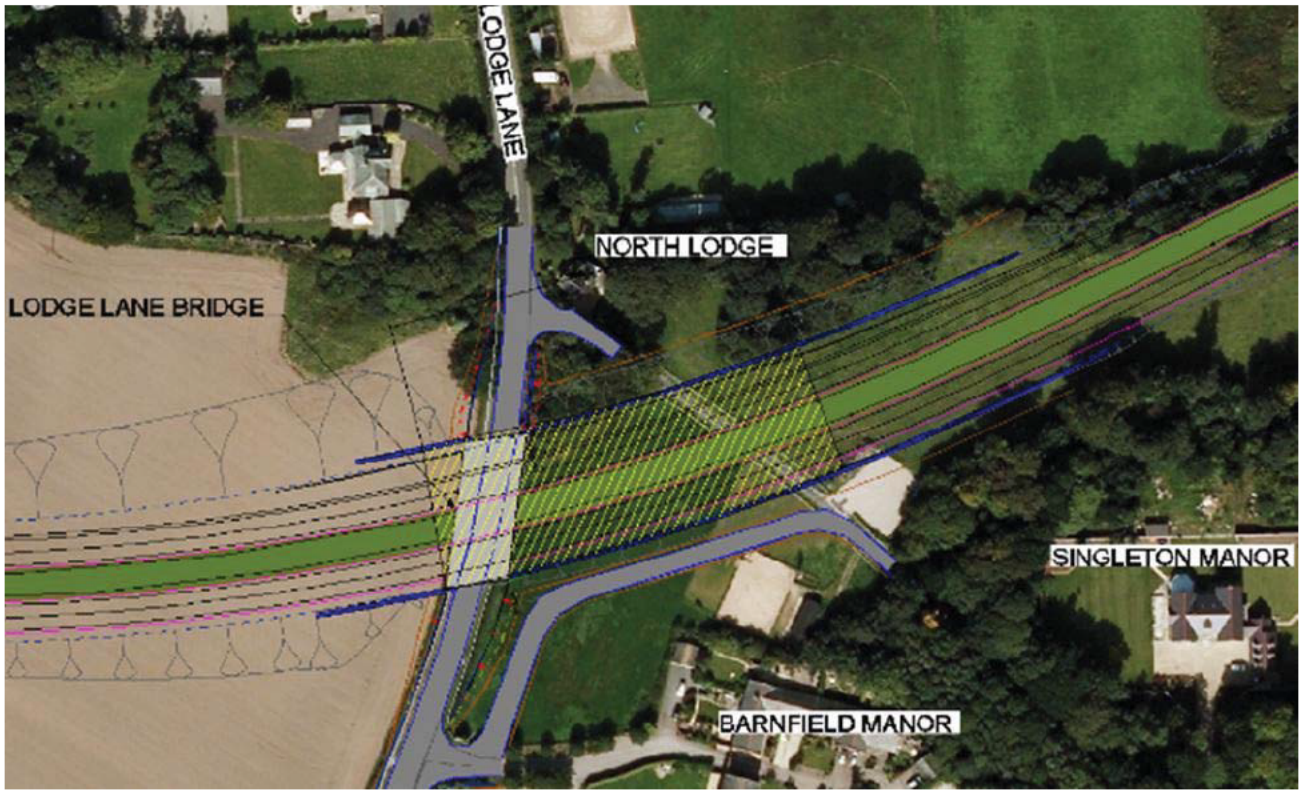
A route passing to the south of those properties would be approximately 0.4km longer and would therefore be more expensive to construct and would have lower travel benefits. In addition, it would provide greater severance to the Richard Dumbreck's Singleton Trust Land as well as severing Grange Farm land more that the proposed southern route would. For both routes, a bridge would need to be provided under Lodge Lane.



3.11 Can the Lodge Lane Bridge be made wider to limit severance within Singleton and reduce the impact of the bypass on nearby homes?

A wider bridge is feasible which could be extended to cover the area visible from Barnfield Manor. This could be in the form of a land (green) bridge as indicated below. That bridge, picking up the

access road to Singleton Hall/Manor would be about 110m long and would cost a substantially more than a skew bridge. It would have the benefit of reducing the impact on the pastureland north of Barnfield Manor potentially allowing the existing field area to be returned to pasture. Further work would need to be carried out during preliminary design to understand if the solution would be viable, however, this is not currently in the scheme proposals and would add significantly to the cost of the scheme.



3.12 Could a tunnel not be constructed in the area adjacent to Lodge Lane to limit severance within Singleton and reduce the impact of the bypass on nearby homes?

A tunnel, classified as any structure longer than 150m, would be feasible. Such a structure would significantly increase the cost of the scheme, and there would be a large amount of regulation associated with the operation of the tunnel. It is expected that the vertical alignment would need to be lowered by 1.5 – 2m to accommodate the additional equipment and cover, the new levels are likely to directly conflict with the asbestos cement water main running to the east of the area. There is also a risk due to the east – west nature of the structure that low sun (generally at dawn and dusk) would be a safety concern with strong glare affecting drivers leaving the tunnel portals. It would have the benefit of reducing the impact on the pastureland north of Barnfield Manor and Singleton Hall and potentially allow the existing field area to be returned to pasture.

3.13 Rather than provide a new access road to Singleton Hall/Manor can a bridge be provided across the bypass on the line of the existing access?

This would be feasible but would add a significant cost to the scheme. It would avoid the need for a permanent diversion of the access road reducing the land take from the pastureland to the north of Barnfield Manor.

3.14 What would happen to the existing Garstang New Road for Option 1b?

Potentially, the road could be decommissioned and returned to agriculture but this would require existing services in the road to be diverted. In addition, a pedestrian/cycle route from Windy Harbour to Little Singleton is proposed as part of Option 1A and the ideal route would be to use the existing road. The likely arrangement would be to retain the existing road as a no-through-road and prevent unauthorised use by gating the Little Singleton end of it.

3.15 Would that not tempt fly-tipping and squatting on the remainder of Garstang New Road?

That is possible. Measures to prevent that would have to be discussed with the local authorities to whom the road would be passed as part of the "de-trunking" process.

3.16 Do you have to provide the footbridge?

The alternative to a footbridge would be crossing the bypass at ground level or using an underpass.

An underpass is likely to be unpopular and could be prone to flooding.

As this option does not include a junction the ground level would be a staggered crossing of the bypass carriageways where traffic speeds would not be limited. Crossing the bypass at ground level is obviously less safe than using a footbridge but would be considered in more detail and once a clear understanding of how many people use the public footpath (Singleton Footpath No 2).

3.17 Will you be providing any screening of the bypass?

The benefits of providing noise screening to residential properties will be developed when a firm proposal is being developed but will be dependent on the predicted traffic flows and national guidance for the provision of such fencing. Appropriate mitigation measures will be built into the design of the preferred option as the schemes develops – this may include low noise road surfacing, noise barriers in most appropriate locations etc.

In addition, it may be possible to provide environmental mounds between some properties and the bypass using surplus soil excavated for the bypass. This may be done on land outside that needed for the bypass with the agreement of the landowner but would not be possible in lower areas within the floodplains.

4 OPTION 2 (ON-LINE LAYOUT)

4.1 Will this option remove congestion in Little Singleton?

The provision of the gyratory arrangement and dualling Garstang New Road through to Windy Harbour Junction should reduce the congestion at and on the approaches to Five Lane End Junction but flows along Mains Lane are likely to increase over time and there is limited scope to provide extra capacity.

4.2 Will this on-line option be able to accommodate additional traffic from proposed developments?

There will be limited scope for the on-line option to deal with additional traffic.

4.3 For the on-line option, what are the proposals for the Shard Lane junction?

A roundabout or enlarged traffic signal controlled junction have been designed but until firm predicted traffic flows are established it will not be able to determine which would be the most effective. In both instances the junctions would need to take land from the field to the north-east of the existing junction.

4.4 How would the on-line option improve road user safety particularly in the area of the petrol station / Old Mains Lane?

It is realised that there are road safety problems at this location. Consideration could be given to providing localised widening to provide a right-turn lane into Old Mains Lane/Petrol Station but this would need land on the north side of the existing road. To make a safer junction the alignment of Old Mains Lane at its junction with Mains Lane would have to be moved eastwards (Note: West Wynds property on the NW of the Old Mains Lane junction has been acquired by Lancs CC under blight).

4.5 Would the road layout at Skippool Bridge be changed?

This option, would not alter the existing bridge and would therefore retain the existing road layout at the bridge. However, if changes to the road layout resulting from the issue raised at ***Error! Reference source not found.*** *above it would be necessary to review the condition of the existing bridge and its parapets to ensure they would be safe.*

4.6 Would Skippool Roundabout be retained with the on-line option?

A decision has not been made yet but it is known that the existing roundabout struggles to cope with

peak traffic flows. A number of options could be considered including signalisation of the roundabout or its replacement with a full traffic signal controlled cross roads layout.

5 ENVIRONMENT

5.1 Will noise screening be provided?

The benefits of providing noise screening to residential properties will be developed when a firm proposal is being developed but will be dependent on the predicted traffic flows and national guidance for the provision of such fencing. Appropriate mitigation measures will be built into the design of the preferred option as the schemes develops – this may include low noise road surfacing, noise barriers in most appropriate locations etc.

5.2 What will be done to prevent pollution of watercourses?

Drainage for the preferred option would be designed in a way that would not lead to adverse effects on the water environment – drainage design would have to meet nationally acceptable standards. Suitable mitigation measures would also be incorporated into the schemes design to minimise impacts. Opportunities for sustainable drainage will be investigated where appropriate.

5.3 What effect will the scheme have on air quality? What would you do about any worsening of air quality?

Based on the currently available course traffic data initial analysis shows that the options are unlikely to lead to significant impacts on air quality. Option 1 is likely to have a greater benefit to air quality along Mains Lane than Option 2. Neither option is expected to result in exceedances of national standards in any location.

5.4 Are there any trees with a Tree Preservation Order that would be affected?

Where any TPOs are identified within the scheme footprint the design of the scheme will look to minimise any impact. Locations of TPOs will be discussed with the relevant Local Planning Authority at Stage 2 to inform the Environmental Appraisal Report.

5.5 Will there be any replacement planting? If so where?

There would be the opportunity to provide replacement planting as part of the scheme. No details have been developed at this stage. There will be opportunities to plant along the embankment of Option 1 where it would provide benefits – potentially northern and southern edges.

5.6 Will I be able to see the bypass?

Option 2 – The majority of the scheme is located on the existing road corridor and will result in minimal changes to the existing layout. Some changes will be visible at the junction with Shard Road from adjacent residential properties.

Option 1 – There are locations where the scheme will be clearly visible following construction e.g. from Little Poulton area (parts of Little Poulton Lane), some properties looking south from Mains Lane depending on extent of extent of existing vegetation (so some filtered views), properties close to new bridge under Lodge Lane, some properties at Singleton Park and properties close to tie in at Skippool Bridge. Where possible, Highways England will look to minimise the visibility of the scheme through planting works which would mature over time reducing the schemes impact.

5.7 Will I be able to hear traffic on the bypass / how noisy will it be?

Option 2 – Initial assessments undertaken to date using coarse traffic data show that road traffic noise decreases would occur along Mains Lane within the village of Little Singleton, to the south of the proposed roundabout with Shard Road, Lodge Lane and at residential dwellings along Breck Road in Skippool. Small road traffic noise increases would occur along the rest of Mains Lane between Little Singleton and Skippool and along the proposed new road as part of the proposed gyratory.

Option 1 - Initial assessments undertaken to date using coarse traffic data show that noise decreases would occur along Garstang Road and Mains Lane between the village of Little Singleton and Skippool. Road traffic noise increases would occur at the rear of residential dwellings situated to the south of Mains Lane between Little Singleton and Skippool. There would also be increases at Singleton Park and properties on Lodge Lane near to the proposed bypass.

5.8 Will any protected species be affected?

The River Wyre and its associated environmental designations are of great significance. Neither option directly affects this but we are currently undertaking surveys to ensure we do not affect any potentially linked bird habitats. We are aware of various records of, for example, bats, great crested newts and badgers in the area. To date we have undertaken a Phase 1 habitat survey and great crested newt surveys. Following the selection of the preferred option further surveys would be undertaken for great crested newts, wintering birds, bats and badgers amongst others. Due to the rural nature of the scheme options it is likely that protected species will be affected, however these would be mitigated / compensated for.

6 LAND / COMPENSATION

6.1 Will you buy my property?

If your property is directly affected by the final proposals then your property would probably be included in the Development Consent Order for the scheme and your property would be purchased.

If only part of the property is affected then we would work with you to understand the best solution and how the proposed works would impact on the use of the property. Compensation would be payable for the part of the land/property that would be directly affected and also for depreciation in value to any retained land/property.

Where land/property is needed for part of a road scheme the value of the property can sometimes by blighted and homeowners may struggle to sell their properties at market value and they often have to sell at a much lower price. This is known as Statutory Blight and there is legislative powers to purchase blighted land, meaning that home and landowners can sell their property to us at market value.

If your property is close to the proposed scheme but is not directly affected different rules apply and we are not obliged to purchase properties that are off-line. You may be eligible for consideration of "Discretionary Purchase" if you are able to demonstrate you have an urgent need to move but cannot sell the property except at a significantly loss or you are unable to sell the property because of the effects of the scheme.

Highways England lands info booklets
https://www.gov.uk/government/publications/your-property-and-highways-agency-road-proposals
https://www.gov.uk/government/publications/your-property-and-blight
https://www.gov.uk/government/publications/your-property-and-compulsory-purchase-by-the-highways-agency

DCLG Information Suite
1. Compulsory Purchase and Compensation - Compulsory Purchase Procedure
https://www.gov.uk/government/publications/compulsory-purchase-and-compensation-booklet-1-procedure

2. Compulsory Purchase and Compensation - Compensation to Business Owners & Occupiers
https://www.gov.uk/government/publications/compulsory-purchase-and-compensation-booklet-2-compensation-to-business-owners-and-occupiers

3. Compulsory Purchase and Compensation - Compensation to Agricultural Owners & Occupiers
https://www.gov.uk/government/publications/compulsory-purchase-and-compensation-booklet-3-compensation-to-agricultural-owners-and-occupiers

4. Compulsory Purchase and Compensation - Compensation to Residential Owners & Occupiers
https://www.gov.uk/government/publications/compulsory-purchase-and-compensation-booklet-4-compensation-to-residential-owners-and-occupiers

5. Compulsory Purchase and Compensation - Reducing the Adverse Effects of Public Development Mitigation Works.
https://www.gov.uk/government/publications/compulsory-purchase-and-compensation-booklet-5-reducing-the-adverse-effects-of-public-development

6.2 What will happen if there is damage caused to my property during construction?

Every effort will be made to ensure such circumstances are avoided; however should this situation arise please contact the scheme site offices or public liaison officer who would be pleased to meet with you.

7 CONSULTATION

7.1 Have local businesses been consulted?

They will be consulted as part of this consultation process. Those closest to the proposed junctions were issued with flyers to invite them to this exhibition, and a wider area has been contacted by making use of local authorities' business databases.

7.2 What is the view of the local authorities on the proposals?

We have had meetings with Fylde and Wyre borough councils and Lancashire County Council. In general, the councils are in favour of the bypass proposal – they will provide their detailed comments as part of this consultation process.

7.3 Have you been in contact with Environment Agency about flooding issues?

Initial contact has been made with the Environment Agency to obtain baseline information to inform the Flood Risk Assessment that is currently being prepared for the southern option. Following the completion of the Flood Risk Assessment the Environment Agency along with the lead local flood authority will be consulted on its contents.

8 CONSTRUCTION

8.1 How would Lodge Lane bridge be built?

The following possible construction sequence has been developed but may change:

1. *Construct a temporary diversion of Lodge Lane to the west of the proposed bridge site between Lodge Lane and the Barnfield Manor entrance. This diversion may include a short temporary bridge to allow bypass construction traffic to pass under the diversion. The temporary road would include short-term diversions of underground service pipes and cables*
2. *Carry out piling works for the bridge and adjacent retaining walls from ground level*
3. *Excavate at the of the bridge site to construct the central bridge pier and abutments*
4. *Install bridge beams using a mobile crane. Beams would be delivered to the site using a haul route along the line of the bypass.*
5. *Complete the bridge deck on top of the beams and divert service pipes and cables through the deck*
6. *Divert traffic onto the bridge, remove the temporary diversion and reinstate the farmland*

8.2 How would the New Skippool Bridge be built?

The following possible construction sequence has been developed but may change:

1. *Initially, new bridge works would be on the north side of the existing bridge that would not (at this stage) be affected*
2. *The works would commence on the north side of Mains Lane / Breck Road with piling works for the bridge foundations carried out from ground level on both sides of Main Dyke.*
3. *Install bridge beams using a mobile crane. Beams would be delivered to the site and stored in an area on the north side of Mains Lane/Breck Road*
4. *Complete the north half of the bridge deck and divert underground service pipes and cables*
5. *Divert traffic onto the north half of the bridge.*
6. *Demolish the existing bridge*
7. *Carry out piling works for the southern half of the new bridge using the existing road as a compound*
8. *Install bridge beams – beams stored on the existing road*
9. *Complete the south half of the bridge deck*
10. *Open the whole bridge to traffic*

8.3 Where would the works compound be located?

No decision has been made on the location of the construction compounds as this would depend on which option is developed.

The Delivery Partner has provided some indicative locations, but at this stage only possible locations on the plan should be indicated.

8.4 Where will any earth spoil be taken?

Attempts would be made to retain most of the earth spoil on site – for example to provide screening to adjacent properties.

8.5 How long is the construction period going to take?

It is possible it could take up to two years, however the length of time that diversions will be in place will be less than that, as a large portion of the works is offline/new.

9 ORDERS

9.1 How do we object to the scheme?

Comments can be provided in the questionnaire. Alternatively, send us an email and we will review your concerns and understand if these can be addressed. The feedback provided will help shape the consultation. There will be another chance to provide comments during the formal consultation stages. We will continue to work with local residents as the scheme progresses. If we are unable to resolve any concerns raised through the consultation process, there is an opportunity to formally make representations about the scheme as part of the Development Consent Order examination process where objections would be formally noted and reviewed by the independent Inspector appointed to decide if the scheme should be given consent to proceed.

9.2 Will compulsory purchase powers be used?

It is likely that compulsory purchase powers will be used where land take is unavoidable. Any potential impacts on property are currently being reviewed and one to one discussion with directly affected owners will take place before, during and after the formal consultation

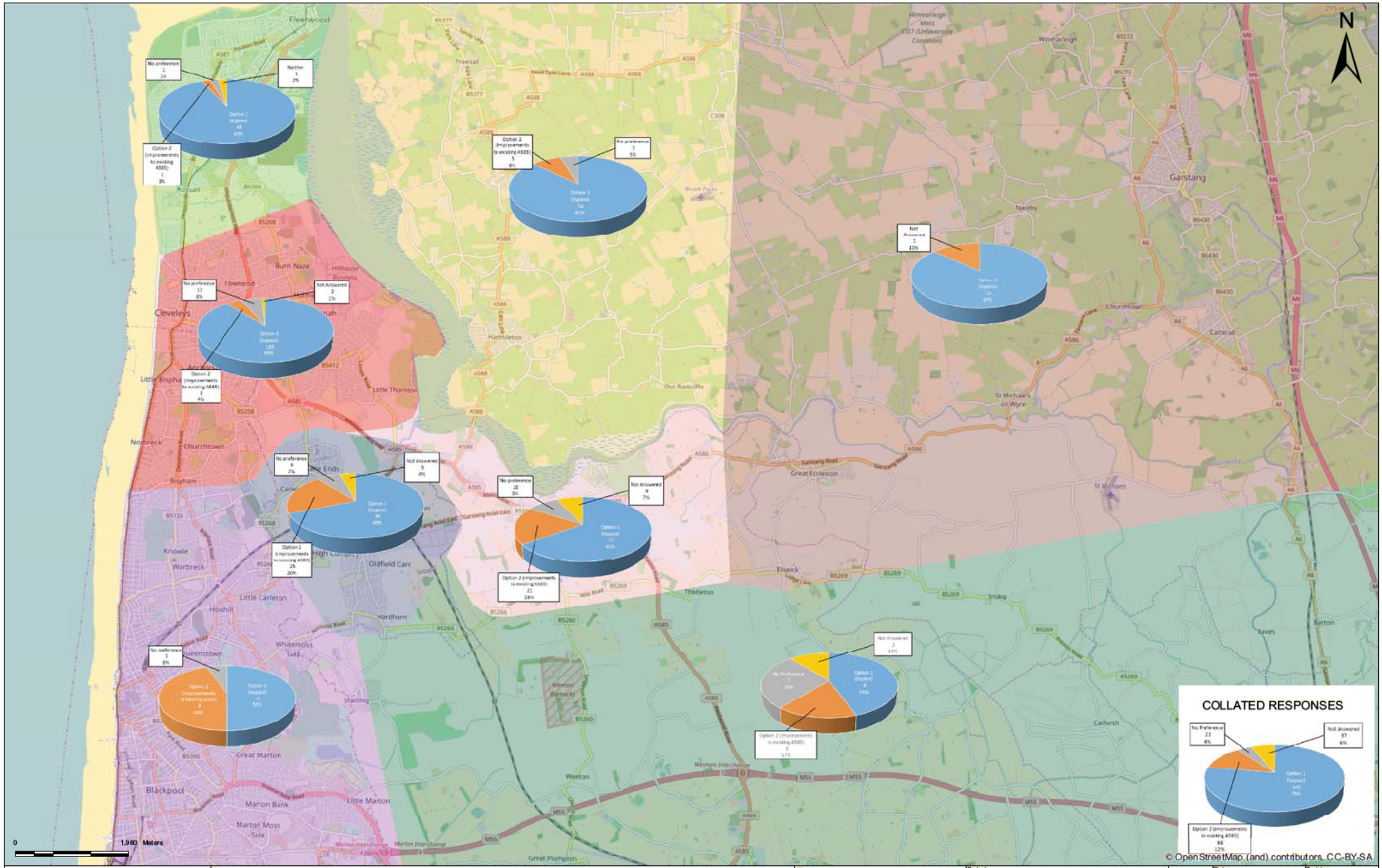
9.3 What is DCO?

Parliament has given powers to a number of bodies to purchase property, using powers of compulsion to allow them to carry out infrastructure developments in the public interest. The procedure deals with all legal aspects of constructing a new infrastructure project including compulsory purchase of land, alterations to road layouts etc.

9.4 What is NSIP?

Nationally Significant Infrastructure Projects is the term used for all major road, railway, power station etc. developments within England. These now use the DCO procedure during their development that provides a fast and fair development consent system for nationally significant infrastructure projects

Appendix F – Mapping of responses to questions 10 and 11



Notes

The size of the pie charts are based on the questionnaire feedback from the Non-Statutory Consultation and are not representative of the overall area in which the responses have been provided

A585 Response Areas and Totals for that Area

- Blackpool - 11 Questionnaire Responses
- East of the scheme - 15 Questionnaire Responses
- Fleetwood - 43 Questionnaire Responses
- North of Morecambe Bay Estuary - 38 Questionnaire Responses
- Poulton - 121 Questionnaire Responses
- Scheme area (Windy Harbour to Skippool) - 112 Questionnaire Responses
- South of the scheme - 18 Questionnaire Responses
- Thornton Cleveleys - 208 Questionnaire Responses
- No Postcodes Given - 6 Questionnaire Responses

Rev	Status	Rev. Date	Purpose of revision	Drawn	Check	Appr
02	S2	08/12/16	Updated Charts	TR	PT	NH
01	S2	06/12/16	For Information	TR	PT	NH

Client: highways england

ARCADIS Design & Consultancy for natural and built assets

Project: A585 WINDY HARBOUR JUNCTION TO SKIPPOOL IMPROVEMENT

Drawing title: RESPONSES TO QUESTIONNAIRES DEFINED BY POSTCODE Q10 WHICH OPTION DO YOU PREFER?

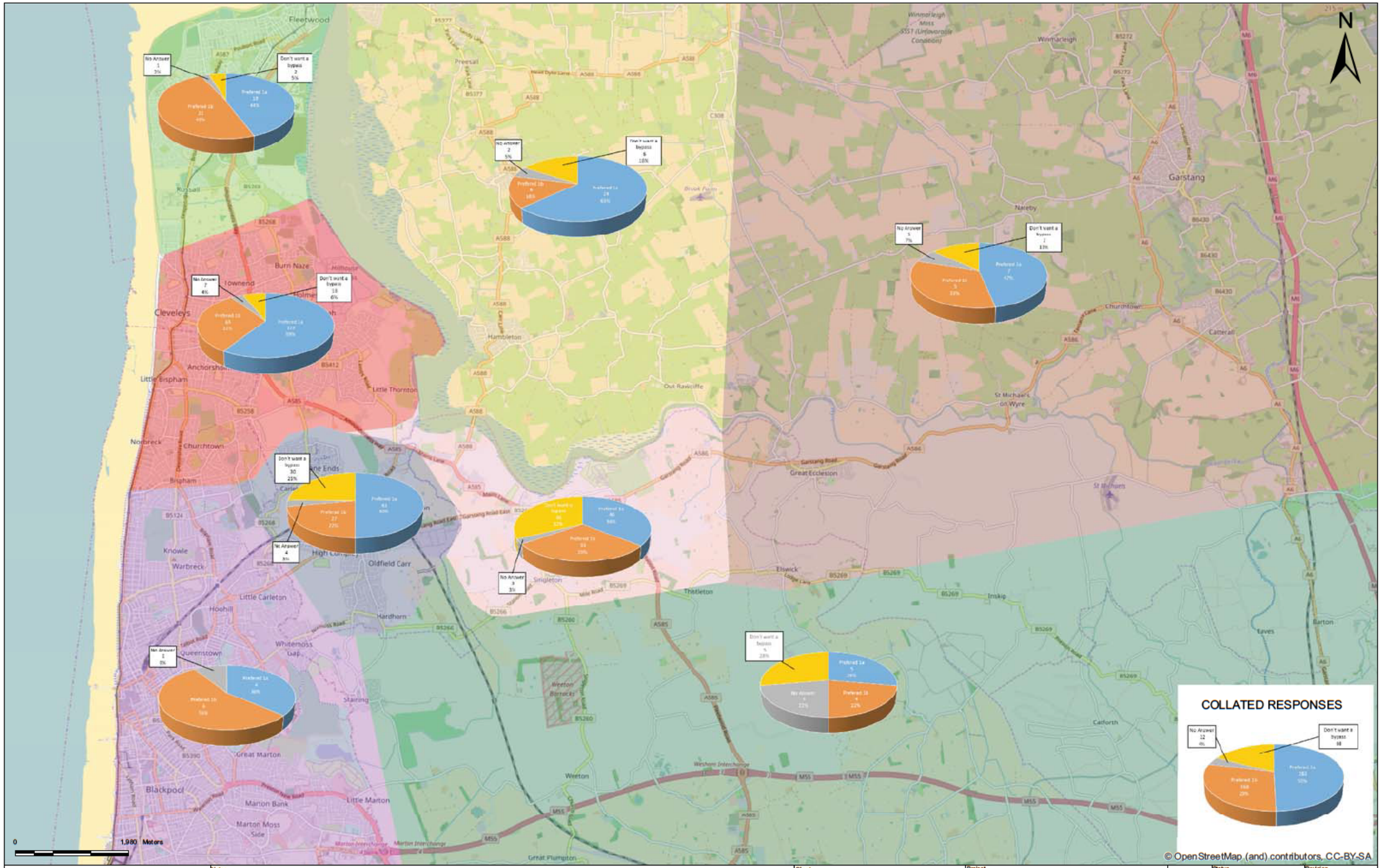
Status	FOR INFORMATION
Revision	02
Scale	1:60 000
Drawn	T.Rankin
Checked	P.Thomas
Approved	N.Henderson
Project No	UA008849
Original Size	A3
Drawing Number	HE548643-ARC-GEN-A585-DR-D-2176

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Notes

The size of the pie charts are based on the questionnaire feedback from the Non-Statutory Consultation and are not representative of the overall area in which the responses have been provided

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Rev	Status	Rev. Date	Purpose of revision	Drawn	Check	Appr
01	S2	08/12/16	For Information	TR	PT	NH

Client: highways england

ARCADIS Design & Consultancy for natural and built assets

Project: A585 WINDY HARBOUR JUNCTION TO SKIPPOOL IMPROVEMENT

Drawing title: RESPONSES TO QUESTIONNAIRE DENTIFIED BY POSTCODE Q11 WHICH BYPASS OPTION DO YOU PREFER?

Status	FOR INFORMATION
Revision	01
Scale	1:50 000
Drawn	T.Rankin
Checked	P.Thomas
Approved	N.Henderson
Project No	UA008849
Original Size	A3
Drawing Number:	HE548643-ARC-GEN-A585-DR-D-2180

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Print Date: 2016-12-08 15:10:08

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If you have any enquiries about this publication email **info@highwaysengland.co.uk** or call **0300 123 5000***.

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highways england

A585 Windy Harbour to Skippool scheme
Statement of Community Consultation



March 2018

Introduction

We (Highways England) are publishing **this Statement of Community Consultation (SoCC)** in connection with a proposed improvement to the A585 between the Windy Harbour junction and Skippool junction in Lancashire. The purpose of this document is to set out how we will consult the local community in the vicinity of the scheme about the proposed application. The document also provides background to the scheme and how the application to build it will progress.

The application

We are developing this scheme under the Planning Act 2008 and are publishing this statement under Section 47 of that Act. We have consulted Fylde Borough Council and Wyre Council, the local authorities responsible for areas where the scheme will be built, about plans to consult the local community.

The Planning Act 2008 requires us to make an application to the Secretary of State through the Planning Inspectorate for a Development Consent Order (DCO) to build the scheme. The Secretary of State's role is to consider whether authorisation should be given for major infrastructure projects like this scheme. We anticipate that a DCO application for the scheme will be submitted in October 2018. The Planning Inspectorate will examine the DCO application and the Secretary of State will decide on whether the scheme should go ahead.

Government policy relating to the development of the national road network is set out in the National Networks National Policy Statement (NNNPS). This provides the framework for DCO applications to be considered against.

When we submit the DCO application, the Secretary of State must consider whether our consultation has been adequate. This pre-application consultation will be important in relation to the examination process that follows after an application is accepted by the Planning Inspectorate. Therefore, the best time to provide feedback on this scheme is now by taking part in this pre-application consultation.

You can find more information about the Planning Inspectorate and the Planning Act 2008 on their Gov.uk website http://infrastructure.planninginspectorate.gov.uk or by calling the Planning Inspectorate on 0303 444 5000.

The scheme

The A585, between Windy Harbour junction and Skippool junction is a severe bottleneck, affecting people's journeys between the M55 and the northern part of the Fylde peninsula. The proposals for the scheme were developed in response to the problems identified in the South Pennines Route Based Strategy Evidence Report (February 2014). The scheme was identified as being required to address the problems in this location, and a Strategic Outline Business Case was prepared.

We announced our preferred route on 24 October 2017. The preferred route is a new bypass to the south of the current route. This includes upgrading a section of road from Windy Harbour junction to a dual carriageway, then moving on to a new stretch of road with a junction at Garstang New Road, bypassing Little Singleton and creating a new junction with the A586 Garstang Road East, before tying back in to the existing road at a new junction east of Skippool.

The announcement follows the non-statutory consultation in 2016 – in which 78 percent of people and both Fylde and Wyre Councils backed the bypass option over an alternative to improve the existing single carriageway road.

The scheme objectives are:

- Reduce congestion on the existing A585 through Little Singleton, Shard and Skippool junctions and making people's journeys more reliable
- Support employment and residential/commercial development and growth opportunities
- Improve connectivity and access across the existing A585 between the Little Singleton and Skippool junctions
- Create a more appealing environment for cyclists and pedestrians and support the sense of community along the A585 between Windy Harbour and Skippool

Consulting the community

In accordance with Section 47 of the Planning Act 2008, we are consulting people living in the vicinity of the proposed scheme.

We have already carried out consultation on options for the scheme. The non-statutory public consultation exhibitions took place between September and October 2016 when members of the public were asked for their views. More details, including the outcomes of this consultation is included in the public consultation report, available to download from http://roads.highways.gov.uk/projects/a585-windy-harbour-to-skippool/, by emailing A585WindyHarbourtoSkippool@highwaysengland.co.uk or to view for the duration of the consultation period at the deposit point locations listed below.

In Addition, three Community Reference Group meetings have been held during 2016 and 2017 that have included representatives from the local councils, residents associations and some of the local interest groups.

We want to make sure that the local community, the residents, local interest groups, businesses, visitors and road users have the opportunity to fully understand the scheme and comment on our proposals. To do this we are holding our statutory consultation between March and May 2018. It will start on 21 March and will end on 8 May, during which we will provide consultation information on various issues including:

- Proposed route and strategy
- Works to the existing road ("de-trunking")
- Environmental assessments and potential environmental impacts

- Potential environmental mitigation measures
- Arrangements during construction of the scheme

We are in the process of carrying out an Environmental Impact Assessment. The scheme is an Environment Impact Assessment; therefore we are publishing a Preliminary Environmental Information (PEI) Report and a Non-Technical Summary (NTS) as part of the consultation material. This gives information about the potential environmental effects of the scheme and the measures proposed to reduce those effects, so to assist well-informed responses to the consultation. The PEI Report has been developed based on assessment work done to date. The PEI Report and the NTS will be available at the consultation events. A copy of the PEI Report and the NTS are also available online or to view at the deposit locations listed.

All comments received will be considered and will influence, where possible, any further refinements to the Project and our approach to environmental mitigation.

Our consultation will involve:

Method	Detail
Public Consultation Exhibition	The public consultation exhibitions will be held at: Friday 23 March 2018 with VIP preview* Between 14:00-20:00 Singleton Village Hall, Station Road, Singleton, FY6 8LL Saturday 7 April 2018 Between 10:00-16:00 Singleton Village Hall, Station Road, Singleton, FY6 8LL Tuesday 10 April 2018 Between 15:00-20:00 Wyre Civic Centre, Breck Road, Poulton-le-Fylde, FY6 7PU Wednesday 11 April 2018 Between 13:00-19:00 Fleetwood Nautical Campus, Broadwater, Fleetwood, FY7 8JZ The exhibitions will give people an opportunity to view scheme proposals, talk to the project team and provide comments. The public will be informed of the exhibitions through channels including advertisements in appropriate local newspapers, via our webpage, the media, direct communications and scheme updates.

Method	Detail
	*A VIP preview will be held during the first hour of the exhibition for statutory consultees to attend by invitation. Response forms will be available at the exhibition events for members of the public to record their comments and these can either be left with the project team and/or sent back separately via the address noted below.
Scheme webpage	The webpage will be updated with consultation materials including the brochure with questionnaire, the PEI Report and NTS, and the SoCC on a dedicated scheme webpage: **http://roads.highways.gov.uk/projects/a585-windy-harbour-to-skippool/**.
The public consultation brochure	The public consultation brochure will be sent to directly affected residents, stakeholders and those who have previously made contact. A wider distribution catchment area will also receive notification of the consultation period – either by a letter or A4 flyer. These zones can be seen in Appendix 1.
Council and community / area forum briefings	Local councils and community / area forums within whose area the proposed scheme will be carried out will be offered briefings to discuss the proposal. Local Authorities affected by the scheme or neighbouring the scheme are detailed at Appendix 2.
Stakeholder forum briefings	When invited, and where it is possible to do so, the project team will attend meetings of local community groups affected by the proposal.
Establishing stakeholder groups	Having built a relationship with the local community, we will consider, in consultation with relevant town and parish councils and community / area forums, whether there is benefit in establishing a stakeholder group, to which we would invite local community nominated representatives to discuss our proposals. If a similar stakeholder group is already in existence or established by the relevant Local Authorities, we will participate when invited.
Consultation response	Written comments can be made either online at http://roads.highways.gov.uk/projects/a585-windy-harbour-to-skippool/ or in writing to the following address: Freepost A585 Windy Harbour to Skippool scheme.
Media	The consultation will be advertised in one national newspaper and at least three locally circulating

Method	Detail
	newspapers (Blackpool Gazette, Lancashire Evening Post and Fleetwood News). Adverts will be placed in the local newspapers at the launch of the consultation. Press releases detailing the consultation and how the community and road users can participate will be issued.
Social Media	The public consultation will be advertised on our Highways England North West Twitter feed @highwaysNWEST.

Documents available for inspection

Scheme summary information, this SoCC, and other relevant technical documents listed in Appendix 3 will be available online and will be added to throughout the course of the scheme at http://roads.highways.gov.uk/projects/a585-windy-harbour-to-skippool/ and will be available to view, free of charge during the consultation, at the inspection locations listed below:

Deposit Location	Opening times
• **Poulton Library**	Monday and Friday 09:00-17:00 Tuesday and Thursday 09:00-19:30 Wednesday 09:00-12:30 Saturday 09:00-13:00
• **Singleton Village Hall**	Opening times vary depending on events held at venue.
• **Wyre Civic Centre**	Monday to Friday 08:30-17:00
• **Blackpool Central Library**	Monday to Wednesday 09:30-17:00 Thursday 09:30-19:00 Friday 09:30-17:00 Saturday 09:30-16:00
• **Thornton Library**	Monday 09:00-19:00 Tuesday, Wednesday, Friday 09:00-17:00 Thursday and Saturday 09:00-13:00
• **Fleetwood Library**	Monday and Friday 09:00-17:00 Tuesday and Thursday 09:00-19:00 Wednesday 09:00-12:30 Saturday 09:00-16:00
• **The Koi Pool Water Gardens**	Monday to Saturday 09:00-17:30 Sunday 09:00-16:30

Next steps

Comments made during the consultation will be recorded and we will carefully consider them when developing the scheme proposal. An explanation of how comments received have shaped and influenced our proposals will be reported in a Consultation Report, which will accompany the DCO application as required by Section 37(3) (c) of the Planning Act 2008. The Planning Inspectorate will decide whether the application meets the required standards to proceed to examination, and will determine whether our pre-application consultation has been adequate.

We need to collect and assess all responses to consultation before compiling the DCO application to the Planning Inspectorate. To allow time to do this, we must receive feedback by the 8 May 2018.

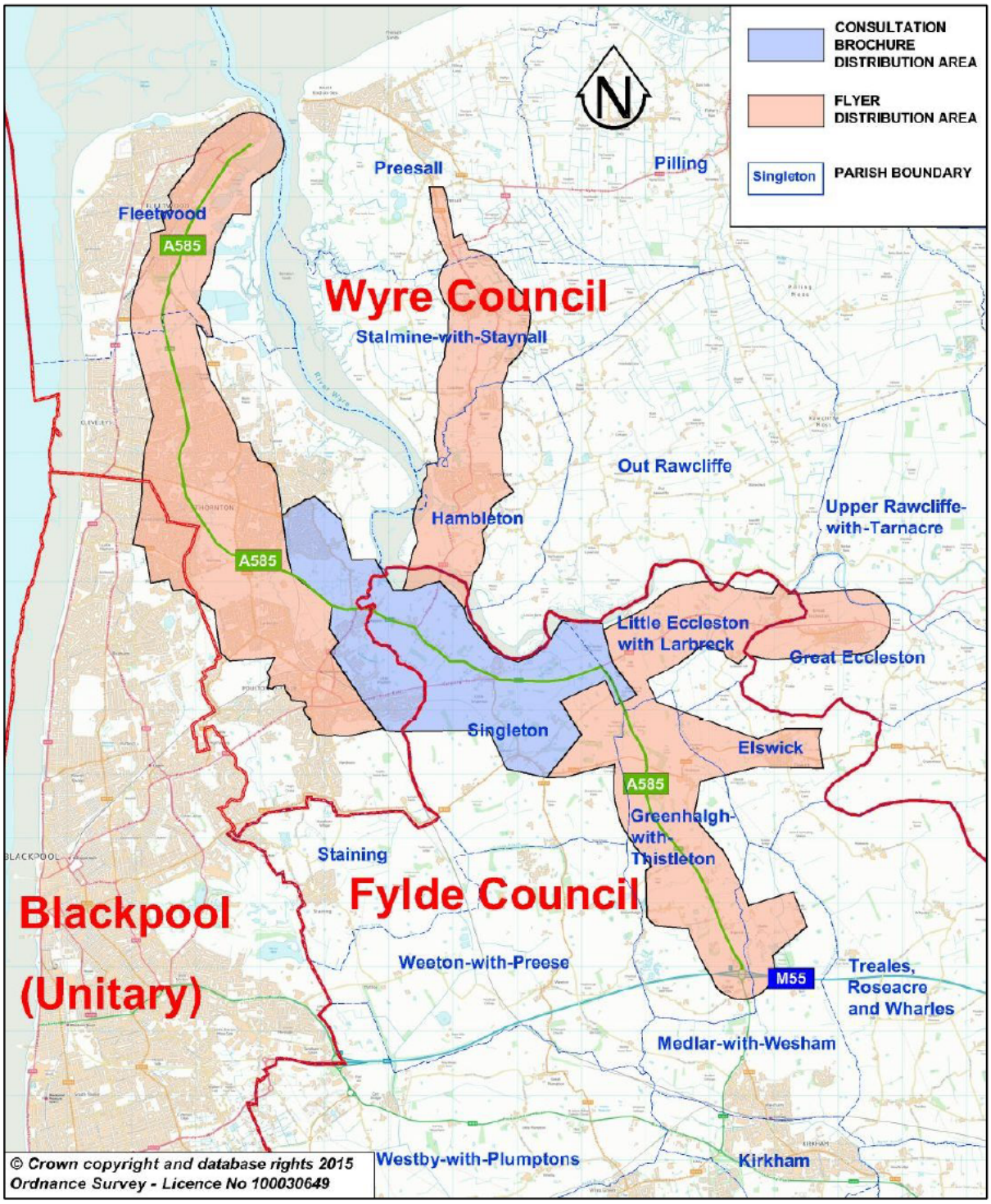
If you want to contact us or find out more about this scheme, you can:

- Visit the scheme webpage: http://roads.highways.gov.uk/projects/a585-windy-harbour-to-skippool/
- E-mail us: A585WindyHarbourToSkippool@highwaysengland.co.uk
- Call us: 0300 470 2700
- Write to us: Freepost A585 Windy Harbour to Skippool scheme.
- Visit the appropriate local authority webpage:
    - Fylde Borough Council http://www.fylde.gov.uk/
    - Wyre Council http://www.wyre.gov.uk/
    - Lancashire County Council http://www.lancashire.gov.uk/

Date: 21 March 2018

Appendices

Appendix 1 – Consultation zone



Appendix 2 – Local Authorities

Local Authorities affected by the scheme:

Fylde Borough Council
Wyre Council
Lancashire County Council

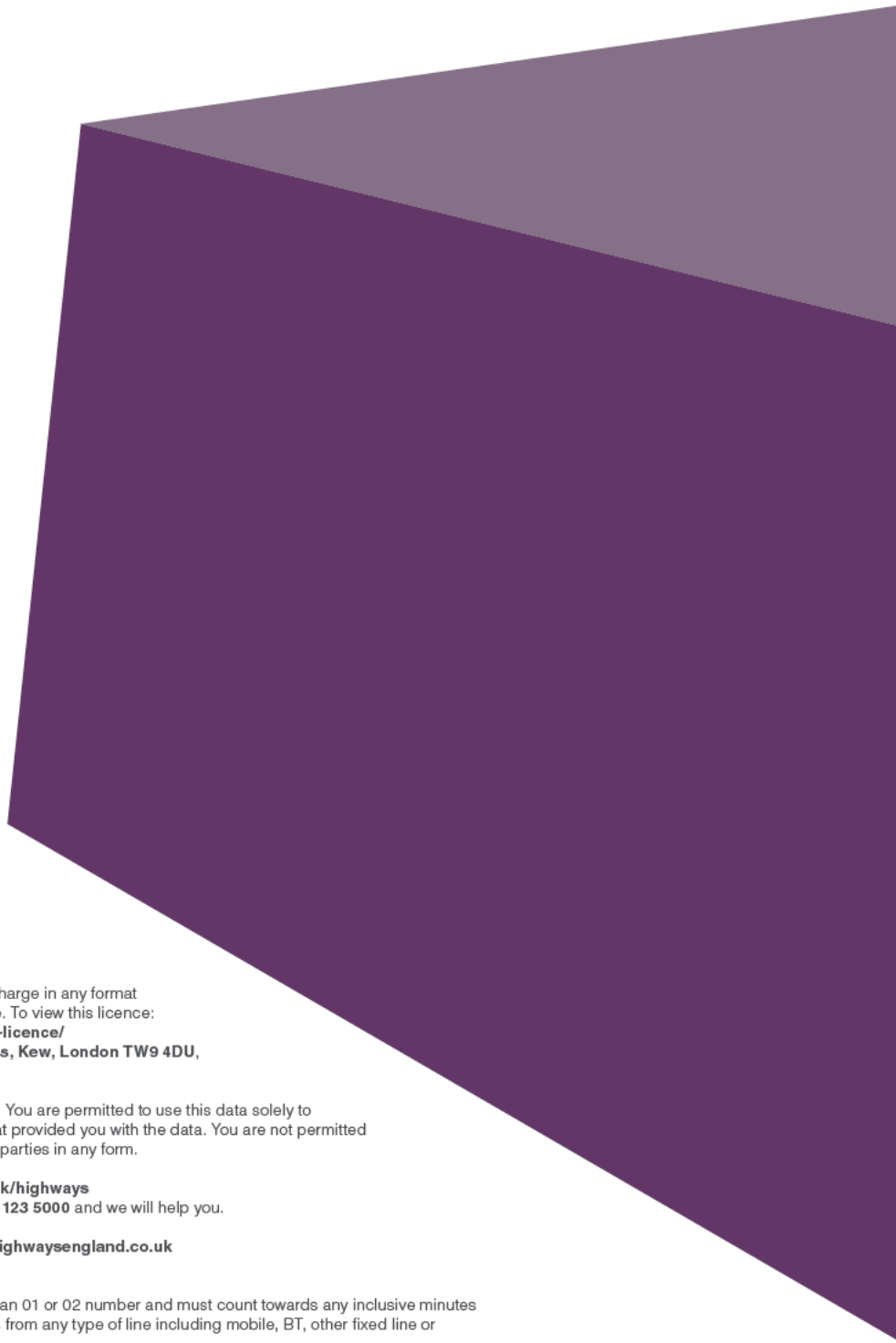
Neighbouring Local Authorities:

Blackpool Council
Preston City Council

Appendix 3 - Documents to be made available for inspection at deposit location listed:

Public consultation brochure (including questionnaire response from)
SoCC
DCO Leaflet
Preliminary Environmental Information Report and Non-Technical Summary
Previous public consultation report

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If you have any enquiries about this publication email **info@highwaysengland.co.uk** or call **0300 123 5000***.

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highways england

A585
Windy Harbour to Skippool scheme
Consultation response form



Return by 8 May 2018

A585 Windy Harbour to Skippool scheme
Consultation response form

We want to understand your views on the proposed improvements for the A585 Windy Harbour to Skippool scheme. Please share your views with us by completing this response form or online at http://roads.highways.gov.uk/projects/a585-windy-harbour-to-skippool/

If you're returning this to us by post, please follow the instructions on the inside back page of the response form and return it in the post.

Please submit your completed response form to reach us no later than 8 May 2018.

Please provide us with your name and address. If you'd prefer for your comments to be anonymous, please just provide your postcode.

Name: .....

Address: .....

.....

..... Postcode: .....

Email: .....

Are you responding on behalf of an organisation?

☐ Yes ☐ No

If Yes, please name the organisation:

Organisation: .....

The information you provide will be kept in a secure environment only accessible by Highways England and the specific contractor(s) working with us on this project. Your personal information will not be shared with any other individuals or organisations beyond the provision set out in the Freedom of Information Act 2000 and Environmental Information Regulations 2004. The information you submit will only be used in support of the purpose specified in the survey. Personal details are collected only to ensure entries are not duplicated and in order to contact correspondents if necessary.

A585 Windy Harbour to Skippool – southern bypass

1. What is your interest in the southern bypass based on?

- ☐ I am a land / property owner / tenant along the existing A585 route
- ☐ I am a land / property owner / tenant along the route of the proposed southern bypass
- ☐ I am a land / property owner / tenant near the route of the proposed southern bypass
- ☐ I use the affected roads but do not live near the route of the proposed southern bypass

2. What is the main reason you use the existing A585 route?

- ☐ Residential
- ☐ Business
- ☐ Leisure
- ☐ Education (eg. school runs)
- ☐ Commute to work
- ☐ Other (please state)

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3. How do you travel on this route? (tick all that apply)

- ☐ Car
- ☐ Bus
- ☐ Bicycle
- ☐ Walk
- ☐ HGV / LGV
- ☐ Motorcycle
- ☐ Other (please state)

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4. How often do you travel on this route?

- ☐ Daily
- ☐ More than once a week
- ☐ Weekly
- ☐ More than once a month
- ☐ Monthly
- ☐ Less than once a month
- ☐ Don't / won't use the route

5. To what extent do you believe the southern bypass will impact you?

Extent of impact	As a: (tick one box in each column)		
	Traveller along the route	Nearby resident	Owner / occupier directly affected by the scheme
Significant improvement	☐	☐	☐
Slight improvement	☐	☐	☐
Not affected / impacted	☐	☐	☐
Marginally affected / impacted	☐	☐	☐
Affected / impacted	☐	☐	☐
Highly affected / impacted	☐	☐	☐
Don't know / not applicable	☐	☐	☐

6. Do you agree that the southern bypass will achieve the scheme's objectives that are listed on page 4 of the brochure?.

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	No opinion / Don't know
a. Reduce congestion on the existing A585 through Little Singleton, Shard and Skippool junctions and making people's journeys more reliable?	☐	☐	☐	☐	☐	☐
b. Support employment and residential/commercial development and growth opportunities?	☐	☐	☐	☐	☐	☐
c. Create a more appealing environment for cyclists and pedestrians and support the sense of community along the A585 between Windy Harbour and Skippool?	☐	☐	☐	☐	☐	☐

7. Please explain the reason(s) for your responses to question 6 above.

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Details of the proposed bypass

Skippool junction and Skippool Bridge junction (outlined on page 6 of the brochure)

8. Do you agree that the proposed traffic signals at Skippool junction and Skippool Bridge will address the traffic flow issues here?

☐ Strongly agree ☐ Agree ☐ Neither agree or disagree
☐ Disagree ☐ Strongly disagree ☐ No opinion / don't know

Please explain your answer: .....

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Shard Road link road (outlined on page 4 of the brochure)

9. We've decided not to progress the link road from Skippool Bridge Junction to Shard Road north of Mains Lane (more information is on page 4 of brochure). Do you agree with our decision based on our reasons given?

☐ Strongly agree ☐ Agree ☐ Neither agree or disagree
☐ Disagree ☐ Strongly disagree ☐ No opinion / don't know

Please explain your answer: .....

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Poulton junction (outlined on page 7 of the brochure)

10. Do you agree that the proposed roundabout at A586 Garstang Road East is the best solution?

☐ Strongly agree ☐ Agree ☐ Neither agree or disagree
☐ Disagree ☐ Strongly disagree ☐ No opinion / don't know

Please explain your answer: .....

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Bridge over bypass at Lodge Lane (outlined on page 7 of the brochure)

11. Do you believe a wide land bridge over the bypass would be more appropriate than the simple road bridge proposed?

☐ Strongly agree ☐ Agree ☐ Neither agree or disagree
☐ Disagree ☐ Strongly disagree ☐ No opinion / don't know

Please explain your answer: .....

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12. Regarding question 11 above, are you a resident living close to the proposed bypass at Lodge Lane?

☐ Yes ☐ No

Connection of bypass to the existing road east of Little Singleton (outlined on page 4)

13. We have decided not to progress with providing a connection of the bypass with Garstang New Road between Little Singleton and Windy Harbour junction (more information on page 4 of brochure). Do you agree with our decision based on our reasons given?

☐ Strongly agree ☐ Agree ☐ Neither agree or disagree
☐ Disagree ☐ Strongly disagree ☐ No opinion / don't know

Please explain your answer: .....

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Safety improvements

14. To what extent do you consider the proposed features will improve safety?

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
a. Skippool junction traffic signals at Breck Road / Skippool Road	☐	☐	☐	☐	☐	☐
b. Skippool Bridge junction traffic signals at Old Mains Lane	☐	☐	☐	☐	☐	☐
c. Poulton junction roundabout	☐	☐	☐	☐	☐	☐
d. Little Singleton roundabout and footway/cycleway along Garstang New Road from Windy Harbour junction	☐	☐	☐	☐	☐	☐

15. Please explain your answer to question 14 including any suggestions to be considered as part of the proposed safety improvements.

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16. Thinking about the journeys you make and how our proposals will affect these, please identify your level of support for the proposals for pedestrians, cyclists, equestrians and walkers.

☐ Strongly agree ☐ Agree ☐ Neither agree or disagree
☐ Disagree ☐ Strongly disagree ☐ No opinion / don't know

Existing roads to be bypassed (outlined on page 8 of the brochure)

17. What alterations should be made to the A585 Mains Lane and A586 Garstang Road East in Little Singleton once the bypass has been completed? (tick all that apply)?

- ☐ a. 30mph speed limit
- ☐ b. Traffic calming measures
- ☐ c. Local junction improvements
- ☐ d. Changes to traffic signal priorities
- ☐ e. Additional crossing facilities
- ☐ f. Cycle routes
- ☐ g. Alterations to street lighting

18. Is there anything else you think we should consider to improve the existing roads?

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19. Do you have any further comments about the A585 route?

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About the consultation

20. How did you find out about this consultation?

- ☐ Flyer or brochure through door
- ☐ Newspaper* website
- ☐ Poster/public notice
- ☐ Our website or email
- ☐ Newspaper* advertisement
- ☐ Local council website or email
- ☐ Newspaper* article
- ☐ Local community group

* If so, please state which paper: .....

21. Have you found the consultation materials useful in answering your questions?

- ☐ Yes
- ☐ To a certain extent
- ☐ No

22. Did you attend a consultation event? If so, which one?

- ☐ Singleton Village Hall
- ☐ Wyre Council offices
- ☐ Fleetwood Nautical Campus

Thank you for taking the time to provide your opinions.
The deadline for your responses is 8 May 2018.

Fold B

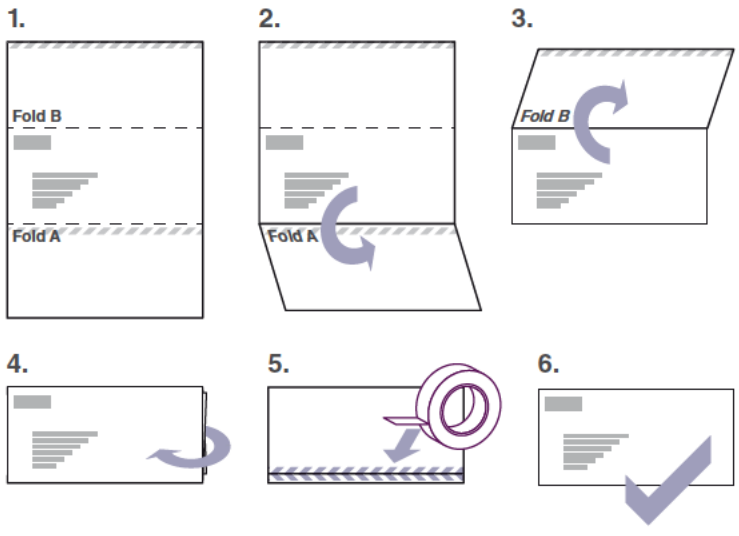
Freepost A585 WINDY HARBOUR TO SKIPPOOL SCHEME

Fold A

Folding instructions

Once you've completed the questionnaire please follow these instructions before returning it to us:

1. With the return address facing you...
2. fold the bottom part backwards along Fold A;
3. fold the top part backwards along Fold B;
4. turn the folded questionnaire over; and
5. secure it by sticking clear tape along the length of hatched area.
6. There's no need for a stamp, just pop it in the post.



highways england

A585

Windy Harbour to Skippool scheme

Public consultation

Share your views



March 2018

Investing in your roads

At Highways England we believe in a connected country and our network makes these connections happen. We strive to improve our major roads and motorways - engineering the future to keep people moving today and moving better tomorrow. We want to make sure all our major roads are more reliable, durable and, most importantly, safe.

That's why we're delivering £15 billion of investment on our network – the largest investment in a generation.

The A585 Windy Harbour to Skippool scheme is a critical part of this investment. The A585 is the main transport link to the northern part of the Fylde peninsula and it plays a huge part in supporting the local economy.

This scheme is categorised as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008. As such, we are required to make an application for a Development Consent Order (DCO) to obtain planning permission to construct the scheme. For more information on this process, please visit: www.highways.gov.uk/a585windyharbour-skippool

Following a public consultation in 2016, the preferred route for the scheme was announced on 24 October 2017. In this brochure we explain how our proposals have changed and developed since this preferred route announcement. Our consultation response form is included – your responses will help us further shape the scheme before we submit our planning application. We also give details of how you can give us your feedback during our public consultation.

How to respond

We're now holding a public consultation on our proposals. We'd like to hear what you think, so please share any concerns, ideas or local knowledge that you may have. The consultation will run for 7 weeks, from **21 March to 8 May 2018** and there are lots of ways you can tell us what you think. Why not come along to one of our public consultation exhibitions? Alternatively, you can view all the consultation materials on our webpage www.highways.gov.uk/a585windyharbour-skippool. Please remember to submit the response form in this brochure using the instructions provided or complete the form online by 8 May 2018 using one of the following methods:

- **Online:** complete the response form online by following the links at www.highways.gov.uk/a585windyharbour-skippool
- Complete the **consultation response form in this brochure** and return it using the freepost address provided below
- **Email:** send your response to: A585WindyHarbourToSkippool@highwaysengland.co.uk
- **Post:** write to us at **Freepost A585 WINDY HARBOUR TO SKIPPOOL SCHEME**

All responses should be returned by **8 May 2018**

Public consultation exhibitions

One of the best ways to find out more about the proposals and have your say is to come to one of our public consultation exhibitions. Here you'll be able to speak to members of the project team who will be happy to present the proposals to you and answer any questions you may have.

- **Singleton Village Hall,**
  Station Road, Singleton, FY6 8LL
  Friday 23 March 2018, 2pm-8pm
- **Singleton Village Hall,**
  Station Road, Singleton, FY6 8LL
  Saturday 7 April 2018, 10am-4pm
- **Wyre Civic Centre,**
  Breck Road, Poulton-le-Fylde, FY6 7PU
  Tuesday 10 April 2018, 3pm-8pm
- **Fleetwood Nautical Campus,**
  Broadwater, Fleetwood, FY7 8JZ
  Wednesday 11 April 2018, 1pm-7pm

Where to get the brochure

Our consultation brochure and response form will also be available from 21 March until 8 May 2018 at the following locations (opening times of each venue vary so please check):

- **Poulton Library,**
  Blackpool Old Road, Poulton-le-Fylde, FY6 7DH
- **Singleton Village Hall,**
  Station Road, Singleton, FY6 8LL
- **Wyre Civic Centre,**
  Breck Road, Poulton-le-Fylde, FY6 7PU
- **Blackpool Central Library,**
  Queen Street, Blackpool, FY1 1PX
- **Thornton Library,**
  Victoria Road East,
  Thornton Cleveleys, FY5 3SZ
- **Fleetwood Library,**
  North Albert Street, Fleetwood, FY7 6AJ
- **The Koi Pool Water Gardens,**
  Mains Lane, Little Singleton, FY6 7LJ



Why is the scheme needed?

The A585 is the main road in and out of Fleetwood and surrounding areas. It is heavily congested between Windy Harbour and Skippool and drivers currently suffer from significant delays during peak periods. The road also has a poor safety record.

Congestion is particularly severe at the junction with the A586 at Little Singleton and the signalised junction with the A588 at Shard Road. A high number of accidents are reported at these junctions and the volume of traffic is also a concern for local people, pedestrians, equestrians and cyclists.

If we don't make improvements to this three-mile stretch of road, it is likely there will be a rise in traffic levels and the potential for the number of accidents, and delays to journeys times, to increase.

The scheme's objectives

Making improvements to this section of the A585 will lead to a number of benefits, such as:

- **Reliability:** by reducing congestion especially around Little Singleton, Shard Road and Skippool junctions, which will improve journey times
- **Socio-economic:** by supporting the economic growth potential in both Wyre and Fylde and supporting planned residential developments in the local area
- **Safety:** by improving the safety of pedestrians, equestrians and cyclists around the existing A585

Our proposed design

Since our previous consultation we have developed the design further. You can find out more about the results of this consultation in our consultation report on our web page at: http://roads.highways.gov.uk/projects/a585-windy-harbour-to-skippool/. We selected Option 1, the southern bypass, for improving the A585 between Windy Harbour and Skippool.
The information below explains what has changed since the previous consultation.

Feedback received at the previous consultation stated that people would like to see a link from Skippool Bridge to Shard Road incorporated into the scheme. Following a review of this additional link we decided not to progress the Shard Road link due to the negative impacts on the biodiversity of the area and associated costs. It would also increase noise in the area and have a negative impact on the landscape and existing properties.

We also presented a proposal within Option 1 to include a junction with Garstang New Road east of Little Singleton. We are no longer considering this, as the junction could encourage motorists to use the existing route through Little Singleton as a rat run. Further to the potential rat running issue, this would be an additional signalised junction along the route, meaning traffic on the bypass would suffer more delays.

Preferred route



Now the scheme has progressed, we'd like your views on the following elements of the scheme.

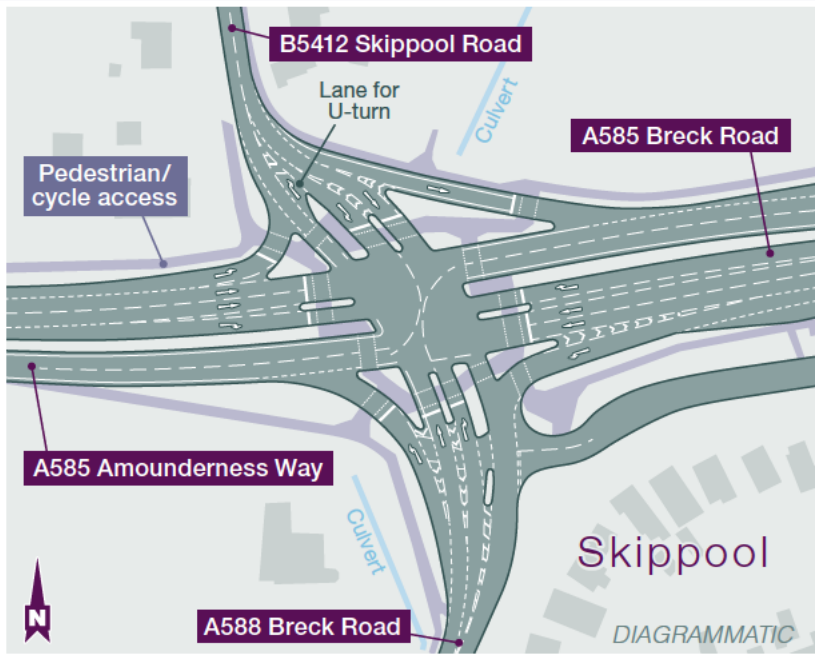
Skippool junction

We propose Skippool junction will be a traffic signal-controlled crossroads with additional lanes for the A585 and dedicated left and right turn lanes. Controlled crossing facilities will also be provided for pedestrians and cyclists.

Access to and from properties fronting the existing road would be retained.

Skippool Bridge

East of Skippool junction, a short section of the existing road would be converted to dual carriageway and a new bridge crossing Main Dyke would be built to replace the existing bridge. We are working with the Environment Agency on this proposal.

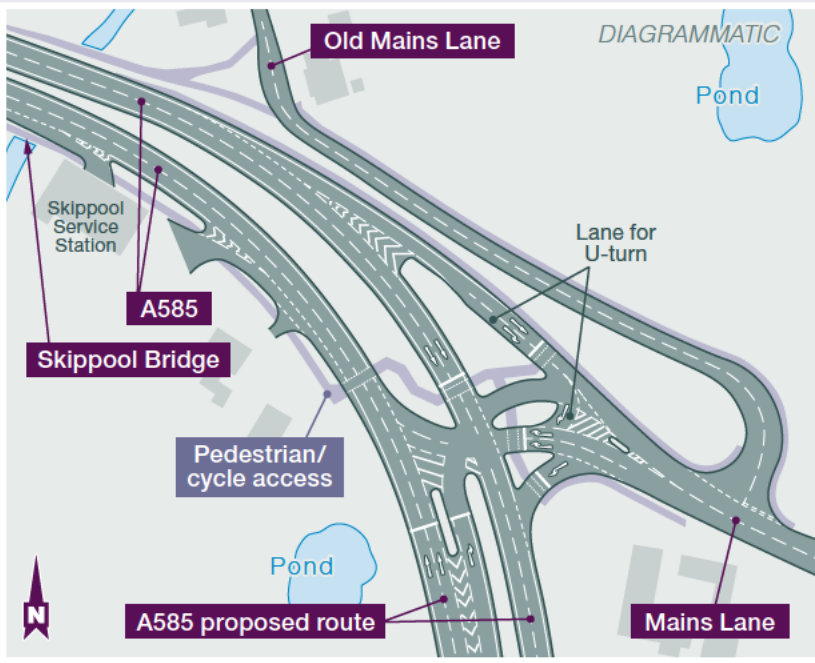


Skippool Bridge junction

A new junction will be provided where the bypass route leaves Mains Lane east of Main Dyke. The junction would provide a slip road retaining the connection between the new route and the existing Mains Lane and Old Mains Lane.

Westbound traffic on the bypass heading towards Shard Road would have a separate right turn lane.

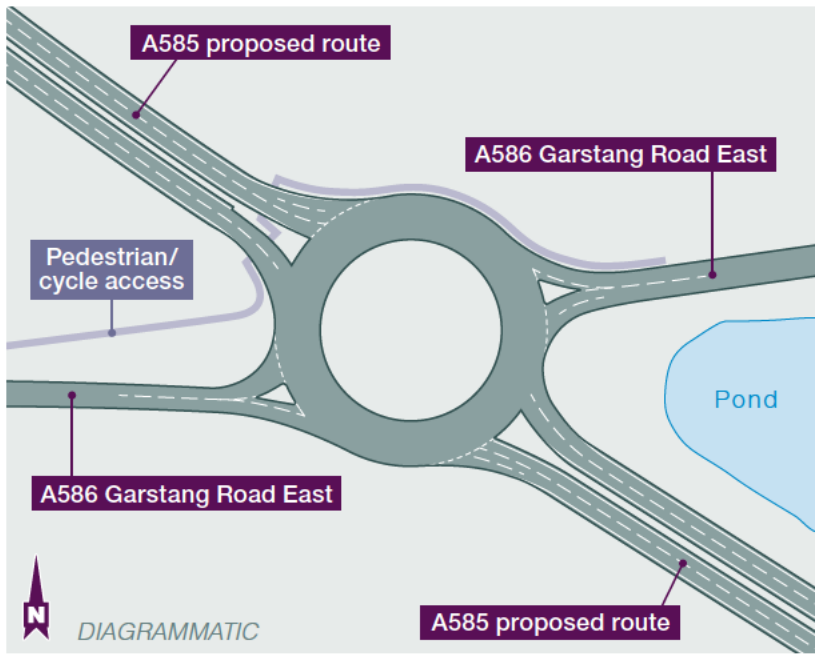
From Skippool Bridge junction the route swings southwards, and then gently eastwards as a dual two-lane bypass travelling southeast towards the A586. The route would be on an embankment to cross several ditches and the low-lying fields south of Mains Lane.



Poulton junction

A new roundabout (Poulton junction) is proposed with the A586 Garstang Road East. The junction will be situated east of the Garstang Industrial Estate.

The route then continues eastwards to bypass Little Singleton to the south. Here, the bypass will run into a deep cutting (approximately nine metres) to pass under a new bridge carrying the B5260 Lodge Lane. The route will continue 'in cutting' to the north of Singleton Hall, The Manor and Barnfield Manor.



Lodge Lane land bridge option

At this location, a new bridge will be provided to carry the existing B5260 Lodge Lane over the new bypass. We are currently exploring the option of this bridge taking the form of a 'land bridge'. We are still looking into this option, subject to environmental assessments, maintenance and ownership arrangements being agreed. The land bridge would extend for about 80 metres east of Lodge Lane and would allow the existing access road, some of the pasture and hedgerows to be replaced on top of this bridge, improving the environmental connectivity across the bypass.



Artist's impression of the view looking south east over the proposed land bridge towards Barnfield Manor.

Grange Footbridge

The bypass continues eastwards to merge with the existing Garstang New Road where a new footbridge would be provided (Grange footbridge). Garstang New Road would become a dual carriageway as it approaches the recently-constructed Windy Harbour junction.



Artist's impression of the view looking south over Garstang New Road at the proposed Grange Footbridge.

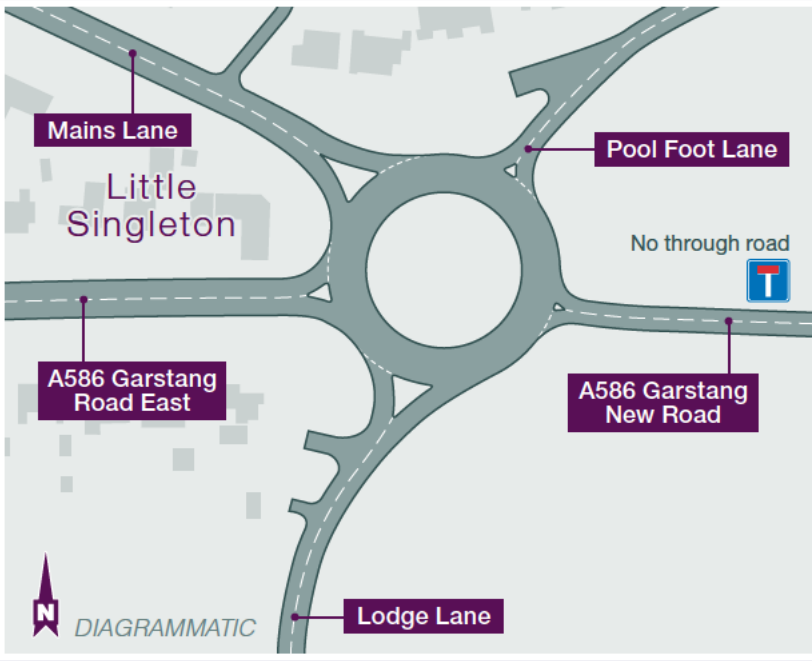
Improvements to existing Mains Lane and Garstang New Road

A number of improvements are being considered for the sections of the existing route that would be bypassed. This section includes Mains Lane from the proposed Skippool Bridge junction to Little Singleton and Garstang New Road east of Little Singleton. We are in discussions with Lancashire County Council to agree future maintenance arrangements for these improvements, which may include:

- 30mph speed limit
- Traffic calming measures
- Local junction improvements
- Changes to traffic signal priorities
- Additional crossing facilities
- Cycle routes
- Alterations to street lighting

A new roundabout would replace the existing Little Singleton junction to better manage future traffic movements. This roundabout would be constructed after traffic had been diverted onto the bypass.

The existing section of Garstang New Road, immediately east of Little Singleton roundabout, which becomes a 'cul de sac' under our proposals, would be maintained for pedestrians and cyclists and would include access to nearby fields.



Traffic

We have analysed the existing traffic flows and delays in the area bounded by the edges of the Fylde Peninsula to the north, west and south, and by the M6 to the east to understand the congestion problem. We have used a number of computer-based traffic models to analyse the impact of our proposed scheme on the road network, vehicle movements and travel times.

This information is being used to understand the detailed requirements of the scheme as follows:

- **Highway design** – such as the number of lanes required and types of junctions
- **Environmental assessment** – such as the potential for noise and air quality impacts
- **Economic assessment** – to determine value for money

We have estimated traffic flows for 2022, the expected scheme opening year, and for 2037, 15 years after opening. The highway design is based on predicted 2037 traffic flows, to ensure our scheme is fit for the future.

Benefits and impacts of the proposed design

In assessing the benefits and effects of the proposed design, we looked at a variety of features including those listed below. This information is based on our findings from detailed surveys and assessments we have carried out. Environmental impacts are assessed based on national guidance.

Feature	Benefit / impact of the scheme
Journey times, traffic congestion and accidents	Journey times would be reduced and there would be fewer delays along the A585 route. Traffic and congestion would be removed from the existing route and we would expect a substantial reduction in accidents. For more information please see the Scheme Assessment Report at www.highways.gov.uk/a585windyharbour-skippool
Air quality	Assessments undertaken to date show that any changes in air quality as a result of the scheme are within the limits set out by the National Air Quality Strategy Objective. Assessments also indicate some locations along the route will experience improvements in air quality, whereas other locations will experience deterioration.
Noise	The scheme would result in a reduction in noise along the existing A585. However, some properties that back onto the scheme once constructed may experience an increase in noise at the rear. Appropriate noise mitigation will be used to reduce negative effects such as environmental mounds or acoustic barriers.
Cultural heritage	There is potential for the scheme to impact on Grade II-listed buildings and non-designated heritage assets including the Ribchester to Poulton-Le-Fylde Roman Road (at Amounderness Way, west of Skippool) and Singleton Park. A range of mitigation measures would be agreed with Historic England and Lancashire County Council to reduce these impacts. Mitigation may include landscape screening and routing construction traffic away from sensitive areas. This will be informed by further intrusive or non-intrusive archaeological investigation.

Feature	Benefit / impact of the scheme
Landscape	The scheme would impact on the character of the landscape. However, mitigation measures are currently being developed and incorporated into the scheme's design to reduce negative effects. Such measures include woodland and hedgerow planting and screen mounds.
Nature conservation	The scheme would cross through a number of habitats including; agricultural fields with hedgerows, woodland, buildings, ponds and watercourses. The loss or disturbance of these features may have a negative effect on protected habitats and protected species that depend on them (such as great crested newts, bats, birds, badgers and otters). However, where possible, effects would be avoided or mitigated. Also, new habitats would be created, including native landscape planting. This would result in more habitats, such as ponds, woodland and hedgerows in the local area.
Road drainage and the water environment	The design of the new Skippool Bridge would reduce the risk of flooding along the Main Dyke watercourse in the Skippool area. This has been assessed using a computer flood model developed in liaison with the Environment Agency. Drainage systems would manage and treat rainfall run-off from the bypass to ensure no contamination or increased water flows would affect Main Dyke, Horsebridge Dyke and Pool Foot Creek.
Contaminated land	We have recently undertaken ground investigations to find out whether the scheme would encounter any historic contamination. Any contamination would be removed safely as discussed with the Environment Agency and local authorities.
Road safety	The scheme design is developed to be as safe as possible and aims to provide benefits to all road users. This is in accordance with our long-term vision that no one should be harmed whilst travelling or working on our roads.
Construction duration and impacts	During construction there will be increased delays and congestion for all road users. We will minimise these wherever possible and work with local authorities to agree acceptable working arrangements and limits for construction impacts. We will also engage with landowners and tenants so that they are fully aware of the proposed construction works and any impacts specific to them. Temporary diversions will be put in place for pedestrians, cyclists, equestrians and walkers, where necessary. We provide further detail on impacts and timing of construction on page 11.
Pedestrians, cyclists, equestrians and walkers	We have identified new opportunities for improving connectivity and minimising potential conflicts for these groups following extensive CCTV surveys. We will ensure continuity of existing and proposed paths and improve these throughout the scheme. Adequate facilities are available at new junctions for everyone, including visually-impaired people and those who are less mobile. Main improvements will consist of signalised junctions at Skippool and Skippool Bridge, and a new footbridge where the new bypass connects with the existing A585 Garstang New Road.
Land take	In order to construct the scheme, we will need to acquire some land. The land required is mostly agricultural however some properties will also be required to be purchased and demolished to allow the scheme to be constructed.
Current cost estimate	Approximately £150 million – this figure is correct at the time of this brochure going to print, but is subject to further assessment.

Construction impacts

Construction will inevitably have some impacts on the local community and businesses, the environment, and road users. We will work closely with our stakeholders, including local authorities, landowners and local communities, to identify the specific issues that are likely to occur and the measures that can be used to address them.

Typical impacts may include (but are not limited to):

- Construction noise and vibration
- Dust, odours and other air quality issues
- Light pollution and other temporary visual impact
- Road safety through roadworks and traffic management arrangements
- Delays and disruption to road users on the A585, A586 and A588

Construction impacts on the environment will be assessed and reported as part of our planning application. This will include, for example, how trees, hedgerows and other natural features would be retained, wherever possible. Also, how any construction access roads will be reinstated to their natural form as soon as possible after completion of the works.

Timing and phasing of construction works

If development consent for the proposed scheme is granted, we expect to start the main construction in 2020. It'll take around 2 years to complete and will open in 2022.

Site compounds and use of public roads

We would need working areas close to the proposed scheme to use as construction site compounds – for storage of materials and equipment. The location of site compounds will be shown in our planning application, along with suitable access arrangements.

We will also work closely with the local highway authorities to identify routes appropriate for our construction vehicles to use, ensuring impact on local communities is reduced.

Next steps

Once the consultation has closed on 8 May 2018, we will review all the suggestions and comments we have received. We will take time to analyse all responses. We will consider your feedback and, where appropriate, will use it to make further refinements to our proposed design and development of mitigation measures. We will set out a summary of the responses, and describe how our proposals have been informed by and influenced by them, in a consultation report. This will form part of our planning application and will also be available to the public following submission of the application. We expect to submit our planning application by October 2018 and, if approved, work will start in 2020.

In addition to this consultation process, we will continue to engage with anyone interested in, or impacted by, the scheme including the local authorities.

To help us shape the final design in preparation of our submission to the Planning Inspectorate, it is important you are involved now and submit your response by **8 May 2018.**

Once we submit our application, the Planning Inspectorate (acting on behalf of the Secretary of State) may examine the application in public hearings and will then make a recommendation to the Secretary of State for Transport, who will decide on whether or not the scheme will go ahead.

The process for this is explained below.



Further information

For more information please visit our web page at www.highways.gov.uk/a585windyharbour-skippool where you can also sign up for email alerts whenever the webpage for this scheme is updated.

If you have any queries about this scheme please contact the project team directly by calling 0300 470 2700 or emailing A585WindyHarbourToSkippool@highwaysengland.co.uk

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A585
Windy Harbour to Skippool scheme
Share your views



Investing in your roads

At Highways England we believe in a connected country and our network makes these connections happen. We strive to improve our major roads and motorways - engineering the future to keep people moving today and moving better tomorrow. We want to make sure all our major roads are more reliable, durable and, most importantly, safe.

That's why we're delivering £15 billion of investment on our network – the largest investment in a generation.

The A585 Windy Harbour to Skippool scheme is a major part of this investment. The A585 is the main transport link to the northern part of the Fylde peninsula and it plays a huge part in supporting the local economy.

This scheme is categorised as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008. As such, we are required to make an application for a Development Consent Order (DCO) to obtain planning permission to construct the scheme. For more information on this process, please visit: www.highways.gov.uk/a585windyharbour-skippool

Why is the scheme needed?

The A585 is the main road in and out of Fleetwood and surrounding areas. It is heavily congested between Windy Harbour and Skippool and drivers currently suffer from significant delays during peak periods. The road also has a poor safety record.

Congestion is particularly severe at the junction with the A586 at Little Singleton and the signalised junction with the A588 at Shard Road. A high number of accidents are reported at these junctions and the volume of traffic is also a concern for local people, pedestrians, equestrians and cyclists.

If we don't make improvements to this three-mile stretch of road, it is likely there will be a rise in traffic levels and the potential for the number of accidents, and delays to journey times, to increase.

Scheme objectives

- **Reliability:** by reducing congestion especially around Little Singleton, Shard Road and Skippool junctions, which will improve journeys
- **Socio-economic:** by supporting the economic growth potential in both Wyre and Fylde and supporting planned residential developments in the local area
- **Safety:** by improving the safety of pedestrians, walkers and cyclists around the existing A585

All responses to this consultation should be returned to us by **8 May 2018.**



We want your views

Your responses will help us shape the scheme before we submit our planning application.

The consultation will run for seven weeks from **21 March 2018**. Please respond using one of the following methods by **8 May 2018**.

Online: complete the response form online at: http://roads.highways.gov.uk/projects/a585-windy-harbour-to-skippool/

Email: you can email your response to: A585WindyHarbourToSkippool@highwaysengland.co.uk

Post: a printable copy of the response form and our consultation brochure can be downloaded at: http://roads.highways.gov.uk/projects/a585-windy-harbour-to-skippool/

You can submit the completed response form included in this brochure to the address provided or you can write to us at:
Freepost A585 WINDY HARBOUR TO SKIPPOOL SCHEME

Public consultation exhibitions

We are holding public exhibitions to provide further information about the scheme and listen to your views.

- **Singleton Village Hall**,
  Station Road, Singleton, FY6 8LL
  Friday 23 March 2018 2pm-8pm
- **Singleton Village Hall**,
  Station Road, Singleton, FY6 8LL
  Saturday 7 April 2018 10am-4pm
- **Wyre Civic Centre**,
  Breck Road, Poulton-le-Fylde, FY6 7PU
  Tuesday 10 April 2018 3pm-8pm
- **Fleetwood Nautical Campus**,
  Broadwater, Fleetwood, FY7 8JZ
  Wednesday 11 April 2018 1pm-7pm

Deposit locations

Consultation brochures and response forms will also be available at the following locations from 21 March 2018 (availability will depend on opening times):

- **Poulton Library**, Blackpool Old Road, Poulton-le-Fylde, FY6 7DH
- **Singleton Village Hall**, Station Road, Singleton, FY6 8LL
- **Wyre Civic Centre**, Breck Road, Poulton-le-Fylde, FY6 7PU
- **Blackpool Central Library**, Queen Street, Blackpool, FY1 1PX
- **Thornton Library**, Victoria Road East, Thornton Cleveleys, FY5 3SZ
- **Fleetwood Library**, North Albert Street, Fleetwood, Lancashire, FY7 6AJ
- **Koi Pool Garden Centre**, 35 Mains Lane, Poulton-le-Fylde, FY6 7LJ

Highways England creative job number MCR18_0052

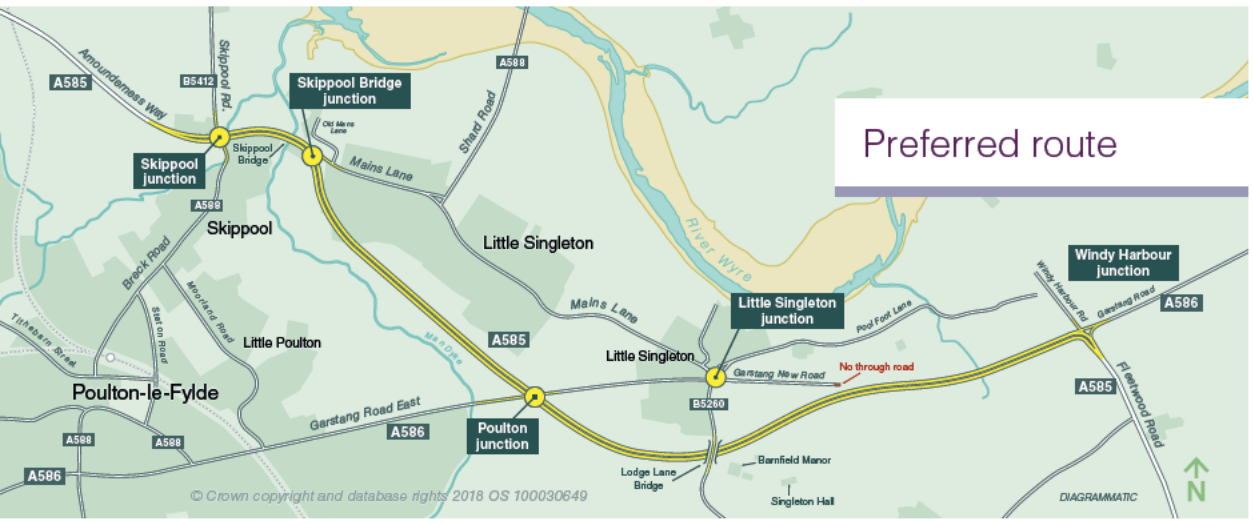
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Please quote the Highways England publications code **PR201/17**.

A585

Windy Harbour to Skippool scheme

Public consultation





We're improving the A585 in your area

We want to hear your views

You are invited to attend a public consultation to view our proposals for improving the A585 between Windy Harbour junction and Skippool.

Public consultation exhibitions

- **Singleton Village Hall**,
  Station Road, Singleton, FY6 8LL
  Friday 23 March 2018 2pm-8pm
- **Singleton Village Hall**,
  Station Road, Singleton, FY6 8LL
  Saturday 7 April 2018 10am-4pm
- **Wyre Civic Centre**,
  Breck Road, Poulton-le-Fylde,
  FY6 7PU
  Tuesday 10 April 2018 3pm-8pm
- **Fleetwood Nautical Campus**,
  Broadwater, Fleetwood, FY7 8JZ
  Wednesday 11 April 2018 1pm-7pm

Find out more online

Visit our scheme webpage at:
www.highways.gov.uk/a585windyharbour-skippool

highways england

Development consent for our major road schemes





The local community can raise any concerns they have about our proposals via the consultation.

What is development consent?

The Planning Act 2008 established the legal framework for applying for, examining and determining planning applications for Nationally Significant Infrastructure Projects (NSIP).

Under the Planning Act, a Development Consent Order (DCO) is the means of obtaining permission to construct and maintain developments categorised as NSIPs. This includes energy, transport, water and waste projects.

Some of our major road improvement proposals are classed as NSIPs. Before we submit a DCO application to the Planning Inspectorate, we hold consultations as part of our wider engagement activity. This is in addition to the request for representations and the examination of the application that the Planning Inspectorate organises once an application has been accepted.

How do I have my say?

We consult with relevant local authorities, anyone with an interest in the land, and statutory consultees, such as the Environment Agency. We prepare a statement, in consultation with relevant local authorities, on how we will consult people living in the vicinity of the land, and then carry out that consultation.

We advertise locally and nationally to ensure people are aware of consultations that affect them and how they can take part. Highways England sometimes carries out consultation in stages so that feedback from our customers, local communities and stakeholders can influence the type, geographical route and design of the project that we take forward.

Customers, stakeholders and the local community can raise any concerns they have about our proposals via the consultation.

Some of our major road improvement proposals are classed as Nationally Significant Infrastructure Projects

To ensure transparency, we publish a consultation report to set out how we have considered responses following each round of consultation. A consultation report will be included in our application to the Planning Inspectorate for the DCO.

How does it work?

On receiving and accepting an application, the Planning Inspectorate carries out the examination. During this stage, people who have registered to have their say are invited to provide more details of their views in writing. Careful consideration is given by the Examining Authority to all the important and relevant matters, including any Local Impact Reports received by local authorities, representations of all interested parties, any evidence submitted and answers provided to questions set out in writing and explained at hearings.

The Planning Inspectorate maintains a public register of applications received and members of the public are able to examine applications and accompanying documents, as well as reports of pre-application consultations.

The Planning Inspectorate manages the examination of applications, including deciding the principal issues to be examined. It has the discretion to decide whether cross-examination of evidence should take place at hearings. At the end of an examination, the Planning Inspectorate prepares a report on the application to the relevant Secretary of State, including a recommendation on whether to grant development consent. The Secretary of State then makes the decision on whether to grant or refuse development consent.

For more information about the planning process for Nationally Significant Infrastructure Projects, please visit:
https://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/advice-notes

If you need help accessing this or any other Highways England information, please call **0300 123 5000** and we will help you.



Highways England creative job number BHM17_0228_PJW

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A585

Windy Harbour to Skippool scheme

Preliminary Environmental Information Report

Non-Technical Summary



March 2018

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1 Introduction

1.1 Background

The A585 is the main transport link to the northern part of the Fylde peninsula and plays a huge part in supporting the local economy. It currently suffers high levels of congestion and is not considered able to support future growth in the area.

On 24 October 2017, we announced that a bypass between Windy Harbour and Skippool would be constructed to address identified issues. The scheme is categorised as a Nationally Significant Infrastructure Project under the Planning Act 2008. As such, we are required to make an application for a Development Consent Order to obtain planning permission to construct the scheme. We currently expect to submit our application is Autumn 2018.

The application will also be supported by an Environmental Statement which will be prepared in accordance European and national legislation. More information about the scheme is contained within the consultation brochure.

1.2 Purpose of the Preliminary Environmental Information Report and this Non-Technical Summary

As part of the consultation and planning process, we are required to prepare a Preliminary Environmental Information Report. The purpose of the report is to provide members of the public, statutory consultees and other stakeholders with preliminary information about the scheme and its potential environmental effects. This information is intended to help people develop an informed view of the scheme and respond within the consultation period. The report presents an overview of the preliminary environmental information available at this stage. Further assessment and the development of detailed measures to reduce environmental effects are ongoing and will ultimately be reported in the Environmental Statement. The Environmental Statement will include a detailed and comprehensive environmental assessment which will be submitted alongside our application for development consent.

This document summarises the Preliminary Environmental Information Report and is written using non-technical language.

Feedback received to this consultation will help us shape the scheme before we submit our application for development consent.

1.3 Consultation and how to respond

We're now holding a public consultation on our proposals. We'd like to hear what you think, so please share any concerns, ideas or local knowledge that you may have. The consultation will run from 21 March 2018 to 8 Mary 2018 and there are lots of ways you can tell us what you think. You can visit us at our events at:

- **Singleton Village Hall**
  Friday 23 March 2018, 2pm – 8pm and
  Saturday 7 April 2018, 10am – 4pm
- **Wyre Civic Centre**
  Tuesday 10 April 2018, 3pm – 8pm
- **Fleetwood Nautical Campus**
  Wednesday 11 April, 1pm – 7pm

Alternatively, you can view all the consultation materials and respond online on our webpage www.highways.gov.uk/a585windyharbour-skippool

More details of how you can respond are contained with the consultation brochure.

2 The proposed scheme

2.1 Why is the scheme needed?

The A585 is the main road in and out of Fleetwood and surrounding areas. It is heavily congested between Windy Harbour and Skippool and drivers currently suffer from significant delays during peak periods. The road also has a poor safety record.

Congestion is particularly severe at the junction with the A586 at Little Singleton and the signalised junction with the A588 at Shard Road. A high number of accidents are reported at these junctions and the volume of traffic is also a concern for local people, pedestrians, equestrians and cyclists.

If we don't make improvements to this three-mile stretch of road, it is likely there will be a rise in traffic levels and the potential for the number of accidents, and delays to journeys times, to increase due to planned growth in the area.

2.2 Scheme alternatives and options

We began work on evaluating design options for the scheme in 2015 and we looked at a range of potential environmental impacts together with other factors such as technical feasibility and value for money. We discussed the conclusions of the environmental assessments at technical workshops to help inform the selection of the preferred design. The following options were rejected:

- **Two Northern Bypass Options (N1 and N2):** Rejected as they were longer than the preferred design and had additional junctions that would affect journey times and increase environmental impacts
- **Five alternative Southern Bypass Options (S2, S3, S4, S5 and an additional option):** Rejected on a range of grounds including: causing inappropriate use of local routes by traffic; safety and capacity reasons and concern that the route would divide and disconnect the local community
- **Two Online Options (O1 and O2):** Rejected as they did not meet the scheme's objectives (find out what these are on page 4 of the consultation brochure)

2.3 Scheme description (refer to Figure 2.1)

The scheme comprises 4.86 kilometres (~3 miles) of new two lane dual-carriageway bypass connecting Windy Harbour junction to Skippool junction. It will include four new junctions connecting the new bypass with existing roads including:

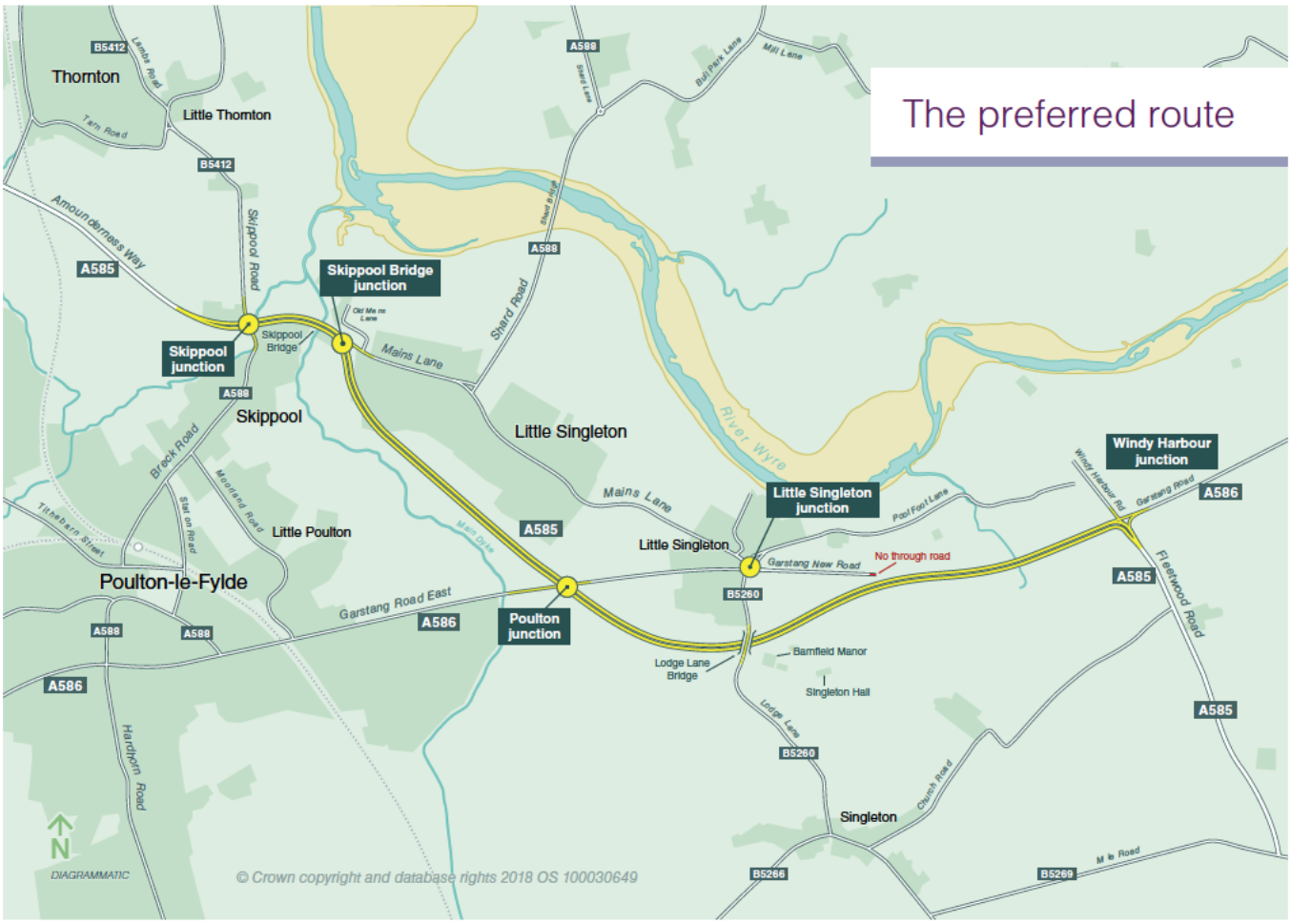
- Conversion of Skippool junction to a signal-controlled crossroads with A588 Breck Road and B5412 Skippool Road
- A new Skippool Bridge junction in the form of a three-arm traffic signal-controlled junction with the existing Mains Lane
- A new Poulton junction in the form of a four-arm roundabout connecting to A586 Garstang Road East
- Conversion of the traffic signal junction at Little Singleton to a roundabout

It will require new structures including:

- A replacement Skippool Bridge
- Lodge Lane would become a bridge over the bypass at this point where the bypass would be constructed in a cutting
- Culverts to allow water courses to pass beneath the bypass

- A footbridge (referred to as Grange Footbridge)
  - Temporary construction areas would be needed including three temporary construction compounds (including offices, materials storage, parking etc) - two at the western end and one at the eastern end.
  - A range of environmental mitigation measures would be included to help reduce the impacts of the scheme. These would include tree planting, noise barriers, earth embankments, wildlife crossing points and new wildlife habitat creation.

Figure 2.1: The scheme



3 Potential environmental effects

The paragraphs that follow outline the preliminary findings of the environmental assessment undertaken to-date. They cover the effects of the scheme on: air quality, cultural heritage, biodiversity, landscape, noise and vibration, people and communities, road drainage and the water environment, geology and contaminated land, climate materials and cumulative effects.

3.1 Air quality

Existing conditions

We have collected air quality information from Wyre Borough Council and Fylde Borough Council, Defra and Highways England. There is one Air Quality Management Area (AQMA) (an area designated by a local authority for having poor air quality) located near the scheme in Wyre, called Chapel Street AQMA. The recent air quality monitoring data in Wyre and Fylde shows no exceedances of the Air Quality Standards Objective / EU Limit Value (which is 40µg/m^3) for the air pollutant nitrogen dioxide, associated with traffic vehicle emissions.

Construction

Key potential impacts

There are a number of sensitive receptors (particular groups of people who are likely to be affected) which include residential properties, located within 200m of the construction site boundary which could be affected by dust generated from construction activities as part of the scheme.

Key potential mitigation

Measures to minimise impacts as a result of construction include implementing a Construction Environmental Management Plan which would include commitments such as damping down vehicles and surfaces, covering stockpiles to reduce dust and moving dust generating activities as far away as possible from local residents.

Operation

Key potential impacts

During the operation of the scheme, sensitive receptors including residential properties have the potential to experience an air quality impact from the changes in traffic due to the scheme. Air quality impacts are considered likely to occur where traffic has a change in flow of either more than 1000 vehicles per day, 200 heavy duty vehicles per day, or the speed changes more than 10 kilometres per hour. A number of representative properties located on these affected roads have been selected to predict concentration changes of air pollutants at these locations. The results of the air quality modelling predict that some locations will experience a benefit as the scheme will re-route traffic from Mains Lane onto the new bypass, so therefore, these properties are predicted to experience a reduction of air pollutant emissions. Some properties are predicted to experience an increase of air pollutant emissions as they are located close to the new bypass. However, the overall concentrations will remain below the threshold of the Air Quality Standards Objective / EU Limit Value (40µg/m^3).

Key potential mitigation

As the air pollutant at all locations are predicted to be well below the Air Quality Standards Objective / EU Limit Value, the scheme does not result in a significant impact on air quality. Therefore, no mitigation measures will be required.

3.2 Cultural heritage

Existing conditions

We've collated information for an area extending 1 kilometre around the scheme. Within this area the following heritage assets have been identified:

- Nine Grade II listed buildings (including the Singleton Hall Ice House) (see Figure 3.1)
- Two conservation areas (including Singleton Conservation Area and Poulton-Le-Fylde Conservation Area) (see Figure 3.1)
- 158 assets listed on the local Historic Environment Record (including Singleton Park and the Ribchester to Poulton-le-Fylde Roman Road)

The historic landscape in the area is considered to be a combination of ancient, post medieval and modern in origin.

There are no Grade I or II* listed buildings, scheduled monuments, World Heritage Sites, registered parks and gardens or registered battlefields within 1 kilometre.

We are working with Lancashire County Council to determine the need for further archaeological field investigations. The results of such investigations will be included within the Environmental Statement.

Construction

Key potential impacts

The Grade II listed Singleton Hall Ice House has the potential to experience temporary negative effects as a result of noise, dust and visual intrusion during the construction phase of the scheme which may affect its setting. Similar effects may also occur at Singleton Conservation Area although this is further away. Effects on other listed buildings and the Poulton-Le-Fylde Conservation Area are likely to be small due to their distance from the proposed construction works.

There could be direct permanent impacts on assets including part of Singleton Park, the local historic landscape character, the potential remains of the Ribchester to Poulton-le-Fylde Roman Road (although this is still to be determined) and a number of other, lower value assets identified on the Historic Environment Record.

The scheme may also have a direct physical impact on any potential below ground archaeological remains should they be present.

Key potential mitigation

During construction we will work to minimise impacts including implementing a Construction Environmental Management Plan which would include commitments such as damping down vehicles to reduce dust, managing construction traffic and proposing closed-board fencing which will provide visual screening near to the Ice House.

Operation

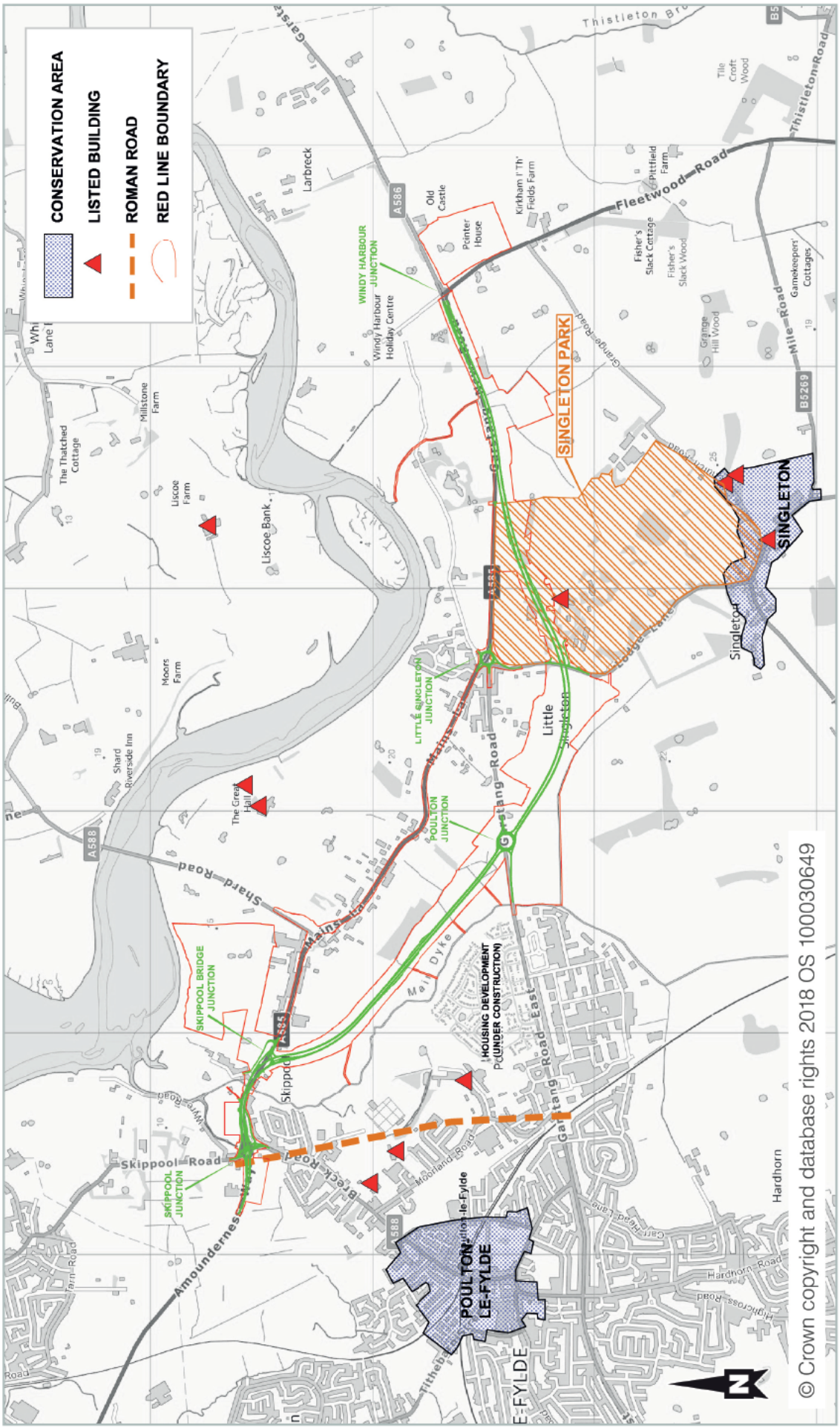
Key potential impacts

Once the road has been built and is open to traffic, we expect there to be the following effects to heritage assets; visual intrusion due to the presence of the new road and associated traffic and noise which may affect how heritage assets are experienced. These operational effects may be experienced at the Grade II listed Singleton Hall Ice House, End Cottage Old Farm, the Manor, the former chapel of St John and the attached priest's house together with Singleton Conservation Area and Singleton Park.

Key potential mitigation

We will explore potential measures to reduce operational impacts. These could include additional planting and careful positioning of earth mounds for visual screening. Figure 16.1 in Appendix A to the Preliminary Environmental Information Report presents draft environmental mitigation. Noise mitigation is outlined in Section 3.5.

Figure 3.1: Heritage assets



3.3 Biodiversity

Existing conditions

There are seven designated sites within the study area including Morecambe Bay and Duddon Estuary Special Protection Area, Morecambe Bay Ramsar site, Wyre Estuary Site of Special Scientific Interest, Wyre-Lune recommended Marine Conservation Zone, Skippool Marsh and Thornton Bank Biological Heritage Site, Shard Bridge Field Ditch Biological Heritage Site and Shard Bridge Field Ditch Biological Heritage Site. Sites within the study area are presented in Figure 3.2 overleaf.

We have undertaken surveys and identified the following habitats within 500m of the scheme:

- Hedgerows
- Coastal saltmarsh and mudflats
- Coastal and floodplain grazing marsh
- Ponds
- Rivers including Skippool Creek and Main Dyke amongst others

Further species surveys have identified the presence of great-crested newts, passage and wintering birds, breeding birds, bats and otters with the study area.

Construction

Key potential impacts

- Potential negative effects during construction may include:
  - Disturbance of animals during construction
  - Loss of habitat
  - Damage of habitat
  - Disconnecting or fragmentation of habitats
  - Pollution via run-off and spray from construction road traffic and air pollution due to construction activities
  - Increased sedimentation of watercourses
  - Visual and light pollution caused by construction lighting

Key potential mitigation

A Construction Environmental Management Plan would be developed and contain scheme specific commitments to mitigate construction effects. Commitments detailed in this may include: minimising the removal of trees and shrubs; implementing pollution prevention measures; and, sensitive timing of works to avoid disturbance to features (i.e. bird species) of a designated site. Where appropriate, construction works would be supervised by an ecologist. Mitigation areas for birds would also be proposed.

A protected species licence is required for the scheme and would include detailed information to mitigate impacts on great crested newts.

Operation

Key potential impacts

Potential negative effects during the operation of the scheme, once it is built and open for traffic, include:

- Being killed by collisions with traffic (including wintering / passage birds, breeding birds, great crested newts, bats, badgers and otters)
- Polluted road runoff affecting the water environment
- Impacts on trees and shrubs from polluted spray from road traffic
- Impacts on species through road lighting
- Barriers to the movement of animals caused by the new road

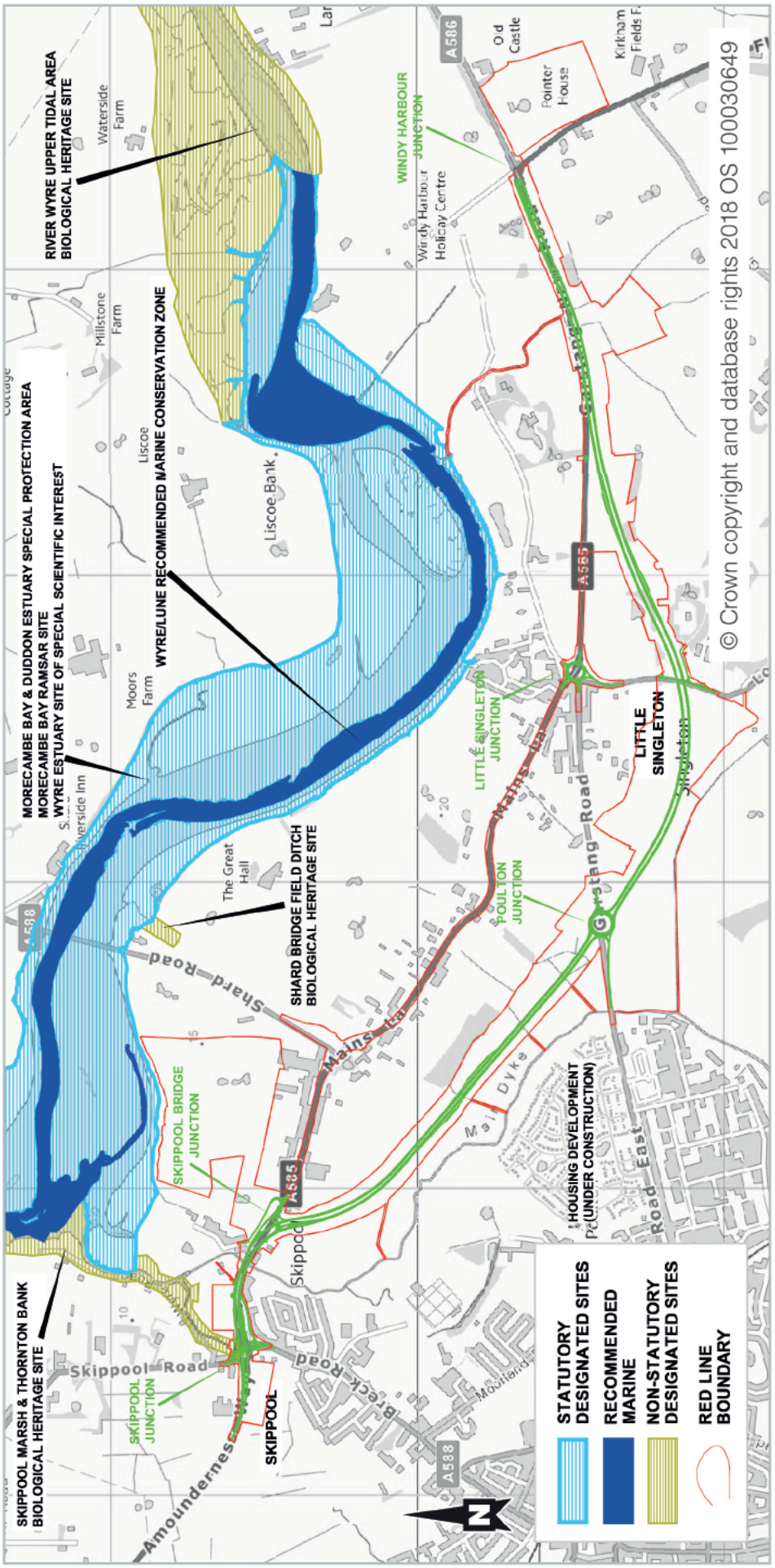
Key potential mitigation

The installation of new ponds for great crested newts would increase the availability of this habitat. Additionally, landscape screening such as trees and shrubs would increase terrestrial habitat quality and connectivity.

Road lighting will be designed to minimise light pollution.

Otter-friendly culverts would be installed at all watercourse crossings, which would increase the permeability of the scheme and minimise the barrier effect. Fencing would be installed to direct otters toward culverts and deter them from accessing the road.

Figure 3.2: Designated ecological sites



3.4 Landscape

Existing conditions

The study area for landscape and townscape assessment extends to 1 kilometre from the scheme boundary and 2 kilometres for the visual assessment.

At the national level, the application site falls entirely within National Character Area 32: Lancashire and Amounderness Plain which covers an area of high-grade agricultural land, located within the Fylde coast. This is considered to be a distinct area, with extensive views available across the plain. There are small to medium-sized blocks of mixed woodland, and medium to large-sized fields that form an open, large-scale agricultural landscape.

The landscape and townscape study area has been sub divided into seven landscape character areas (LCAs) and nine townscape character areas (TCAs) based on their physical and cultural elements.

The key landscape and visual receptors (particular groups of people who are likely to be affected) within the study area are presented in Figure 3.4. These include 17 representative viewpoints which have been agreed with Fylde Borough and Wyre Borough Council. Figure 3.3 also presents visual receptors with potentially significant effects.

Construction

Key potential impacts

The construction works have the potential to be visually intrusive and the appearance of construction activity will have a temporary negative impact upon visual receptors in the study area.

Key potential mitigation

The Construction Environmental Management Plan would include mitigation measures such requiring the installation of 3m high perimeter solid fence around the construction area boundary and the introduction of topsoil mounds as screening and baffles (directional shades) on lighting columns.

Operation

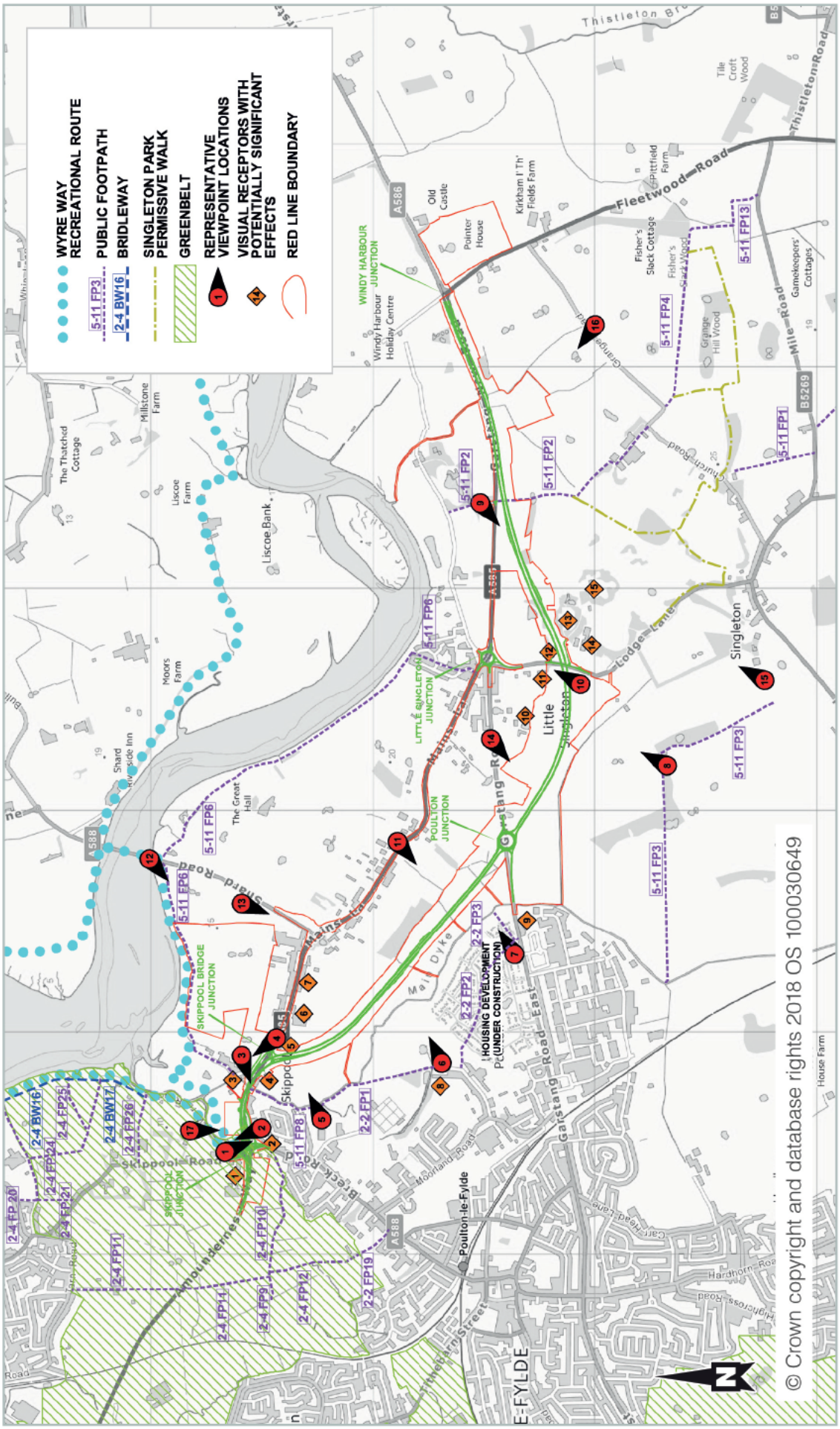
Key potential impacts

During operation the scheme would have the potential to impact negatively upon some landscape elements and visual receptors. This would include some properties: near to the Skippool Junction; on the south side of Mains Lane near where the western end of the bypass joins the existing road; from the new housing development under construction at Garstang Road East, Little Poulton and near to where the bypass passes under Lodge Lane.

Key potential mitigation

Mitigation would include the planting of shrubs and trees which will integrate the scheme into the existing landscape as it establishes over time. The implementation new woodland belt planting and earth mounds would provide screening and reduce the impact of the scheme on residential properties.

Figure 3.3: Landscape and visual receptors



3.5 Noise and vibration

Existing conditions

The noise and vibration study area has been defined in accordance with the *Design Manual for Roads and Bridges* and within it the following receptors have been identified:

- Approximately 2250 residential properties
- Seven 'other sensitive receptors' e.g. schools, care homes etc.
- Ten Noise Important Areas (designated for existing high levels of noise)

The dominant source of noise in the area of the scheme is road traffic noise, primarily generated by vehicles traveling along the principle routes in the area including the A585 and A586.

In order to gain an understanding of the existing noise levels within the local area, attended noise surveys were undertaken at eight monitoring locations positioned along the scheme corridor. The surveys were carried out in accordance with standard industry guidance.

Additional baseline noise surveys will be undertaken to inform the Environmental Statement.

Construction

Key potential impacts

There is potential for negative short-term noise and vibration effects during the two-year construction phase. It is anticipated that construction noise effects could occur due to:

- Noise from the operation of construction vehicles
- Noise from the construction of the B5260 Lodge Lane underpass
- Noise from lorry movements to and from the site, for example site deliveries
- Construction vibration effects could occur from piling

Key potential mitigation

Measures to minimise noise and vibration impacts would include adopting best practice which would be incorporated into the Construction Environmental Management Plan. Examples include:

- Installing appropriate fencing/temporary barriers around the construction areas likely to generate noise
- Providing contact details for a site representative in the event that disturbance due to noise or vibration from the construction works occurs
- Keeping site access routes in good condition and well maintained with no potholes
- Turning off machinery when not in use

Operation

Key potential impacts

Noise from the operation of the scheme has been assessed by means of a noise model. This enables the identification of areas that are at risk of potentially perceptible changes in operational noise in both the opening and the future design year (15 years after opening). In both scenarios there is a potential for significant impacts around the Skippool/Breck road area, including the eastern end of Poulton-le-Fylde and residential dwellings (under construction) to the west of the Poulton Industrial estate. A number of properties on Mains Lane that back onto the scheme also have the potential to experience changes. There is also the potential for impacts to the south of Little Singleton in the area surrounding the proposed bridge over the bypass at Lodge Lane.

Key potential mitigation

Mitigation of the operational noise will likely be in the form of environmental mounds and / or noise fencing. This will be considered in areas where there is the potential for perceptible impacts as a result of the scheme.

3.6 People and communities

Existing conditions

Land use in the vicinity of the scheme includes both commercial and residential land, land used by the community, development land and agricultural land. Key receptors (particular features / people who are likely to be affected) are identified on Figure 3.4 and include: public houses, hotel and holiday accommodation, a wedding/banqueting venue, an industrial estate, primary schools, a cemetery, a cricket ground, farms, caravan parks, Public Rights of Way and new residential areas under construction.

Agricultural land that may be affected is predominantly Grade 2 which is considered to be best and most versatile.

Construction

Key potential impacts

Construction has the potential to generate some negative, short term, impacts on local private and community facilities through land take and disconnecting and reducing access. Construction activities could affect the amenity of local residents and businesses, as well as users of public rights of way, through the generation of noise, dust, visual impacts and the movement of construction vehicles. Travel disruption may include congestion, delays and possible restrictions to access.

Construction will also lead to the permanent loss good quality agricultural land and a residential property called West Wynds, Old Mains Lane.

Key potential mitigation

The implementation and adherence to a Construction Environmental Management Plan would minimise negative environmental effects of construction activities, including visual impacts. The implementation of a Traffic Management Plan would minimise delays during construction. Such measures could include temporary signage and specific/defined routes that construction traffic would use would also help reduce uncertainty and frustration.

Operation

Key potential impacts

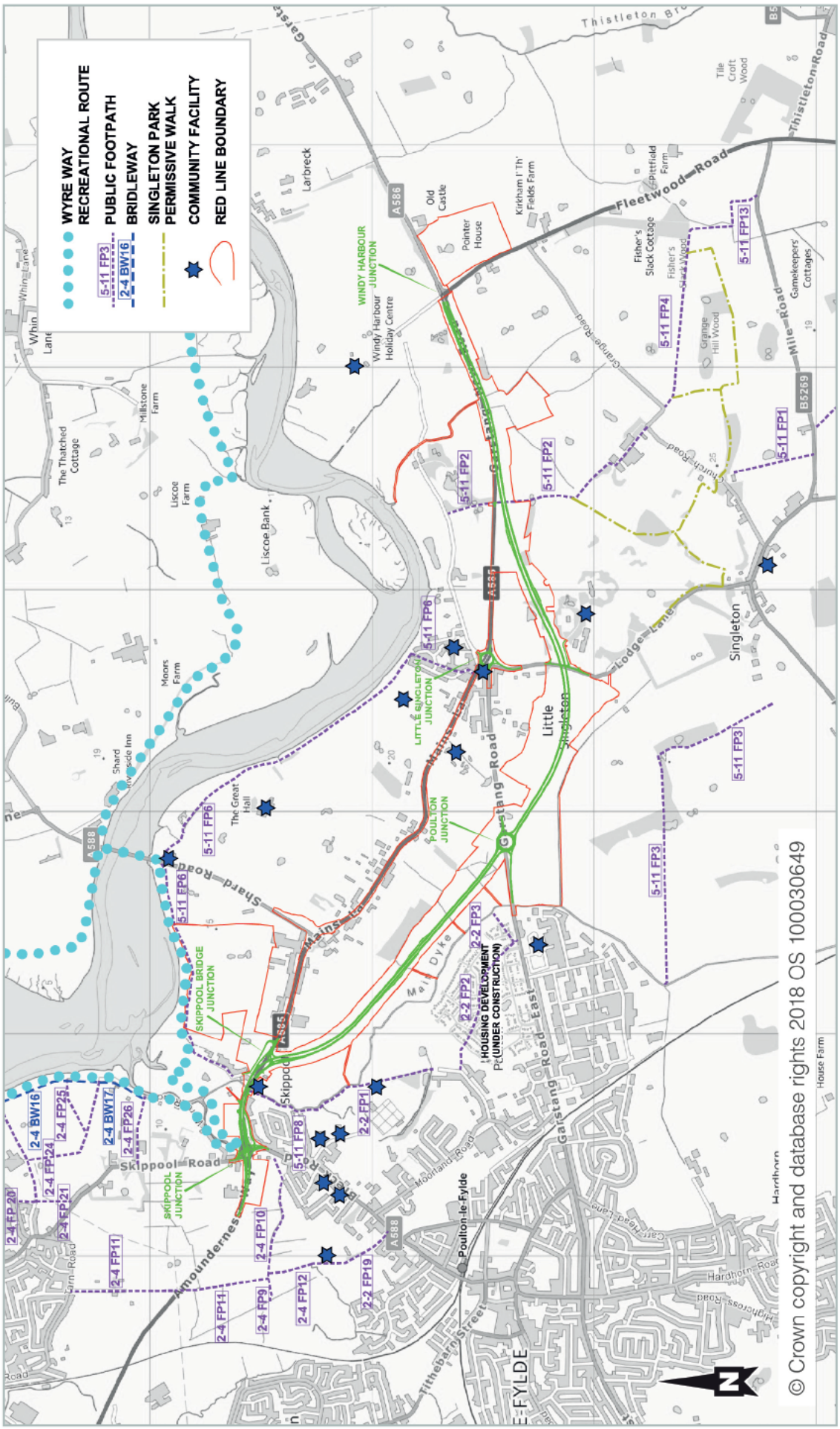
There would be both positive and negative effects on certain public rights of way and footpaths in the vicinity of the scheme during operation. Positive effects may include the creation of new, accessible footpath links across the road. Negative effects may include longer journey times as a result of diversion routes created.

We anticipate that drivers would experience a more pleasant journey once the road is opened with improved traffic flow and accessibility.

Key potential mitigation

New footbridges and footpath diversions would be designed to be fully accessible for pedestrians, walkers and cyclists. Design of the junctions will include specific measures for pedestrians and cyclists to assist them.

Figure 3.4: People and communities receptors



3.7 Road drainage and the water environment

Existing Conditions

There are three notable watercourses within 500m of the scheme - the River Wyre Estuary, Main Dyke and Horsebridge Dyke.

There are no source protection zones or licenced abstractions (water being removed from watercourses under licence) within the study area.

Parts of the area in the vicinity of the scheme are prone to river and tidal flooding as shown on Figure 3.5. Land at Skippool junction and to the west of the Windy Harbour junction are at a low risk of tidal flooding. We are currently preparing a Flood Risk Assessment to demonstrate how flood risk to the scheme would be managed now, and when taking climate change into account.

Construction

Key potential impacts

During construction there is potential for an increase in site run-off and flow of sediments to watercourses and groundwater.

Groundwater levels may also be lowered locally during construction and excavation works.

Key potential mitigation

The Construction Environmental Management Plan would document best practice pollution prevention measures and construction site drainage management proposals which would need to be adhered to in order to avoid these impacts.

Operation

Key potential impacts

The scheme would increase the impermeable land cover which would increase the flow of surface water run-off and would transport any surface pollutants more quickly.

Key potential mitigation

Flood risk effects would be avoided by ensuring storage for flood water would not be lost and through the design and construction of appropriate watercourse crossings. We've designed the road to ensure it isn't vulnerable to flooding.

Appropriate road drainage and attenuation features would be provided so that rainfall runoff rates and any pollution events can be controlled.



Figure 3.5: Flood risk mapping

3.8 Geology and contaminated land

Existing conditions

The scheme crosses areas of tidal flats, alluvium, peat and glacial sand/gravels and clays that sit above a layer of mudstone. Above the mudstone is an aquifer (an aquifer is an underground layer of water-bearing permeable rock, rock fractures or unconsolidated materials).

There are no historical areas of coal mining in the study area. Sand and gravel extraction was possibly undertaken adjacent to the A585 east of Skippool. Excavations for clay for local brickworks was undertaken at Poulton-le-Fylde.

Whilst landfill sites have been identified within the study area, they are all some distance from the scheme and have been present for many years. We consider it unlikely that these would have a notable impact to the design of the scheme.

Construction

Key potential impacts

Potential negative effects during the construction of the scheme include:

- Spread of pre-existing (historic land use) contamination e.g. within the construction compound areas / general works
- Contaminants migrating into underlying groundwater and wider water environment

Key potential mitigation

Environmental design measures to prevent pollution incidents during the construction phase would be provided in the Construction Environmental Management Plan. A Pollution Prevention Plan would be produced for activities such as excavation and dewatering, storage of fuels, chemicals and oils, vehicle washing, pollution control and emergency contingency.

To reduce the spread of contaminants, contaminated soils within areas to be excavated would be removed prior to the main works.

Excavated soils would be appropriately stored to ensure that if dust is generated in dry weather periods, it does not affect residential properties. Other best practice measures such covering stockpiles and lorries containing soils would be implemented.

Operation

Once constructed the road itself would act as a barrier to the underlying ground conditions therefore no impacts are anticipated.

3.9 Climate

Existing conditions

Statistical results suggest that the UK daily maximum and minimum temperature extremes have risen by just over 1°C since the 1950s, and that heavy seasonal rainfall events and annual rainfall have also increased. It is important that the road is resilient to this and its contribution to climate change is understood.

Construction

Key potential impacts

Wetter conditions may increase surface runoff which may, in turn lead to an increase in soil erosion on site and may increase sediment loads to water courses. The risk of flooding may also increase.

The construction works may also be disrupted by extreme weather events such as storms which may delay the overall construction programme.

The construction of the scheme will contribute to climate change through the use of raw materials and energy which generate greenhouse gas emissions.

Key potential mitigation

Emergency response procedures would be incorporated within the Construction Environmental Management Plan with respect to extreme weather events including storms and

droughts. Site works would comply with relevant pollution prevention guidelines to ensure against the risk of sediments causing pollution under all conditions including extreme weather events. We are preparing a Flood Risk Assessment which will consider the risk of climate change in its scenarios.

Operation

Key potential impacts

Hotter, drier conditions may affect the ability of proposed landscape planting or ecological habitat creation to survive and increased levels of rainfall will raise the risk of surface water and river flooding. Extreme weather events (e.g. storms) may also result in tree/habitat damage and flooding.

During operation the scheme will contribute to climate change as greenhouse gas emissions will be generated by vehicular movements.

Key potential mitigation

We'll ensure the design of the draining system will be able to cope should there be any changes in weather due to climate change. Landscape design will include species that are suitable for future climate conditions.

3.10 Materials

Existing conditions

Within the area covered by the Lancashire Joint Plan (2013) there is space within the county for the disposal of construction, demolition and excavation waste and hazardous waste in waste disposal facilities.

Construction

Key potential impacts

During construction of the scheme, waste will be produced which will need to be disposed of in waste disposal facilities. The current scheme design also means that new materials for construction, including for earthworks will need to be imported to the site.

Key potential mitigation

The provision of local borrow pits will aim to reduce the current shortage of materials required to construct the scheme therefore reducing the amount of material required to be imported. Our contractor, once appointed, would develop a Site Waste Management Plan to manage waste.

Operation

Only limited materials would be needed once the road is open to traffic. Therefore, no impacts anticipated.

3.11 Assessment of cumulative effects

Cumulative effects are where multiple effects occur on a particular receptor (e.g. a residential property, a wildlife site or a heritage asset). This could be as a result of multiple effects from the scheme affecting one receptor (e.g. air emissions, noise, visual intrusion) or multiple effects from this scheme and 'other development' in the area. This could result in a number of small effects adding up to something larger.

Potential cumulative effects from the scheme may arise on the following receptors:

- Residential properties due to noise, air quality and visual effects
- Listed buildings due to noise, dust and visual effects
- Footpaths due to reduced access and visual effects
- Water courses due to pollution and modifications to them which may affect protected species

With regard to cumulative effects with 'other development', the following have potential to occur:

- A greater amount of land associated with wintering birds and the adjacent Morecambe Bay Ramsar site and Morecambe Bay and Duddon Estuary Special Protection Area in the may be affected
- A number of 'other development' in the locality being under construction at the same time as the scheme which may result in a greater amount of construction traffic using local roads

For more information, please read The Preliminary Environmental Information Report, which is available at www.highways.gov.uk/a585windyharbour-skippool.

If you need help accessing this or any other Highways England information, please call **0300 123 5000** and we will help you.

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A585 Windy Harbour to Skippool

UA009921

Preliminary Environmental Information Report

March 2018

A585 Windy Harbour to Skippool Improvement Scheme

PRELIMINARY ENVIRONMENTAL INFORMATION REPORT

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ABBREVIATIONS

Abbreviation	Definition
AADT	Annual Average Daily Traffic
ADMS	Atmospheric Dispersion Modelling System
AEP	Annual Exceedance Probability
ALC	Agricultural Land Classification
AOD	Above Ordnance Datum
AONB	Area of Outstanding Natural Beauty
AQMA	Air Quality Management Area
AQS	Air Quality Strategy
AQSO	Air Quality Strategy Objectives
ARN	Affected Road Network
BAP	Biodiversity Action Plan
BHS	Biological Heritage Site
BMLV	Best and Most Versatile Land Value
BNL	Basic Noise Level
BPM	Best Practicable Means
BS	British Standard
CEMP	Construction Environmental Management Plan
CIEEM	Chartered Institute of Ecology and Environmental Management
CIRIA	Construction Industry Research Information Association
CL:AIRE	Contaminated Land: Applications in Real Environments
CO_2	Carbon Dioxide
CRTN	Calculation of Road Traffic Noise
DBA	Desk-Based Assessment
DCO	Development Consent Order
Defra	Department for Environment Food and Rural Affairs
DfT	Department for Transport
DMRB	Design Manual for Roads and Bridges

Abbreviation	Definition
EA	Environment Agency
EAR	Environmental Assessment Report
ECoW	Ecological Clerk of Works
EEA	European Economic Area
EFT	Emission Factor Toolkit
EIA	Environment Impact Assessment
END	Environmental Noise Directive
ES	Environmental Statement
EU	European Union
FRA	Flood Risk Assessment
ha	Hectare (Unit of Measurement)
GHG	Greenhouse Gas
HAWRAT	Highways Agency Water Risk Assessment Tool
HDV	Heavy Duty Vehicle
HER	Historic Environment Record
HGV	Heavy Goods Vehicle
HRA	Habitat Regulations Assessment
IAN	Interim Advice Note
JNCC	Joint Nature Conservation Committee
km	Kilometre (Unit of Measurement)
LAQM	Local Air Quality Management
LCA	Landscape Character Assessment
LiDAR	Light Detection and Ranging
LLFA	Lead Local Flood Authority
LOAEL	Lowest Observed Adverse Effect Level
LV	Limit Values
MAGIC	Multi-Agency Geographic Information for The Countryside
MMP	Materials Management Plan
NCA	National Character Areas
NERC	National Environment Research Council
NIA	Noise Important Area

Abbreviation	Definition
NN NPS	National Policy Statement for National Networks
NO_2	Nitrogen Dioxide
NOEL	No Observed Effect Level
NOx	Oxides of Nitrogen
NPPF	National Planning Policy Framework
NPSE	Noise Policy Statement for England
NSIP(s)	Nationally Significant Infrastructure Project(s)
NTEM	National Trip End Model
NTM	National Transport Model
PCM	Pollution Climate Mapping
PCF	Project Control Framework
PEIR	Preliminary Environmental Information Report
PINS	Planning Inspectorate
PM	Particulate Matter
PRoW	Public Rights of Way
pSAC	Possible Special Area of Conservation
pSPA	Potential Special Protection Area
rMCZ	Recommended Marine Conservation Zone
RIGS	Regionally Important Geological Site
SAC	Special Area of Conservation
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
TPO	Tree Preservation Order
UXO	Unexploded Ordnance
VDM	Variable Demand Modelling
WFD	Water Framework Directive

Abbreviation	Definition
ZoI	Zone of Influence
ZTV	Zone of Theoretical Visibility

1 INTRODUCTION

1.1 Background to the Scheme and this Report

1.1.1 Highways England (the Applicant) has been investigating options to alleviate a major bottle neck along the A585 between the Windy Harbour junction and the Skippool junction near Poulton-le-Fylde, Lancashire. Between 2015 and 2017, work was undertaken to develop and assess options to address these issues. On 24 October 2017, Highways England announced that an offline 'southern' bypass solution between the two junctions was the preferred solution (hereafter referred to as the 'Scheme'). The location of the Scheme is presented on Figure 1.1 at Appendix A.

1.1.2 The Scheme is a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008 as amended. Therefore, an application for Development Consent Order (DCO) is required to be submitted by Highways England to the Secretary of State (SoS) for Transport via the Planning Inspectorate (PINS). This application will be accompanied by an Environmental Statement (ES) prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment (EIA)) Regulations 2017 (SI No. 572) (hereafter referred to as the 'EIA Regulations').

1.1.3 This Preliminary Environmental Information Report (PEIR) has been prepared at an early stage in the pre-application process and provides a description of the Scheme, outlines the alternative options that were considered and presents a preliminary review of the likely environmental effects of the Scheme and how they could be mitigated. Consultees and the local community can then respond to the information in this report and make representations. Representations received can then be taken into consideration in progressing the Scheme design and preparing the ES that will accompany the DCO application. Further details on the EIA process are provided in Section 4 of this PEIR.

1.1.4 In accordance with Regulation 8(1) and as part of the first stage in the EIA process on 9 November 2017, Highways England requested PINS to provide its opinion on the scope of the information to be included in the ES for the Scheme. This was subsequently received on 20 December 2017 and this PEIR takes into account, where relevant, the Scoping Opinion received from PINS https://infrastructure.planninginspectorate.gov.uk/projects/north-west/a585-windy-harbour-to-skippool-improvement-scheme/?ipcsection=docs.

1.2 The Consenting Process

1.2.1 The legal structure within which the DCO application will be determined is governed by the Planning Act 2008. The Planning Act 2008 required the preparation of new policy to inform decisions made on NSIPs in England and sets out the principles that should be applied in the assessment of DCO applications.

1.2.2 In December 2014, the National Road and Rail Networks: National Policy Statement for National Networks (NN NPS) was published. The NN NPS sets out the policy used by PINS and the SoS to make a decision on all major road and rail projects. The NN NPS is informing the design of the Scheme and the EIA process.

1.3 Consultation and the Purpose of this Report

1.3.1 The purpose of this PEIR is to enable consultees (both specialist and non-specialist) to understand the likely environmental effects of the Scheme and to help inform their consultation responses during the pre-application stage. This report does not intend to provide the same level of detail as the forthcoming ES.

Under the Planning Act 2008, there are two separate formal stages of pre-application consultation:

- Section 42 with prescribed consultees (e.g. Natural England, Environment Agency, Historic England), local authorities, landowners and others with interests in land
- Section 47 consultation with the local community in accordance with the Statement of Community Consultation (SoCC)

1.3.2 For the purposes of this Scheme both of these consultation stages will run in parallel.

1.3.3 This PEIR will be submitted to the prescribed consultees, local authorities, and landowners and will be made available to members of the public and the wider community. At this stage not all of the detailed survey or assessment work required for the ES has been completed. This PEIR therefore presents the environmental information and potential effects of the Scheme as we currently understand them to be in a simplified format. A significant amount of survey work has been completed to-date to inform the preparation of the PEIR including ecological surveys, baseline landscape and visual surveys and a ground investigation. Further guidance is provided in PINS Advice Note 7 (2017) regarding the PEIR.

1.3.4 Consultees are encouraged to respond to the information contained in this PEIR and other reports (see Section 1.5). The responses received will be taken into account in developing the Scheme design that will be assessed in the ES.

1.3.5 The final ES will be published as part of the DCO application to PINS in Autumn 2018.

1.4 Structure of this PEIR

Within the EIA Regulations, “preliminary environmental information” means information referred to in Regulation 14(2) which:

- Has been compiled by the applicant
- Is reasonably required for the consultation bodies to develop an informed view of the likely significant environmental effects of the development (and of any associated development)

1.4.1 Regulation 14(2) of the EIA Regulations is presented in Table1-1 and outlines where in this PEIR the information is presented.

Table 1-1: Introduction - Requirements of Regulation 14(2) of the EIA Regulations and Details of their Location within this PEIR

Requirements	Location within the PEIR
(a) a description of the proposed development comprising information on the site, design, size and other relevant features of the development.	Section 2
(b) a description of the likely significant effects of the development on the environment.	Sections 5 to 14
(c) a description of any features of the proposed development, or measures envisaged in order to avoid, prevent or reduce and, if possible, offset likely significant adverse effects on the environment.	Sections 5 to 15
(d) a description of the reasonable alternatives studied by the applicant, which are relevant to the proposed development and its specific characteristics, and an indication of the main reasons for the option chosen, taking into account the effects of the development on the environment.	Section 3
(e) a non-technical summary of the information referred to in (a) to (d).	See separate Non-technical summary
(f) any additional information specified in Schedule 4 relevant to the specific characteristics of the particular development or type of development and the environmental features likely to be significantly affected.	Sections 1 to 15

1.5 Responding to Consultation

1.5.1 Comments made at all stages of the consultation process will be recorded and carefully considered by the Scheme team. Should other potentially viable options be raised during consultation, their relative merits will be considered and reported on. How comments received have shaped and influenced the Scheme will be reported to PINS in a Consultation Report prepared by the Applicant which will accompany the DCO application as required by Section 37(3) (c) of the Planning Act 2008.

1.6 Pre-Application Consultation Programme

1.6.1 Pre-application consultation is an important requirement for applications for DCOs. It allows for potential issues to be raised, taken into account and, where possible, addressed before the application is submitted for examination. During the consultation Highways England will seek comment on:

- The Scheme (including its alignment)
- Information on the possible environmental effects of the Scheme, as understood at the time and detailed in this PEIR

1.6.2 The consultation will run from 19 March 2018 to 4 May 2018.

1.6.3 Throughout the formal consultation Highways England will provide relevant written information at specific suitable public viewing places. The written information available to view will include:

- The SoCC
- The PEIR
- The Consultation Brochure

1.6.4 Open exhibitions where people will be able to view our proposals, talk to our Scheme team representatives and record their comments will be held at:

- Singleton Village Hall – Friday 23 March 2018 – 1pm – 8pm
  – Saturday 7 April 2018 – 10am – 4pm
- Wyre Council Offices – Tuesday 10 April 2018 – 3pm – 8pm
- Fleetwood Nautical College – Wednesday 11 April – 2pm – 8pm

2 THE SCHEME

2.1 Background to the Scheme

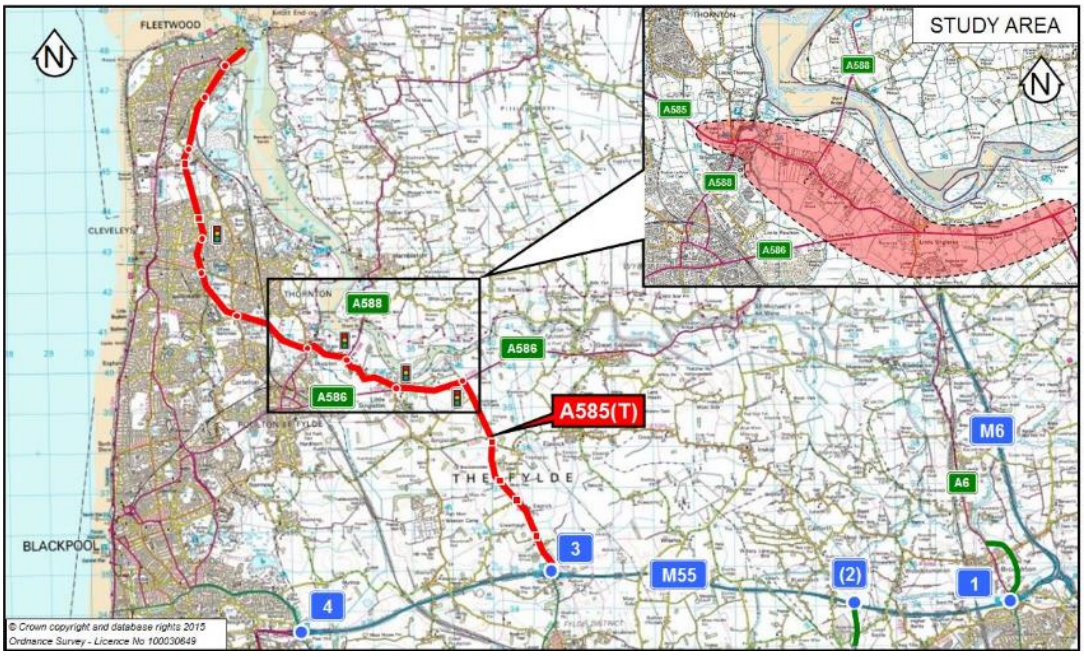
2.1.1 The Department for Transport (DfT) outlined in its Road Investment Strategy (RIS) Statement 2014, its aims for the Strategic Road Network (SRN). Part of this was to identify key investment needs on the SRN so Highways England developed a Route Based Strategy (RBS) to focus on those routes in the greatest need of improvement. The A585 Windy Harbour to Skippool Improvement Scheme was identified as a priority and included in the RIS for delivery in Road Period 1 (to start construction by March 2020).

2.1.2 In April 2014, the then Highways Agency produced the South Pennines Route Strategy (SPRS) document with supporting evidence. The South Pennines route includes the whole of the A585 from the M55 through to Fleetwood. The SPRS reports on the planned growth for the area and the possible new uses for the Port of Fleetwood. This implies a significant increase in demand for the A585 route. Consequently, ensuring that the route would accommodate any future growth is a key priority.

2.2 Overview

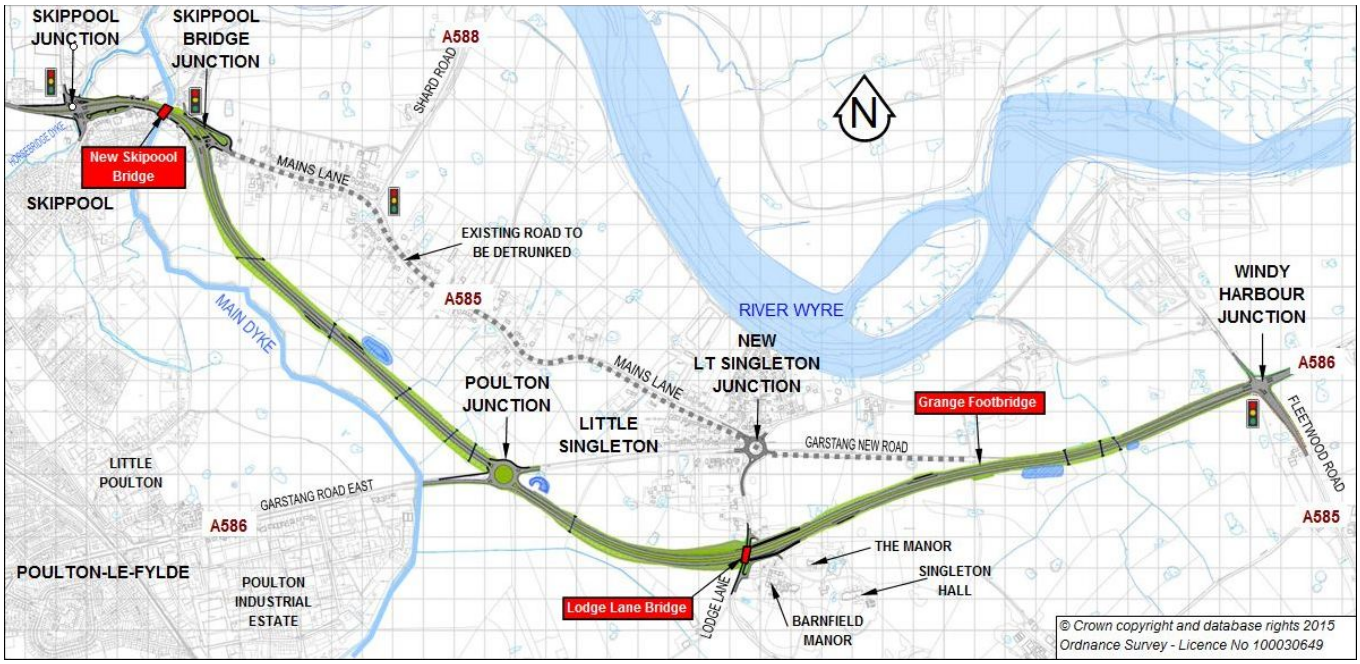
2.2.1 The A585 Windy Harbour to Skippool Improvement Scheme is to provide an improvement to approximately 4.8km of the existing single carriageway A585 Trunk Road route that extends in a generally north-west direction for about 19km between M55 Junction 3 and the port of Fleetwood at the northern end of the Fylde Peninsula as shown on Plate 2-1 below and in more detail on Figure 1.1 at Appendix A.

Plate 2-1: A585(T) Route and study area



The Scheme includes the following components (refer to Plate 2-2 and in more detail on Figure 1.2 at Appendix A).

Plate 2-2: The Scheme



- 4.86km (3 miles) of new two lane dual carriageway bypass connecting Windy Harbour Junction to 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 four-arm roundabout connecting to A586 Garstang Road East
- Conversion of Little Singleton Junction (also known as Five Lane Ends) to a roundabout
- Four new structures including:
    - Skippool Bridge
    - Lodge Lane Bridge
    - Skippool Clough Culvert (Note: this is dependent on the results of a condition survey. It may need strengthening as it passes below the new Skippool junction)
    - Grange Footbridge
- Three construction compounds – two in the western end and one in the eastern end – refer to Figure 1.2 at Appendix A.
- Works for temporary access, temporary lay-down and work areas and ancillary works

2.3 Scheme Alignment

Skippool Junction to Skippool Bridge Junction

2.3.1 Working from west to east, the Scheme would start at the eastern end of Amounderness Way with the re-construction of the Skippool Junction from a priority roundabout to a 4-way traffic signal-controlled crossroads junction with designated turning lanes and improved provision for pedestrians and cyclists through phased timings and an increased number of crossing points. To allow full use of existing frontage accesses east of this junction, its layout would also permit U-turns only from/to the east.

2.3.2 Passing under the existing footprint of Skippool Junction roundabout is Skippool Clough Culvert carrying Horsebridge Dyke northwards towards the River Wyre at Skippool Creek. This culvert would be retained in its present form under the new junction.

2.3.3 From the new Skippool junction the alignment follows the same direction as the existing A585 Mains Lane but as a dual two lane all-purpose carriageway across the Main Dyke watercourse to a new traffic signal-controlled junction (Skippool Bridge Junction) which is the start of the bypass section. The section of the alignment prior to Skippool Bridge is 350m in length with a low point of 6.2m above Ordnance Datum (AOD). Through Skippool Junction to Skippool Bridge Junction the speed limit would be 40mph due to the closeness of the junctions and frontage accesses that would be retained on both sides of the road.

2.3.4 Pedestrian and cycling facilities would be provided between these junctions and these would connect to Mains Lane.

Skippool Bridge

2.3.5 The existing bridge supporting the A585 over Main Dyke would be demolished and a new wider bridge would be constructed to accommodate the new dual carriageway. This would be undertaken in two main stages to maintain continual traffic usage with the northern half of the new bridge being constructed first.

2.3.6 The existing bridge is made up of two structures comprising a pair of 1.8m diameter culverts widened in the 1920s by the addition of a 6.25m single span arch on the south, upstream side. Before the existing bridge could be demolished, the utilities apparatus within the existing bridge would need to be transferred into the northern half of the new bridge and traffic diverted onto the new bridge.

Skippool Bridge Junction to Poulton Junction

2.3.7 Skippool Bridge junction would be the connection between the new bypass and the existing Mains Lane including a realignment of Old Mains Lane eastwards to join Mains Lane clear of the main junction. This new junction would be traffic signal controlled and would include designated turning lanes and provision for pedestrians and cyclists through phased timings and dedicated crossing points. As at the proposed Skippool Junction, to allow full use of existing frontage accesses west of this junction, its layout would also permit U-turns only from/to the west.

2.3.8 East of Skippool Bridge Junction to dual two-lane bypass commences and would be subject to the national speed limit (70mph) and would head in a south easterly direction.

2.3.9 The bypass would have no specific provision for pedestrians or cyclists as the former Mains Lane and Garstang Road East would be safer to use once most of the traffic has diverted to the bypass. In addition, the bypass would be designated as a clearway connecting to the existing clearway on A585 Amounderness Way to the west.

2.3.10 The route reaches a high point of 11.2m Above Ordnance Datum (AOD) southeast of Skippool Bridge Junction. From this high-point the bypass would be on an embankment about 3.5m high as this area is within the Main Dyke flood plain. The Scheme then descends at 0.67% to cross over several ditches that would be culverted until it eventually reaches a low point at 6.8mAOD about half a mile southeast of Skippool Bridge junction. The alignment then climbs gently towards A586 Garstang Road East.

2.3.11 The ditches would be culverted to maintain connectivity, allow floodwater to pass through the embankment to provide additional storage and to serve as mammal passes through the embankment.

2.3.12 Midway along the bypass between Skippool Bridge Junction and Poulton Junction, laybys would be provided to both carriageways. Near the eastbound layby a wetland area would be provided to receive and treat the highway drainage of this section of the bypass.

Poulton Junction to Windy Harbour Junction

2.3.13 A new priority four-arm roundabout junction (Poulton Junction) would provide a connection to the A586 Garstang Road East allowing access to Poulton-le-Fylde and Little Singleton. All roads on the immediate approach to the roundabout would be subject to a 50mph speed limit.

2.3.14 Crossing facilities for pedestrians and cyclists would be provided across the western (bypass) arm of the roundabout to connect to the existing footway on the north side of Garstang Road East.

2.3.15 Immediately north-east of the Poulton Junction a wetland would be provided to deal with highway drainage water collected from the part of the bypass east of Poulton Junction.

2.3.16 From Poulton Junction the bypass section would climb at about 4% gradient in an eastward direction where, in deep cutting (8.6m at its deepest) the route would pass under the B5260 Lodge Lane that would be carried over the bypass on a new bridge along the existing road alignment. To limit land take and environmental effects the cutting passing near to Singleton Manor, Barnfield Manor and Singleton Hall (and its Grade II listed Ice House) would use lengths of retaining wall on both sides of the bypass.

2.3.17 The Lodge Lane cutting would sever the existing access road to Singleton Hall,

Singleton Manor and The Coach House. A replacement access road would be provided south of the bypass with a connection to Lodge Lane immediately south of the new Lodge Lane bridge.

2.3.18 Lodge Lane would be temporarily diverted westwards for the construction of the bridge but, on completion, would be along the line of the existing road.

2.3.19 About 200m east of the retained cutting at Lodge Lane Bridge, the Scheme would continue to rise on shallow embankment to the high point of the alignment at 18.3mAOD and to pass over an existing 24-inch asbestos cement water main. Laybys would be provided close to this location for both carriageways.

2.3.20 East of the high point, the bypass would continue on shallow embankment on a gentle right-hand curve to join the alignment of the existing Garstang New Road that would be converted to a dual carriageway for the remainder of the route to the existing Windy Harbour Junction. A new footbridge would be provided to maintain the connection of the existing public footpath (Singleton footpath No 2) that crosses the route of the bypass.

2.3.21 The existing footway on the north side of Garstang New Road would be upgraded to provide safe provision for pedestrians and cyclists.

2.3.22 Two drainage wetland areas would be provided in this section to deal with highway drainage.

Little Singleton Junction and Garstang New Road

2.3.23 The existing Garstang New Road west of the bypass alignment would become a no-through road but would be retained to provide part of the route for Non-Motorised Users between Windy Harbour junction and Little Singleton, access to fields and a route for existing utilities apparatus.

2.3.24 The existing Garstang New Road west of the bypass alignment would become a no-through road but would be retained to provide part of the route for pedestrians and cyclists between Windy Harbour junction and Little Singleton, access to fields and a route for existing utilities apparatus.

2.3.25 The bypass dual carriageway horizontal and vertical alignments would be designed to the DMRB TD 09/93 Table 3 for highway link design. The design speed would be 120km/h (75mph) for a dual two-lane all-purpose road.

2.4 Earthworks Design

2.4.1 All junctions would be at-grade to avoid significant additional construction costs and access issues. Between the junctions, the existing ground levels rise and fall between 4mAOD and 23mAOD. To achieve the required profile, there are various locations the route goes into cutting or requires fill. At this stage of the design, the cut and fill earthworks side slopes have been assumed to be 1 in 3 due to probable soft nature of the ground. This would be confirmed through the recent ground investigation.

2.4.2 The current analysis indicates that there would not be sufficient excavated material to form the proposed embankments north and south of Garstang Road East. Consequently, we have identified areas, outside the land required for the bypass, that would be suitable to excavate the material needed for the embankments. These areas, known as borrow pits, are within a field south of Little Singleton and west of Lodge Lane either side of the bypass. This location has been chosen to avoid construction traffic having to pass through Little Singleton or having to cross the existing A585 road. The excavation in the borrow pits would be up to about 3m deep but, due to sloping nature of these fields, would be reinstated to allow the land to be returned to agriculture on completion of the excavation works including regrading to a slope of about 1 in 15 and provision of new field drainage.

2.4.3 However, parts of the embankment between Skippool Bridge Junction and Poulton Junction would have to be constructed of granular material as this embankment is within the Main Dyke floodplain. This granular material will have to be imported to the Scheme as there is no locally available suitable material.

2.5 Highways Structures

2.5.1 Table 2-1 below is a list of all the structures proposed for the southern bypass option.

Table 2-1: Scheme Description - List of Structures

Name of Structure	Details of Proposed Works
Skippool Clough Culvert	Changes to highway alignment above the culvert Alterations to an existing access chamber
Skippool Bridge	Demolition of existing structure and construction of a twin deck single 14.1m span bridge over the Main Dyke waterway
Skippool Bridge North East Wing Wall	Construction of 30m of new retaining wall
Old Mains Lane Retaining Wall	Construction of 120m of new retaining wall
Lodge Lane Overbridge	Construction of 2 span, (21.70m, 21.70m) bridge.
Lodge Lane North Retaining Wall	Construction of 141.80m new retaining wall.
Lodge Lane South Retaining Wall	Construction of 196m new retaining wall.
Grange Footbridge	Construction of a new single span (36.0m) footbridge over the bypass with ramps and stair accesses

2.5.2 A short version of a tunnel (described as a land bridge) about 80m longer than Lodge Lane bridge has been developed and, while adding considerably to the Scheme cost, has not at this stage been rejected. The land bridge would allow that area

above the bypass to be returned to pasture.

2.6 Highways Drainage

2.6.1 At this stage of the design, only the principle of the drainage system has been developed.

2.6.2 In principle, the drainage system would limit discharge from the highway to existing rates to avoid increasing the risk of flooding. Also, the drainage system would be designed to prevent pollution from the highway entering nearby watercourses and the wider area.

2.6.3 Existing field ditches would be retained or diverted as part of the bypass construction and these are located at A, B, C, D, E, F and G (refer to Figure 1.2 at Appendix A) crossing the bypass through new or extended culverts. The new culverts would be 1.5m diameter with provision to allow mammals such as otters to pass through the culverts.

2.6.4 A number of highway wetland areas would be constructed to provide storage, containment and treatment of water run-off from the bypass. These wetland areas would discharge into adjoining watercourses.

2.7 Highways Lighting

2.7.1 Lighting would be required at junctions only and no lighting would be provided along the route of the bypass. However, the lighting design is currently being developed and therefore the actual extent of new lighting is not yet confirmed.

2.7.2 The lighting design would minimise light pollution which can cause sky glow, glare and light trespass. The design of the lighting would take into account potential landscape and ecological requirements.

2.8 De-Trunking

2.8.1 De-trunking of the existing A585 would be undertaken as part of Scheme. The whole of the existing A585 road would be retained between Skippool and Windy Harbour and, by agreement, would be taken over by the local highway authority - Lancashire County Council. The following works may be required to be undertaken prior to adoption by Lancashire County Council (this would be confirmed through further agreement and the evolving Scheme design):

- Traffic calming measures
- Enhancements to pedestrian and cycle provisions
- Alterations to Shard Road traffic signal junction
- Alterations to Little Singleton junction
- Changes to the street lighting system (subject to age and condition) including possible upgrade to Light Emitting Diode (LED) lighting or changes to the lighting along Garstang New Road if it is to be decommissioned but retained for pedestrians and cyclists

- Modifications to all road signing
- Detailed condition survey of all drainage assets
- Possible resurfacing of the carriageway subject to a detailed condition survey

2.9 Provision for Pedestrians and Cyclists

2.9.1 It is not proposed to include specific provision for pedestrians and cyclists along the off-line sections of the bypass as it is considered that improvements to the facilities along the existing roads would better serve the expected demand between communities.

2.9.2 Where the proposed route would affect the existing footways and cycleways along the existing A585 and the Public Rights of Way (PRoW) network, measures will be developed to ensure the route is available at all times during construction and the design will be developed to accommodate use of the footpaths in the Scheme. Two footpath routes are affected by the Scheme.

- Footpath 2 (Singleton) crosses the bypass route about 1km west of Windy Harbour Junction and a footbridge (Grange Footbridge) over the bypass is proposed as the permanent solution. During construction, a safe route thorough the construction site would be provided.
- Footpath 1 (Poulton) becomes Footpath 11 (Singleton) and joins the existing A585 at Skippool running alongside the western bank of Main Dyke. It then joins Footpath 6 (Singleton) via Old Mains Lane on the northern side of the A585. The permanent solution to link the footpaths would be to provide a short diversion at the south-west corner of the proposed New Skippool Bridge and then to use the pedestrian crossing facilities of the proposed Skippool Bridge Junction. During construction, a safe route using the existing and proposed footways within the construction site would be provided.

2.9.3 Additional cycleway / footway crossing provisions would be provided at the junctions. Improvements would also be made to the existing Mains Lane and Garstang New Road as part of de-trunking.

2.10 Flood Risk Assessment

2.10.1 Parts of the area in the vicinity of the Scheme are prone to river and tidal flooding. Therefore, in accordance with the requirements of the National Planning Policy Framework a Flood Risk Assessment (FRA) is currently being prepared to demonstrate how flood risk to the Scheme would be managed now, and when taking future climate change into account. The FRA also considers the flood risk generated as a result of the Scheme's construction.

2.10.2 The FRA is being prepared for the Scheme in consultation with the Environment Agency (EA) and informed by hydrological and hydraulic modelling of a number of watercourses within the vicinity. The FRA would be further developed to inform the design of any necessary flood risk management measures and to provide data to feed into the ES.

2.10.3 The assessment carried out to-date indicates that, while the Scheme passes across areas prone to flooding, the replacement of the Skippool Bridge over Main Dyke would reduce the overall risk of flooding.

2.11 Construction

2.11.1 Construction is anticipated to last for approximately two years and commence in Spring 2020. Construction staging is yet to be determined. The number of stages required at each location depends of the complexity of construction and measures to keep traffic moving safely through the work sites.

Site Compounds

2.11.2 For the eastern (Little Singleton) sections of the Scheme it is suggested to have one site compound. This would allow site vehicles to come up from the Windy Harbour junction and access the offline haul road.

2.11.3 For the western (Skippool) section two possible site compounds are proposed; one south of A585 Amounderness Way west of Skippool Junction and the other north of the Breck Road.

2.11.4 The site compounds would be used for plant and material storage and welfare facilities for staff.

Haulage Routes and Construction Traffic Management

2.11.5 Access for construction vehicles to the site would be from the trunk road network or other major local road using designated routes which would be clearly signposted. Other roads near the Scheme would be signed to prohibit construction traffic using them.

2.11.6 Haul routes within the Scheme area would be dictated by the balance of excavated soil and embankment fill material within the site areas. This itself would be dictated by the design of the new roads and the suitability of the excavated materials arising and for beneficial re-use.

2.11.7 The main areas where the construction sites would interface with the travelling public would be at locations where connections to the existing network would be created. In these locations, extensive traffic management and control would be required to segregate the construction sites from road vehicles.

2.12 Demolition

2.12.1 The property named West Wynds, Old Mains Lane north of Skippool Bridge junction would require demolition prior to the construction of the new Skippool Bridge.

2.12.2 An existing derelict barn south of Mains Lane and east of Skippool Petrol Station would require demolition prior to construction of Skippool Bridge Junction and the bypass.

2.12.3 The existing Skippool Bridge would be demolished as part of the widening between Skippool Junction and Skippool Bridge junction.

2.12.4 Following a condition survey on Skippool Clough Culvert, it is possible sections of the culvert may need to be re-built if maintenance or strengthening works are not a suitable option.

2.13 Services and Utility Diversions

2.13.1 Third party equipment exists which may be potentially affected by the Scheme. These include:

- Electricity North West - underground and overhead cables
- Cadent (formerly National Grid) – Gas distribution
- GTC – localised gas supply to Singleton Hall and Manor
- BT Openreach – underground and overhead cables
- United Utilities – water supply and sewers
- Thornton Facilities Management Ltd – former ICI ethylene pipeline to the Hillhouse site in Thornton Cleveleys

2.13.2 Appropriate diversions would be incorporated into the Scheme design and construction programme including diversions possibly carried out in advance of the main works.

2.14 Contaminated Land

2.14.1 The main potential sources of contamination that have been identified include landfills, farms, historical tanks and petrol stations, sewage tanks, infrastructure and manufacture sites and locations featuring unknown made ground. There are also a number of sites with unknown filled ground such as ponds, marshes, rivers and streams. These potential contaminative sources can be found at a variety of locations along the Scheme.

2.14.2 Particular attention is required for two historic landfill sites adjacent to the Scheme. These are at Skippool Marsh and Skippool Creek and are located approximately 500m north of the western end of the Scheme. Until 1972, the Skippool Marsh Landfill site continued to receive commercial waste.

2.14.3 Another potential source of contamination may be the numerous lime pits present in the study area which could have been infilled with contaminated material.

2.14.4 In addition to contaminated land, there is the risk of encountering asbestos within the Scheme. This is particularly related to several United Utilities water mains that are indicated to be asbestos cement, but it is also possible that drainage pipes are of this material and, due to the age of the existing structures, it may be encountered during any works to existing bridges and culverts.

2.15 Waste Management

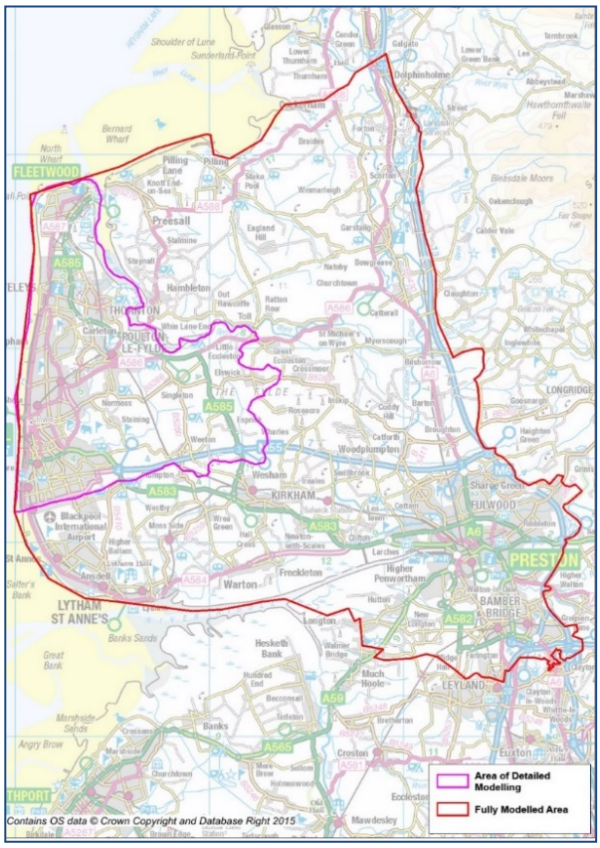
2.15.1 A Site Waste Management Plan (SWMP) and a Materials Management Plan (MMP) would be prepared following the protocols within the Contaminated Land: Applications in Real Environments (CL:AIRE) Definition of Waste: Development

Industry Code of Practice to ensure that excavated material are re-used appropriately, sustainably and remain outside the waste hierarchy. These documents would be prepared by the Contractor prior to construction and would be secured by a Requirement in the DCO.

2.16 Traffic Forecasting

2.16.1 The A585 Windy Harbour to Skippool Scheme's traffic model covers the Wyre, Fylde and Blackpool area. The model is bounded by the M6 to the East and by the edges of the Fylde Peninsula to the north, west and south – see Plate 2-1.

Plate 2-1: Geographic Traffic Model Coverage



2.16.2 The future demand for travel within the model study area would be affected by several key factors. These include:

- Change in population and employment levels
- Change in the number of households
- Change in the level of car ownership

2.16.3 The A585 model validation base year is 2015 and the proposed model forecast years would be:

- Opening year of 2022
- Design year of 2037

2.16.4 Future year traffic flows would be extracted from the model for the purposes of the

different environmental assessment topics, for example, Air Quality, Noise and Vibration.

2.16.5 It is currently anticipated that the traffic forecasting would be carried out for the following scenarios:

- 2015 Base model validation year (reflecting the existing situation)
- 2022 (Opening Year) Without Scheme (but including any committed schemes that would open between 2015 and 2022)
- 2022 (Opening Year) – With Scheme (and committed schemes that would open between 2015 and 2022)
- 2037 (Design Year) Without Scheme (but including any committed schemes that would open between 2015 and 2037)
- 2037 (Design Year) – With Scheme (and committed schemes that would open between 2015 and 2037)

2.16.6 Any environmental data required for years other than the specific modelled years would be derived via interpolation or extrapolation of the modelled years. If there are changes to the project programme (for example a change in opening year), the modelled years would be modified accordingly.

2.17 The Rochdale Envelope

2.17.1 PINS Advice Note 9: 'Using the 'Rochdale Envelope' (2012) provides guidance regarding the degree of flexibility that may be considered appropriate within an application for development consent under the Planning Act 2008. The advice note acknowledges that there may be parameters of a Scheme's design that are not yet fixed and, therefore, it may be necessary for the ES to assess likely worst-case variations to ensure that the likely significant environmental effects of the Scheme have been assessed.

2.17.2 Within this PEIR, a more developed concept design (when compared with the EIA Scoping Report) for the Scheme is presented. The Scheme is to be developed further through the reference design and this would form the basis for the DCO application. Therefore, when presenting the Scheme design in the ES and the accompanying assessment the requirements of Advice Note 9 would be reflected. This would ensure that the likely significant effects of the Scheme are assessed. Furthermore, the reference design would be informed by the EIA with the design reflecting iterative working between the designers and the environmental specialists.

3 ALTERNATIVES

3.1 Background

3.1.1 Three corridors were considered during Highways England's options stage (PCF Stages 1 and 2), online, southern and northern corridors. Five options were identified for the southern corridor (S1-S5), while two options were identified for both the northern (N1 and N2) and online corridors (O1 and O2). The options were different in terms of the junction strategy and the number of lanes as well as lane utilisation. A total of nine options were therefore considered within during the options stage.

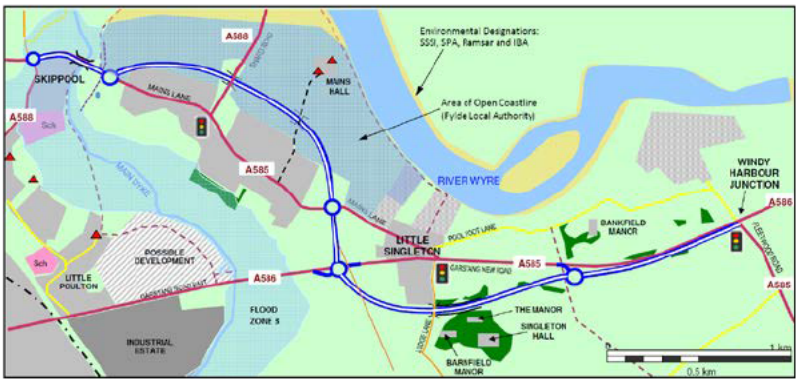
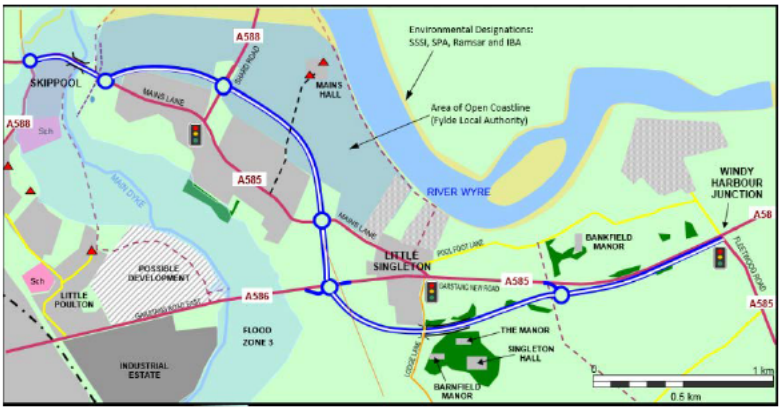
3.1.2 During the options stage, two Environmental Assessment Reports (EARs) were prepared (one at each of PCF Stages 1 and 2) which assessed the options in accordance with the Design Manual for Roads and Bridges Volume 11 (DMRB)[1]. The EARs provided an assessment of air quality, cultural heritage, landscape effects, noise, biodiversity, geology and soils, road drainage and the water environment, people and communities and materials. The conclusions of the assessments within the EARs where then used at sifting workshops to help to reject options and inform the selection of the preferred option.

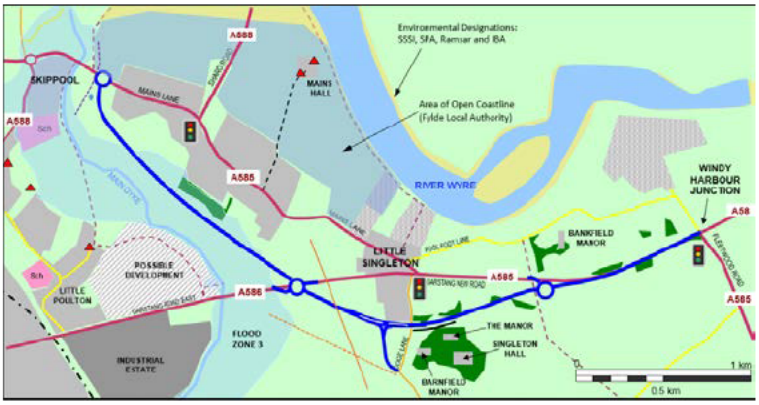
3.1.3 The preferred option was announced by Highways England on the 24 October 2017, however, within the preferred option there were a number of sub-options where a decision had yet to be made. A decision has since been made by Highways England with regard to the sub-options.

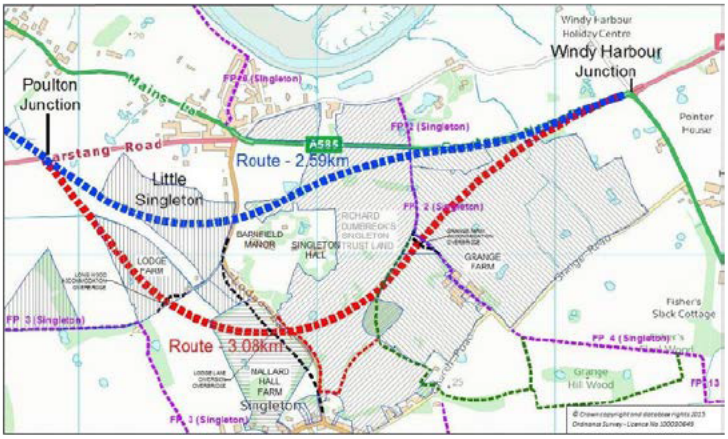
3.1.4 Further detail of all rejected options and sub-options is provided in Table 3-1.

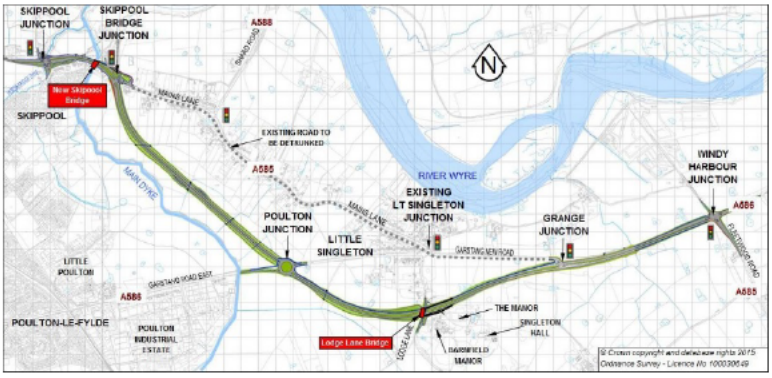
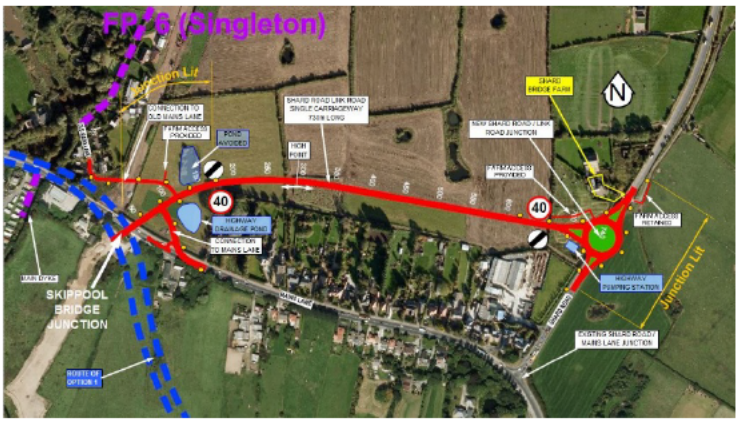
[1] The DMRB Volume 11, published by Highways England and partners is the key guidance used for undertaking EIAs for highways schemes.

Table 3-1: Alternatives – Rejected Options

Option Name and When Rejected	Image and Summary of Environmental Effects
Northern Bypass – **Option N1** Rejected 2016	
Northern Bypass – **Option N2** Rejected 2015	
Summary of environmental effects of Northern Options: The northern options were considered to be located in closer proximity of the Morecambe Bay Ramsar site and SPA than other options therefore there was uncertainty whether the options were functionally linked to these sites. The northern options were also considered to have potential effects on three Grade II Listed Buildings along with more negative effects on landscape resources. No significant effects were identified with regards to the water environment.	
Southern Bypass – **Option S2** Rejected 2016	

Option Name and When Rejected	Image and Summary of Environmental Effects
Southern Bypass – **Option S3** Rejected 2016	
Southern Bypass – **Option S4** Rejected 2016	
Southern Bypass – **Option S5** Rejected 2016	

Option Name and When Rejected	Image and Summary of Environmental Effects
Alternative Southern Bypass (Shown in Red) Rejected 2017	
Summary of environmental effects of Southern Options: Environmental effects of the southern options would be the same as for the Scheme. The southern options pass through an area of Flood Zone 3, associated with Main Dyke, are potentially located on functionally linked land, may have effects on heritage assets and may result in adverse landscape effects.	
Online – **Option O1** Rejected 2017	
Online – **Option O2** Rejected 2015	

Option Name and When Rejected	Image and Summary of Environmental Effects
Summary of environmental effects of Online Options: The online options would result in the least environmental effects as they would require the least land take outside the existing highway boundary. Effects on the local landscape, historic environment and water environment were all considered to be minor due to the online nature of the works. Effects on biodiversity were more uncertain due to the proximity to the Morecambe Bay Ramsar site and SPA and the potential for offline elements to be functionally linked to these sites.	
Option 1A Rejected 2017	
Southern Bypass addition of Shard Road Link Rejected 2017	
Summary of environmental effects of Shard Road Link: The Shard Road link option would lead to increased noise and landscape impacts experienced at the rear of properties on the north side of Mains Lane. There would also be effects on agricultural land through direct land take.	

4 ENVIRONMENTAL ASSESSMENT METHODOLOGY

4.1 Purpose of EIA Process

4.1.1 EIA is the process of compiling, evaluating and presenting environmental information in support of an assessment of all likely significant effects of a proposed development. The assessment is designed to inform the development of the Scheme and to provide decision-makers and statutory consultees with the environmental information they require during the determination of an application for consent. The process allows mitigation measures to be identified to avoid, reduce or offset significant environmental effects and incorporate them into the design of the Scheme (where appropriate). Additional mitigation measures are also designed, and commitments made to environmentally sensitive construction methods and practices.

4.1.2 The collation of environmental information and analysis of this information against the Scheme proposals continues throughout the Scheme's development and is recorded in the final ES which will be submitted with the application for the DCO.

4.1.3 The following sections provide background to the EIA work that has been completed to-date for this Scheme and also explains how this PEIR has been prepared.

4.1.4 The sections draw heavily upon the extensive environmental survey, desk-study and analysis that has been undertaken to-date.

4.2 EIA Work Completed to Date

Scoping

4.2.1 In accordance with Regulation 8(1) on 8 November 2017, Highways England requested PINS provide its opinion on the scope of the information to be included in the ES for the Scheme. To inform the PINS scoping opinion a Scoping Report was submitted by Highways England clearly outlining the intended scope of each environmental topic[2]. Drawing upon the scoping opinion responses received on the 20 December 2017 and the ongoing surveys and assessment work, the ES will include an assessment of the potential significant environmental effects of the Scheme. The following topics have been scoped in to the ES as individual assessment chapters. These also form the topics discussed in this PEIR (Sections 5-14):

- Air quality
- Cultural heritage
- Biodiversity
- Landscape
- Noise and vibration

[2] https://infrastructure.planninginspectorate.gov.uk/projects/north-west/a585-windy-harbour-to-skippool-improvement-scheme/?ipcsection=docs

- People and communities
- Road drainage and the water environment
- Geology and contaminated land
- Climate
- Materials
- Assessment of cumulative effects

4.2.2 The impact of the Scheme on human health will also be covered in the ES and is covered across a number of the Sections above, namely: Air quality; Noise and vibration; People and communities; Road drainage and the water environment; and Geology and contaminated land.

Collation of Data

4.2.3 Table 4-1 provides a summary of key consultations and responses undertaken to date.

Table 4-1: Environmental Assessment Methodology - Consultation Undertaken to Date during the Environmental Assessment Process Consultation Undertaken to Date during the Environmental Assessment Process

Consultee	Type and Date of Consultation	Information Requested/Issues Discussed
Natural England	**Biodiversity -** 10/10/2016 - 20/11/2017 Multiple emails across this period.	Discussion on the scope of survey for ecological and ornithological receptors[3]; the scope of the ecological assessment; and the approach to the Habitat Regulations Assessment.
EA	**Road Drainage and the Water Environment -** 07/11/17 by email	Discussed the surface water drainage strategy, with the EA making recommendations to incorporate Sustainable Drainage Systems that maximise benefits in terms of providing water quality treatment and encouraging biodiversity. EA also provided guidance on likely need for Environmental Permits for works on Main River watercourses (being the River Wyre, Main Dyke and Horsebridge Dyke).
	Flood Risk Assessment various dates throughout 2017	The existing EA model of the Main Dyke and Horsebridge Dyke, in addition to the Wyre estuary tidal model were requested and supplied. The EA have also provided flood defence information.

[3] A receptor in the context of the PEIR is an Environmental feature that has the potential to be adversely or beneficially affected by an impact of the proposed scheme, e.g., local residents, wildlife and water bodies.

Consultee	Type and Date of Consultation	Information Requested/Issues Discussed
	by email and phone	The scope of the Flood Risk Assessment has been discussed and agreed including the technical methodologies to be adopted for flood flow estimation and hydraulic modelling of the key sources of flood risk (tidal and rivers). The EA have since approved our flow hydrology and have provided comments on our initial FRA findings.
	Flood Risk Assessment 16/01/18 by phone	Discussion regarding the results of our assessment of the flood risk implications of constructing the Scheme embankment prior to the proposed new crossing of the Main Dyke.
Wyre Borough Council	**Landscape –** 20/09/17 - Discussion with Planning Officer regarding selection of Representative Viewpoints	Response – *"The one suggestion I have is a view point north of Skippool roundabout along Wyre Way which is promoted as a recreational route around Wyre Estuary. On your plan you show a footpath along the estuary and through the green belt. An appropriate view point might be the southernmost point before the footpath turns west".* Action: Viewpoint has since been added into the assessment as requested.
	Landscape – 06/12/17 - Discussion with Planning Officer regarding selection of locations for Photomontages with PEIR Viewpoints	Response – The planning officer has not yet been able to respond to this request. Action: This will be followed up.
	Noise and Vibration - 14/12/17 2017 by email	Discussed Long term noise monitoring locations with Environmental Health Officer (EHO) EHO requested an additional monitoring location at Singleton Lodge. He also pointed out that construction work was occurring on the nearby Blackpool to Preston railway line and advised doing the monitoring outside of the construction programme.

Consultee	Type and Date of Consultation	Information Requested/Issues Discussed
Fylde Borough Council	**Landscape –** 20/09/17 - Discussion with Landscape Officer regarding selection of Representative Viewpoints	Response – *"Your selection of viewpoints is reasonably comprehensive and will enable a good overview of the visual effects of the road to be assessed. However I think there are three views listed below which may warrant further investigation.* 1. *View south and west from Garstang Road to the west of Little Singleton.* 2. *View north west from Carr Lane in Singleton village.* 3. *View north west from Grange Road, west of the A585 (Fleetwood Road)."* Action: Viewpoints added as requested
	Landscape – 20/09/17 - Discussion with Landscape Officer regarding selection of Representative Viewpoints	Response – *"Thank you for your consultation email. I am generally satisfied that the locations you have identified for photomontages will give a true impression of the proposed scheme. However, I would recommend a couple of additions:* 1. *Either include Viewpoint 5 as an additional item or replace Viewpoint 4.* 2. *Include Viewpoint 16."* Action: Based on feedback we added VP 16 and replaced VP5, with VP4.
	Noise and Vibration - 14/12/17 2017 by email	Discussed Long term noise monitoring locations with EHO. EHO requested an extra monitoring location at Singleton Lodge. He had no other concerns.
Lancashire County Council	**Road Drainage and the Water Environment -** 01/11/17 by email	In their role as Lead Local Flood Authority, requested comments on the proposed surface water drainage strategy and guidance on the consenting regime for works to Ordinary watercourses.

4.2.4 Talking with consultees and collecting additional data will continue as part of the environmental assessment.

4.3 Approach to the PEIR

Structure of Each Topic Section

4.3.1 For each environmental topic the following is reported:

- Summary of the baseline information obtained to date
- Other baseline information to be obtained and surveys to be undertaken and limitations – there are a number of surveys currently ongoing (ecological,

noise, archaeological and agricultural) that will further improve our understanding of the baseline environment and inform our future assessment of the Scheme and the design of mitigation.

- Receptors potentially affected
- Potential effects and additional mitigation measures

Identifying Potential Effects and Mitigation Measures

4.3.2 Owing to the preliminary nature of this assessment, detailed assessment criteria are not reported in each environmental topic assessment. Rather the environmental topic assessments provide an indication of those effects that are considered likely to occur as a result of the Scheme based on current knowledge of the environment and the Scheme components. The environment topic assessments seek to identify:

- Extent of the impact (geographical area and size of the affected population)
- The magnitude and complexity of the impact
- The probability of the impact
- The duration, frequency and reversibility of the impact

4.3.3 For each potential environmental effect identified, mitigation is proposed to avoid, reduce or offset the effect. Environmental mitigation and design has been an integral part of the Scheme design process to-date with a number of measures having been implemented to reduce the Scheme's adverse environmental effects. These are considered to be embedded mitigation measures and include:

- Reduction of the Scheme footprint
- Siting of compound buildings and material storage areas away from property.
- Avoidance of key features such as designated sites, footpaths, listed buildings (e.g. the Ice House)
- Landscaping including replacement and new tree, shrub and hedgerow planting along with bunding to reduce noise and visibility of the Scheme
- Minimising the loss of existing landscape elements and the footprint of construction areas
- Provision of measures to control water pollution and methods to drain surface water from the site effectively
- Reduced extents of lighting and its form to minimise light spill
- Installing underpasses and specially adapted culverts to increase the permeability of the Scheme for protected species and reduce the barrier effect
- Provision of bird mitigation measures to provide alternative habitats for birds
- Design of Scheme to reduce the number of landowners impacted and to reduce the number of ecological features such as hedgerows that are impacted
- Provision of borrow pits to reduce the current shortage of materials required to construct the Scheme therefore reducing the amount of material required to be brought in by a third party

- Ensuring the Scheme complies Highways England's Licence (April, 2015) within paragraphs 4.2g, 4.2h (principles of sustainable development) and 5.2. The Scheme should also comply with Highways England's Biodiversity Plan, published in June 2015, which details the aims and obligations it has to deliver as part of the Government's RIS in terms of biodiversity. Highways England is also expected to ensure the design of their road schemes reduces impacts on the environment by delivering a reduction in habitat fragmentation and enhancing biodiversity value. They should also actively manage habitats to ensure high species diversity and reduced fragmentation

4.3.4 Additional mitigation is presented within each specific environmental topic Section.

Cumulative Effects with Other Schemes

4.3.5 The EIA Regulations require an assessment of direct, indirect and cumulative effects with other projects and plans. Cumulative effects with other schemes have been assessed in line with PINS Advice Note 17 (December 2015). Intra Project Cumulative Effects

4.3.6 Intra-project cumulative effects occur where a single receptor is affected by more than one source of impact arising from different aspects of the Scheme. For example, an intra-project effect would be where a local residential property is affected by dust, noise and traffic disruption during construction, with the result being a greater nuisance than each individual effect alone. These types of effects are considered in Section 14.

4.3.7 The following Sections (5-14) present the preliminary environmental information for each of the topics scoped in.

5 AIR QUALITY

5.1 Introduction

5.1.1 This Section presents the assessment of the air quality impacts associated with the Scheme. Outlined in this chapter are the existing environmental conditions related to air quality, details of any surveys to be undertaken and the potential effects and mitigation measures as a result of the Scheme assessment.

5.1.2 This Section should be read in conjunction with Figure 5.1 – Air Quality Management Areas and Local Authority Air Quality Monitoring, Figure 5.2 – Highways England Air Quality Monitoring Locations, Figure 5.3 – Air Quality Study Area and Figure 5.4 – Air Quality Representative Receptor Locations at Appendix A.

5.2 Existing Environmental Conditions

5.2.1 The Scheme is located within the administrative boundaries of Fylde Borough Council and Wyre Borough Council. As required by the Environment Act 1995, the local authorities have undertaken review and assessment of air quality within their boroughs – all local authority monitoring locations within the air quality study area are presented on Figure 5.1 at Appendix A.

Fylde Borough Council

5.2.2 A review of the information held on Defra's website, and the Fylde Borough Council website indicates that no Air Quality Management Areas (AQMAs) have been designated within Fylde.

5.2.3 Fylde Borough Council undertakes air quality monitoring for nitrogen dioxide (NO_2) using diffusion tubes at multiple locations across the Borough. Recent air quality monitoring data contained within the Fylde Air Quality Progress Reports, Updating and Screening Assessments and Air Quality Annual Status Report do not report any exceedances of the Air Quality Strategy (AQS) objectives (40µg/m³) from the monitoring results.

5.2.4 The maximum recorded concentration in 2015 (the year used in the assessment to represent existing base year concentrations) was 27.5µg/m³ which is well below the AQS objective.

Wyre Borough Council

5.2.5 A review of the information held on Defra's website, and the Wyre Borough Council website indicates that there is one AQMA (Chapel Street AQMA) designated within the air quality study area, approximately 1.2km south-west of Skippool Junction (refer to Figure 5.1 at Appendix A). The Chapel Street AQMA in Poulton-le-Fylde was declared by Wyre Borough Council in 2009 for the exceedance of the annual mean NO_2 AQS objective as a result of traffic emissions, congestion and the locality of buildings preventing dispersion of air pollutants.

5.2.6 Wyre Borough Council undertakes air quality monitoring for NO_2 using diffusion tubes at multiple locations across the borough. Recent air quality monitoring results contained within the Wyre Air Quality Progress Reports and the Updating and

Screening Assessments do not report any exceedances of the AQS Objectives (including the monitoring within the AQMA).

5.2.7 The maximum recorded concentration in 2015 (the year used in the assessment to represent existing base year concentrations) was 32.9µg/m³ which is well below the AQS objective.

Highways England Air Quality Monitoring

5.2.8 Highways England undertook air quality monitoring for a six-month period between December 2013 and June 2014 along Fleetwood Road / Garstang New Road close to the Windy Harbour Junction (refer to Figure 5.2 at Appendix A). The six months of monitoring indicated that concentrations of NO_2 were well below the AQS objective/EU Limit Value of 40µg/m³, with the maximum concentration recorded being 26µg/m³ on Fleetwood Road approximately 250m south of the Windy Harbour Junction.

5.2.9 The air quality monitoring data from the local authorities and Highways England illustrates that air quality concentrations do not exceed the AQS objectives/EU limit Values for the main traffic related pollutant, NO_2.

Defra EU Compliance Reporting

5.2.10 Defra is responsible for reporting on the UK's compliance with the EU Directive on ambient air quality (2008/60/EC). The UK is split into a number of zones / agglomerations for the purpose of the reporting. A zone is deemed compliant with the Directive when pollutants are predicted or measured to be below the EU Limit Values. Defra currently undertakes modelling using their Pollution Climate Mapping (PCM) model. The affected road network (ARN) (roads that trigger the criteria in DMRB HA 207/07, Paragraph 3.12 of a change of more than 1,000 annual average daily traffic (AADT), 200 Heavy Duty Vehicles (HDV) and 10kph as a result of the Scheme), is located in two of these areas; the North West and Merseyside zone and the Blackpool Urban area. There are PCM modelled links on the following roads within the air quality study area:

- The A585 from its junction with Shard Road to its junction with the B5412 (Skippool junction)
- The A588 Breck Road from Skippool junction to the A586 Garstang Road East
- A586 Garstang Road West and Garstang Road East
- A583 Preston New Road

5.2.11 The maximum NO_2 concentration predicted by Defra for the opening year 2022 for any of the links in the PCM Model, therefore the Scheme is considered unlikely to impact on the UKs ability to comply with the Directive in the opening year.

5.3 Other baseline information to be obtained / surveys to be undertaken and limitations

5.3.1 Monitoring previously undertaken by Highways England and ongoing local authority monitoring data provides a good indication of baseline conditions throughout the study area. Due to the extensive baseline data available indicating concentrations

well below the AQS objectives, it is considered that no further monitoring is required.

5.4 Potential Effects and Mitigation Measures

Aspects Scoped into and out of the Assessment

5.4.1 The following has been scoped into the EIA on the basis that potentially significant effects cannot be ruled out at this stage:

- Effects during construction covering construction phase dust
- Effects during operation covering air quality effects (NO_2 and PM_{10}) during operation on sensitive receptors

5.4.2 $PM_{2.5}$ has been scoped out of the assessment in accordance with DMRB.

5.4.3 The potential effects of the Scheme during construction and operation and the measures proposed to manage them are outlined below.

Construction

5.4.4 A construction phase dust assessment has been completed in accordance with DMRB. There are sensitive receptors located within 200m of the construction site boundary and, therefore, have the potential to be affected by fugitive construction dust emissions. Industry best practice mitigation measures would be implemented to ensure that construction dust does not result in a significant effect. Mitigation measures might include: positioning dust generation activities as far away as possible from sensitive receptors, seeding or covering long-term stockpiles and damping down surfaces. Regular inspections would assist in monitoring the success of any mitigation measures employed. These measures / commitments would be included within and managed through the CEMP.

Operation

5.4.5 An operational phase assessment has been completed in accordance with DMRB. Pollutant concentrations have been predicted for the following scenarios and compared against the AQS objectives:

- Base Year 2015 (model verification using 2015 monitoring data)
- Do Minimum 2022 (Opening Year without the Scheme)
- Do Something 2022 (Opening Year with the Scheme)

5.4.6 The concentrations of air pollutants NO_2 and Particulate Matter less than 10 microns in diameter (PM_{10}) have been modelled using the dispersion model Atmospheric Dispersion Modelling System (ADMS Roads). The model uses detailed information regarding traffic flows on the local road network together with meteorological data to predict pollutant concentrations at specific receptor locations. The modelling determines whether the Scheme is likely to lead to exceedances of the relevant AQS objectives and therefore have the potential to lead to a significant impact on air quality.

5.4.7 The full extent of the affected road network (ARN) is illustrated in Figure 5.3 at Appendix A. The ARN is defined by the change in traffic flows on the local road

network as a result of the Scheme.

5.4.8 A selection of 41 representative receptors potentially sensitive to changes in air quality, as defined in DMRB HA207/07, have been identified throughout the study area of 200m from the ARN. The location of these receptors is outlined in Table 5-1 and shown on Figure 5.4 at Appendix A.

5.4.9 The Base year (2015), Do Minimum and Do Something (2022) NO_2 concentrations at these receptors are presented in Table 5-1. The annual mean NO_2 concentrations reported for the Do-Minimum and Do-Something (2022) have been adjusted in accordance with the advice in IAN 170/12v3. This is to ensure that the opening year modelled predictions are not too optimistic.

Table 5-1: Air Quality - Predicted Annual Mean NO_2 Concentrations at Receptors

Receptor		Base Year 2015 Annual Mean NO_2 Concentrations ($\mu g/m^3$)	LTT Adjusted 2022 Annual Mean NO_2 Concentrations ($\mu g/m^3$)		Difference between Projected Do Minimum and Do Something ($\mu g/m^3$)
			Do Minimum	Do Something	
R1	Residential property on Fleetwood Road	27.4	22.4	24.3	1.9
R2	Bankfield Manor Care Home on Pool Foot Lane	9.9	7.8	7.9	0.1
R3	Residential property on Lodge Lane	11.5	8.8	12.4	3.6
R4	Residential property at junction of Garstang Road and Lodge Lane	17.6	14.0	9.8	-4.2
R5	Residential property on Garstang Road	14.2	11.3	9.1	-2.2
R6	Residential property at junction of Mains Lane Pool Foot Lane	24.3	19.6	9.4	-10.2
R7	Residential property at junction of Station Road and Lodge Lane	11.3	8.6	8.5	-0.1
R8	Residential property on Mains Lane	12.4	9.8	7.9	-1.9
R9	Residential property on Mains Lane	19.6	15.6	9.6	-6.0
R10	Residential property on Garstang Road West	19.7	15.2	15.7	0.5

Receptor		Base Year 2015 Annual Mean NO_2 Concentrations ($\mu g/m^3$)	LTT Adjusted 2022 Annual Mean NO_2 Concentrations ($\mu g/m^3$)		Difference between Projected Do Minimum and Do Something ($\mu g/m^3$)
			Do Minimum	Do Something	
R11	Residential property on Breck Road near Skippool roundabout	21.7	16.9	13.3	-3.6
R12	Residential property on Skippool Road near roundabout	28.5	22.2	16.8	-5.4
R13	Residential property on corner of Breck Road and Parrys Way	19.4	14.7	13.5	-1.2
R14	Residential property on corner of Station Road and Lower Green	19.4	13.7	12.8	-0.9
R15	Residential property on junction of Lower Green and Garstang Road East	18.3	14.7	15.0	0.3
R16	Residential property on Garstang Road East	17.9	14.7	17.6	2.9
R17	Residential property on junction of Vicarage Road and Chapel Street	33.2	28.8	27.0	-1.8
R18	Residential property on Fleetwood Road	18.8	15.2	16.1	0.9
R19	Residential property on Fleetwood Road	18.2	14.7	15.5	0.8
R20	Residential property on junction of Hardhorn Road and Garstang Road East	21.6	17.3	18.0	0.7
R21	Residential property on junction of Chapel Street and Higher Green	40.1	30.0	30.0	0.0
R22	Residential property on Skippool Road	20.7	15.3	15.4	0.1
R23	Residential property on Garstang Road	13.6	10.7	13.0	2.3

Receptor		Base Year 2015 Annual Mean NO_2 Concentrations ($\mu g/m^3$)	LTT Adjusted 2022 Annual Mean NO_2 Concentrations ($\mu g/m^3$)		Difference between Projected Do Minimum and Do Something ($\mu g/m^3$)
			Do Minimum	Do Something	
R24	Residential property off Lodge Lane	9.5	7.3	10.2	2.9
R25	Residential property on Fleetwood Old Road	17.9	14.7	15.0	0.3
R26	Residential property on the corner of Riversway and Breck Road	17.3	13.2	12.0	-1.2
R27	Residential property on Newton Grove	28.4	22.4	22.8	0.4
R28	Residential property on Elderwood Avenue	32.6	25.7	26.2	0.5
R29	Residential property on Mains Lane	28.7	23.1	15.9	-7.2
R30	Residential property off Garstang Road	11.7	9.4	9.9	0.5
R31	Residential property on Old Mains Lane	16.5	13	13.5	0.5
R32	Residential property on Mains Lane	17.3	13.8	9.0	-4.8
R33	Residential property on Mains Lane	18.2	14.5	9.1	-5.4
R34	Residential property on Mains Lane	16.6	13.3	8.6	-4.7
R35	Residential property on Mains Lane	24.9	19.9	19.9	0.0
R36	Residential property off Garstang Road	11.6	9.3	9.7	0.4
R37	Residential property on Blackpool Lane	21.0	17.6	18.8	1.2
R38	Residential property on Fleetwood Road	28.4	22.2	22.7	0.5
R39	Residential property at corner of Mythop Road and Preston New Road	20.8	17.0	16.5	-0.5

Receptor		Base Year 2015 Annual Mean NO_2 Concentrations ($\mu g/m^3$)	LTT Adjusted 2022 Annual Mean NO_2 Concentrations ($\mu g/m^3$)		Difference between Projected Do Minimum and Do Something ($\mu g/m^3$)
			Do Minimum	Do Something	
R40	Future residential property at Moorfield Park Development Site	10.1	7.8	9.0	1.2
R41	Future residential property at Moorfield Park Development Site	12.3	9.6	11.5	1.9
LTT=Long Term Trend. Predicted NO_2 concentrations were adjusted using a Gap Factor based on the long-term adjustment factor calculated by the Highways Agency's "Interim Highways Agency Alternative Long-Term Gap Analysis Calculator v1.1". All values reflect predicted concentrations for the Opening Year 2022 and have been verified using local authority monitoring data.					

5.4.10 Table 5-1 shows that in the Scheme opening year there are no exceedances of the AQS Objectives.

5.4.11 The results shown in Table 5-2 indicate that based on the 41 sensitive receptor locations assessed, 17 are predicted to experience a beneficial impact in air quality and 22 are predicted to experience an adverse impact in air quality as a result of the Scheme, while two receptors are predicted to experience no change.

5.4.12 The largest improvement in air quality is predicted at R6, located on Mains Lane close to the junction of Garstang Road East and Garstang New Road which is to be altered to a roundabout as part of the Scheme. This is due to a reduction of traffic flows along Mains Lane due to re-routing of approximately 22,500 vehicles per day (including 6% HDVs).

5.4.13 The largest adverse impact in air quality is predicted at receptors R3 and R24 (increases of 3.6µg/m³ and 2.9 µg/m³, respectively) due to their close proximity (approximately 50m) to a new bypass being constructed in an area where there was previously no road near Lodge Lane, hence an increase in traffic emissions at these locations. The predicted NO_2 concentrations at these receptors in the opening year with the Scheme are however well below the AQS Objective of 40µg/m³.

5.4.14 The highest predicted annual mean NO_2 concentration in the opening year with the Scheme is at R21 (30µg/m³) which is located within the Chapel Street AQMA. The modelled NO_2 concentrations at this location show an exceedance of the AQS Objective in the base year but fall below the AQS Objective concentration in the opening year, with no change as a result of the Scheme.

5.4.15 PM_{10} concentrations were also modelled for each scenario. Concentrations at each receptor are predicted to be well below the AQS Objective for the base year and opening year both with and without the Scheme, with the highest predicted Do

Something concentration of 27.4µg/m³.

5.4.16 The receptor concentrations in the Scheme opening year are all predicted to be below the AQS Objectives. As a result, the Scheme impacts are not considered to be significant in accordance with IAN 174/13 (as only receptors which exceed the AQS Objectives are considered in the judgement as to whether the Scheme impacts are significant). The Scheme is also considered to be low risk in terms of impacting on compliance with the EU Directive in accordance with IAN175/13. The highest NO_2 concentration in the opening year for any of the Defra PCM links located in the study area is 24.6µg/m³, and the highest increase in NO_2 concentration with the Scheme is predicted to be 3.6 µg/m³, therefore it is unlikely that the limit value of 40µg/m³ would be exceeded.

5.4.17 The assessment shows there are no exceedances of the AQS Objectives therefore the Scheme does not result in a significant impact on air quality and as such no mitigation measures would be required.

6 CULTURAL HERITAGE

6.1 Introduction

6.1.1 This Section provides baseline data about known cultural heritage assets, it identifies additional cultural heritage information to be obtained and indicates potential effects (during construction and operation) as well as mitigation measures that may be required to order to avoid, reduce and, if possible, remedy significant adverse effects.

6.1.2 This Section should be read together with Figure 6.1 Heritage Asset Location Plan and Study Area at Appendix A and the Gazetteer at Appendix B.

6.2 Existing Environmental Conditions

6.2.1 Baseline cultural heritage data has been collated for an area extending 1km from either side of the Scheme and is presented on Figure 6.1 at Appendix A. The study area was chosen based on a combination of the requirements of the DMRB and professional judgement.

6.2.2 Within the study area the following heritage assets can be found (refer to Figure 6.1 at Appendix A).

- Ten Grade II listed buildings (including the Ice House at Singleton Hall)
- 158 non-statutory heritage assets (including Singleton Park and the Ribchester to Poulton-le-Fylde Roman Road)

6.2.3 Singleton Conservation Area is located 585m south of the Scheme and Poulton-le-Fylde Conservation Area, located 720m west of the Scheme are also within the study area.

6.2.4 Within the Scheme footprint the historic landscape does not have any statutory designation but is ancient, post medieval and modern origin.

6.2.5 There are no Grade I or II* listed building within the study area.

6.2.6 There are no World Heritage Sites, scheduled monuments, registered parks and gardens or registered battlefields within the study area or immediately adjacent to it.

6.3 Other baseline information to be obtained / surveys to be undertaken and limitations

6.3.1 A cultural heritage field walkover survey is proposed to assess the current land conditions within the Scheme. The walkover would also assess any potential impact to heritage constraints, due to modern disturbance, and would aim to identify the presence of any visible unrecorded heritage features.

6.3.2 A basic analysis of easily accessible aerial photographs would be undertaken to identify further landscape and earthwork features. Zones of theoretical visibility (i.e. areas from which you can theoretically see the Scheme) would also be applied to the heritage constraints and the suitability of the study area would be considered.

6.3.3 Data collected during the walkover survey together with existing baseline data would be presented in further detail within a cultural heritage desk-based assessment (DBA) of the Scheme.

6.3.4 Consultation with stakeholders would also be undertaken to inform the Cultural Heritage ES chapter. Consultation is proposed to be undertaken with:

- Historic England
- Lancashire County Council
- Fylde Borough Council
- Wyre Borough Council

6.3.5 Following consultation with stakeholders and completion of the DBA, further surveys may be requested including intrusive and non-intrusive investigations.

6.4 Potential Effects and Mitigation Measures

Aspects Scoped into and out of the Assessment

6.4.1 The following has been scoped in to the EIA on the basis that potentially significant effects cannot be ruled out at this stage. These are subject to confirmation following the completion of the DBA:

6.4.2 Effects during construction and operation on:

- The Grade II listed Ice House
- Other listed buildings to the south of the Scheme at the edge of the above Conservation Areas
- Singleton and Poulton-le-Fylde Conservation Areas
- The non-statutory Singleton Park and the Ribchester to Poulton-le-Fylde Roman Road (and associated archaeological remains)
- Other non-statutory archaeology and built heritage within the study area
- The historic landscape

6.4.3 The potential effects of the Scheme during construction and operation along with the measures proposed to manage them are outlined in Tables 6-1 to 6-6.

Construction

6.4.4 During construction, effects on designated assets would be temporary and negative unless stated otherwise. Effects on non-designated assets would be permanent and negative unless otherwise stated.

6.4.5 Note: Numbers in brackets are unique identifiers, assigned to each asset and are presented on Figure 6.1 at Appendix A.

Table 6-1: Effects and mitigation on Grade II Listed Buildings – Construction

Receptor – Grade II listed buildings
Nature of Effect: The Ice House (**LB8**) is located approximately 40m south of the draft order limits[4]. Its setting is primarily informed by its association to Singleton Hall and is well shielded by woodland. The asset has the potential to experience the effects of construction activity including noise, dust and visual intrusion during the construction phase of the Scheme which may affect the setting of the asset. Other assets that have the potential to experience an effect during construction include: The Grade II listed Liscoe (**LB6**), located 865m to the north of the draft order limits. Mains Hall (**LB1**) and the nearby dovecote (**LB9**) located c. 415m from the draft order limits. The former engine house (**LB2**), Church of St Anne (**LB3**), the Lychgate to the Church of St Anne (**LB7**) and the settlement of Singleton are located c.970m to the south of the draft order limits. End Cottage (**LB4**), The Manor (**LB5**), the former chapel of St John and attached Priest's House (**LB10**) may experience effects during the construction phase. These assets settings are primarily informed by their rural location or by their proximity to settlements. The assets have the potential to experience visual and noise effects relating to construction traffic. It is not considered that construction dust would be an issue at this distance (beyond 200m).
Duration: During the two-year construction period.
Mitigation: Additional mitigation to paragraph 4.3.3 includes the implementation of Scheme specific commitments in a Construction Environmental Management Plan (CEMP[5]). Commitments could include requiring damping down construction vehicles and the construction site to reduce dust, ensuring construction traffic follows designated construction routes, stipulating closed-board fencing is installed to remove visual intrusion etc. near to the Ice House.

[4] The Scheme's Red Line Boundary

[5] The purpose of a CEMP is to outline how a construction project will avoid, minimise or mitigate effects on the environment and surrounding area. CEMPs also detail the implementation of environmental commitments in accordance with those outlined in an ES. For a DCO Scheme how commitments are secured are also outlined in a Mitigation Commitment Register.

Table 6-2: Effects and mitigation on Conservation Areas- Construction

Receptor – Conservation Areas
Nature of Effect: Two Conservation Areas including Poulton-le-Fylde (**CA1**) and Singleton (**CA2**) fall within the heritage study area. Singleton Conservation Area has some small potential to have its setting impacted during the construction period of the Scheme due to the presence of construction traffic (although this is still to be confirmed), construction noise and some limited, distant visual intrusion from the construction works. However, this is anticipated to be very minor in nature and temporary. It is considered that the Poulton-le-Fylde Conservation Area is at a sufficient distance from the Scheme and is sufficiently screened by existing buildings that it would not be significantly affected. However, there is potential that construction traffic may affect this area although this is yet to be confirmed.
Duration: During the two-year construction period.
Mitigation: Additional mitigation to paragraph 4.3.3 includes the implementation of a CEMP which would detail specific environmental commitments to offset adverse effects. Commitments could include ensuring construction traffic follows designated construction routes and avoids Conservation Areas.

Table 6-3: Effects and mitigation on Non-Statutory Heritage Assets- Construction

Receptor – Non-Statutory Heritage Assets
Nature of Effect: Key non-statutory heritage assets that could potentially be directly and permanently impacted by the Scheme are the remains of the Ribchester to Poulton-le-Fylde Roman Road (**139**) and the area of Singleton Park (**151**) as construction would remove part of each of these heritage assets. However, the exact location of the Roman Road in relation to the Scheme is unknown so there is some uncertainty surrounding this issue until further investigation has taken place. The Scheme would also have a direct impact on potential below ground archaeological remains associated with the six find spots (**107, 108, 109, 110,113, 159)** recorded within the Scheme footprint. The extent of the negative effects is however currently unknown as the actual nature of any potential remains associated with these find spots cannot be established without further investigation. In addition to the above, the Scheme may have a direct physical impact on the remains of a further 19 non-designated heritage assets (**59, 62, 65, 66, 68, 69, 70, 71, 103, 116, 118**, **140, 142, 144, 145, 146, 147, 149, 152**). These assets are located within the perimeter of the draft order limits of the Scheme. Direct negative impacts effects on these heritage assets includes the partial or permanent removal. Impacts of this nature would be long term.

Receptor – Non-Statutory Heritage Assets
The setting of 17 non-designated heritage (**6, 10, 13, 16, 22, 33, 34, 38, 40, 43, 73, 104, 105, 106, 132, 134, 135**) assets may also be impacted by the construction of the Scheme, due to construction activity in the area. These assets are all built heritage assets and mainly located within the Poulton-le-Fylde settlement area. The impacts to setting from construction activity would be temporary and reversible. The Scheme would potentially have a permanent effect on the historic landscape. The effects of the Scheme may result in the partial loss of areas characterised as ancient, post-medieval and modern enclosure. The Scheme may also have an impact on unknown archaeological remains within the draft order limits. Assessment of the likelihood for the presence of unknown archaeological remains would be considered in the DBA.
Duration: The impacts would be permanent except where stated.
Mitigation: Additional mitigation to paragraph 4.3.3 includes the implementation of a CEMP which would detail specific environmental commitments to offset adverse effects. Commitments could include requiring damping down to reduce dust produced by construction activities, management of construction traffic to avoid sensitive areas and undertaking archaeological investigations and recording in advance of, or during, construction.

Operation

6.4.6 The potential effects of the Scheme during operation and the measures proposed to manage them are outlined in Tables 6-4 to 6-6.

Table 6-4: Effects and Mitigation on Grade II Listed Buildings - Operation

Receptor - Grade II listed buildings
Nature of Effect: There would be no direct impacts to Grade II listed buildings during operation. Only those listed buildings which have potential to have their settings affected by the Scheme are discussed here. Other listed buildings within the study area are sufficiently distant with screening to prevent visual or settings impacts. The Grade II Listed Ice House at Singleton Hall (**LB8**) is located approximately 40m to the south of the draft order limits. The setting of this asset is considered to be primarily informed by its rural location adjacent to Singleton Hall. This setting makes a positive contribution to the asset's significance. The Scheme would introduce increased levels of traffic and noise to this area which could affect how the asset is experienced. The noise assessment shows that the assets may experience a perceptible adverse change due to operational traffic.

Receptor - Grade II listed buildings
The Grade II Listed End Cottage Old Farm (**LB4**), The Manor (**LB5**), the former chapel of St John and the attached priest's house (**LB10**) are all located a minimum of 500m from the draft order limits. Their settings are primarily informed by the settlement of Poulton-le-Fylde which makes a positive contribution to their significance. The Scheme has potential to introduce increased levels of traffic and noise to this area which could affect how the asset is experienced. The noise assessment predicts that LB2, LB3 and LB7 may experience a perceptible adverse change during the opening year of operation. The remaining listed buildings are predicted to experience an imperceptible change from operational traffic. The noise assessment further predicts that listed buildings **LB2**, **LB3** and **LB7** have the potential to record an imperceptible change over longer term operation.
Duration: The lifetime of the Scheme.
Mitigation: Additional mitigation to that outlined in paragraph 4.3.3 includes the retention of the existing woodland between the Scheme and the Ice House as this would provide visual screening minimising the negative effects on the setting of this Listed Building (LB8). Landscape screening in the form of proposed planting and earth mounds would help screen the Scheme from the other listed buildings to the south. Section 9: Noise and Vibration outlines proposed noise mitigation which would benefit the settings of the assets outlined above.

Table 6-5: Effects and Mitigation on Conservation Areas - Operation

Receptor – Conservation Areas
Nature of Effect: An increase in noise due to an increase in traffic closer to the Singleton Conservation Area (**CA2**) has the potential to impact the setting of this asset although it is considered to be a very minor impact. It is also unlikely that there would be significant views to the Scheme at this distance and taking into account existing and proposed vegetation. The Poulton-le-Fylde Conservation Area (**CA1**) would have no change to its setting during the operation of the Scheme and it is predicted to experience an imperceptible change by operational road traffic by the noise assessment.
Duration: Lifetime of the Scheme.
Mitigation: No mitigation is proposed.

Table 6-6: Effects and Mitigation on Non-Statutory Heritage Assets - Operation

Receptor - Non-Statutory Heritage Assets
Nature of Effect: Negative effects as outlined in Table 6-3 would continue once the Scheme is open. Noise from the operational Scheme may impact the setting of Singleton Park (**151**), Singleton Hall (**38**) and gardens (**149**) as it may affect levels of tranquillity in this area
Duration: Lifetime of the Scheme.
Mitigation: In addition to the mitigation outlined in Table 6-2, any additional planting for visual screening within Singleton Park would add to the current areas of tree, hedgerow and shrubs. Their maturity over time would minimise negative effects further. Planting schemes would also consider how best to retain the historic landscape elements such as the parkland character where appropriate. Refer to Section 9: Noise and Vibration which outlines proposed noise mitigation.

7 BIODIVERSITY

7.1 Introduction

7.1.1 This Section provides the biodiversity baseline data, identifies additional data to be obtained and indicates potential effects (during construction and operation) as well as mitigation measures that may be required in order to avoid, reduce and, if possible, remedy significant adverse effects.

7.1.2 This Section should be read together with Figures 7.1 Designated and Proposed Statutory Sites, 7.2 Non-Statutory Designated Sites, 7.3 Phase 1 Habitat Survey and Figure 16.1 Draft Environmental Mitigation at Appendix A.

7.2 Existing Environmental Conditions

7.2.1 Distances ('Study Area) from the Scheme within which desk-based studies or surveys were undertaken included:

- 500m for habitat and protected-species surveys (including for breeding, passage and wintering bird surveys)
- 1km for non-statutory designated sites (e.g. Biological Heritage Sites (BHSs)) and records relating to protected or notable species and habitats
- 2km for statutory designated sites listed within the Natura 2000 network including:
  - Special Areas of Conservation (SACs)
  - Sites of Community Importance (SCI) and candidate SACs
  - Special Protection Areas (SPA) and potential SPAs
  - Marine Protected Areas (MPAs), including Marine Conservation Zones (MCZs) and recommended MCZs (rMCZ)
  - Ramsar sites
- 30km for SACs where bats are noted as a qualifying interest.

7.2.2 Only receptors which would be subject to detailed assessment in the ES are discussed within this Section.

Designated Sites

7.2.3 Seven designated sites were identified within the Study Area (refer to Figures 7.1 and 7.2 at Appendix A):

- Morecambe Bay and Duddon Estuary SPA (adjacent, north)
- Morecambe Bay Ramsar site (adjacent, north)
- Wyre Estuary SSSI (adjacent, north)
- Wyre-Lune rMCZ (adjacent, north)
- Skippool Marsh and Thornton Bank BHS (adjacent, north)

- Shard Bridge Field Ditch BHS (300m, east)
- River Wyre – Upper Tidal Section BHS (600m, north)

Morecambe Bay and Duddon Estuary SPA

7.2.4 The Morecambe Bay and Duddon Estuary SPA is one of the largest estuarine systems in the UK and is fed by five main river channels (the Leven, Kent, Keer, Lune and Wyre) which drain through the intertidal flats of sand and mud, covering approximately 37,404.6ha. The SPA is designated for supporting populations of European importance of breeding, over-wintering and passage birds of the following species (Table 7-1) listed on Annex 1 ('Annex 1 Species') of the Birds Directive.

Table 7-1: Biodiversity - Qualifying features of the Morecambe Bay and Duddon Estuary SPA

Species / Features	Count (No. individuals)
Breeding season	
Little term *Sterna albifrons*	84
Sandwich tern *Sterna sanvicensis*	1,608
Common tern *Sterna hirundo*	570
Lesser black-backed gull *Larus fuscus graellsii*	9,720
Herring gull *Larus argentatus argentatus*	20,000
Internationally important seabird population of over 20,000 individuals	40,672
Non-breeding season	
Whooper swan *Cygnus cygnus*	113
Pink-footed goose *Anser brachyrhynchus*	15,648
Shelduck *Tadorna tadorna*	5,878
Pintail *Anas acuta*	2,498
Little egret *Egretta garzetta*	134
Oystercatcher *Haematopus ostralegus*	55,888
Golden plover *Pluvialis apricaria*	1,900
Grey plover *Pluvialis squaterola*	2,000
Ringed plover *Charadrius hiaticula*	1,049
Eurasian Curlew *Numenius arquata*	12,209
Black-tailed godwit *Limosa*	2,413
Bar-tailed godwit *Limosa lapponica*	3,046
Turnstone *Arenaria interpres*	1,359
Knot *Calidris canutus*	32,739

Species / Features	Count (No. individuals)
Ruff *Calidris pugnax*	8
Sanderling *Calidris alba*	3,600
Dunlin *Calidris alpina*	26,982
Redshank *Tringa totanus*	11,133
Mediterranean gull *Larus melancephalus*	18
Lesser black-backed gull *Larus fuscus*	9,450
Internationally important waterbird assemblage of over 20,000 individuals	266,751

Morecambe Bay Ramsar site

7.2.5 Morecambe Bay Ramsar site is designated for: migratory waterfowl with Ringed Plover in internationally important numbers; assemblages of over-wintering birds which are of international importance; and, populations of breeding, over-wintering and passage birds also of international importance. The site supports the third largest population of wintering waterfowl in the UK.

7.2.6 Specifically, Morecambe Bay is designated as a Ramsar site by qualifying with the following Ramsar Criteria:

- Criterion 4: By supporting plant and/or animal species at a critical stage in their life cycles, or providing refuge during adverse conditions. The site is staging area for migrating waterfowl including internationally important numbers of ringed plover
- Criterion 5: By regularly supporting 20,000 or more waterbirds. Supports assemblages of international importance: 223,709 waterfowl in winter
- Criterion 6: Regularly supports 1% of the individuals in a population of one species or sub-species of waterbird (refer to Table 7-2)

Table 7-2: Biodiversity - Qualifying features of the Morecambe Bay Ramsar Site

Season	Species / Features
Breeding	Sandwich tern
	Lesser black-backed gull
	Herring gull
On passage (peak counts spring/autumn)	Greater Cormorant *Phalacrocorax carbo*
	Eider *Somateria mollissima*
	Eurasian Curlew
	Shelduck
	Pintail

Season	Species / Features
	Oystercatcher
	Grey plover
	Ringed plover
	Turnstone
	Sanderling
	Redshank
	Lesser black-backed gull
Over winter (peak counts)	Pink-footed goose
	Great crested grebe *Podiceps cristatus*
	Goldeneye *Bucephala clangula*
	Wigeon *Anas penelope*
	Golden plover
	Red-breasted merganser *Mergus serrator*
	Lapwing *Vanellus*
	Bar-tailed godwit *Limosa lapponica*
	Knot
	Dunlin

Wyre Estuary SSSI

7.2.7 The Wyre Estuary SSSI is designated for its ornithological interest, including wintering and passage black-tailed godwit, wintering turnstone and wintering teal *Anas crecca*; and, intertidal habitats including saltmarsh.

Wyre-Lune rMCZ

7.2.8 The Wyre-Lune rMCZ supports important populations of smelt *Osmerus eperlanus* and eel *Anguilla anguilla*, but is not yet designated. The rMCZ would still however be considered as an area which meets selection criteria, but which is not designated.

Skippool Marsh and Thornton Bank BHS

7.2.9 The principal habitats of the BHS comprise un-grazed saltmarsh and relict woodland. Of particular note are Lax-Flowered Sea-Lavender *Limonium humile*, a nationally scarce plant, and a significant population of Wild Celery *Apium graveolens*, a species which is included on the Provisional Lancashire Red Data List of Vascular Plants. The site measures approximately 9.05ha and partially overlaps with the Wyre-Lune rMCZ at Skippool Creek.

Shard Bridge Field Ditch BHS

7.2.10 The BHS comprises a longitudinal hollow and ditch supporting saltmarsh vegetation which drains into the immediately adjacent River Wyre and Morecambe Bay SPA. It

measures approximately 0.35ha, is flooded by saline water during very high tides and is notable for the occurrence of Long-Stalked Orache *Atriplex longipes*, a nationally scarce plant.

River Wyre – Upper Tidal Section BHS

7.2.11 The site comprises a tidal, 3km length of the River Wyre with associated mudflats, saltmarsh and grassland, extending to the boundary of the Wyre Estuary SSSI. It contains a variety of saltmarsh species and landward transition species. Two species on the Provisional Lancashire Red Data List of Vascular Plants occur in the BHS – Sand Leek *Allium scorodoprasum* and Common Meadow-Rue *Thalictrum flavum*. The site measures approximately 8ha, partially overlaps with the Wyre-Lune rMCZ and is immediately adjacent to the Morecambe Bay and Duddon Estuary SPA.

Protected and notable habitats

7.2.12 A Phase 1 Habitat survey was undertaken to produce baseline information on habitats within the survey area (refer to Figure 7.3 at Appendix A). The survey comprised a walkover of the land and habitats present, with a classification of the habitats to Phase 1 Habitat Survey standard. The survey followed the method described in the 'Handbook for Phase 1 Habitat Survey – a technique for environmental audit' Joint Nature Conservation Committee (2010), JNCC, Peterborough.

7.2.13 Section 41 of The Natural Environment and Rural Communities (NERC) Act requires the Secretary of State to publish a list of habitats and species which are of principal importance for the conservation of biodiversity in England.

7.2.14 Eight habitats of principal importance (hereafter referred to as 'Section 41 Habitats'), on which a detailed assessment of potential impacts would be undertaken, were identified within 500m of the Scheme, during the Phase 1 Habitat survey:

- Deciduous woodland
- Hedgerow
- Coastal saltmarsh and mudflats
- Coastal and floodplain grazing marsh
- Ponds
- Rivers – Skippool Creek
- Rivers – Main Dyke
- Other rivers

Deciduous Woodland

7.2.15 Areas of deciduous woodland were widespread within the survey area but restricted to relatively small blocks associated with agricultural fields.

Hedgerows

7.2.16 A network of hedgerows was interspersed throughout the survey area. Although these hedgerows were predominantly species-poor and dominated by Hawthorn

Crataegus monogyna, they met the criteria for Section 41 Hedgerow.

Coastal Saltmarsh and Mudflats

7.2.17 Areas of coastal saltmarsh and mudflats habitat associated with the River Wyre were identified to the north of the Scheme.

Coastal and Floodplain Grazing Marsh

7.2.18 An extensive area of coastal and floodplain grazing marsh habitat was identified. coastal and floodplain grazing Marsh habitat is particularly important for several breeding waders, such as lapwing and curlew, both of which are qualifying species of the Morecambe Bay and Duddon Estuary SPA.

Ponds

7.2.19 Approximately 128 ponds, distributed widely throughout the survey area, were identified during habitat and amphibian surveys.

Rivers – Skippool Creek

7.2.20 Skippool Creek was semi-culverted and flows north into the River Wyre. The creek was surrounded by poor semi-improved grassland comprising species such as bramble *Rubus fruticosus* agg., common nettle *Urtica dioica*, creeping thistle *Cirsium arvense*, creeping bent *Agrostis stolonifera*, cock's-foot *Dactylis glomerata* and hogweed *Heracleum sphondylium*.

Rivers – Main Dyke

7.2.21 Main Dyke was a heavily-modified tributary of the River Wyre and was of moderate quality. It measures approximately 3m wide and was culverted beneath the existing A585 and A586 roads. Main Dyke contains very little emergent vegetation and was predominantly tree-lined. The banks (where accessible to livestock) were heavily grazed and poached.

Other Rivers

7.2.22 The other rivers Section 41 Habitat description includes a very wide range of types, encompassing all natural and near-natural running waters in the UK (i.e. with features and processes that resemble those in 'natural' systems). A network of small watercourses was interspersed throughout the study area; due to their small-scale, both individually and collectively, these watercourses have been included, collectively, under the Other rivers habitat description

Protected species

7.2.23 A suite of targeted surveys was undertaken to generate baseline data for ecological and ornithological receptors.

Great crested newts

7.2.24 Surveys to determine the presence or absence, and, where appropriate, population size, of great crested newts *Triturus cristatus* were undertaken on 66 ponds within the survey area. The surveys confirmed the presence of small or medium populations of great crested newts in 10 ponds.

Autumn Passage and wintering birds

7.2.25 Surveys comprised weekly diurnal visits between mid-September to November for autumn passage birds in 2016 and 2017; and, two diurnal surveys and one dawn or dusk survey per month between October and March 2016–17 and October to March 2017–18. The surveys comprised a series of transect routes covering the Scheme and up to 500m from the Scheme boundary within habitats that could be suitable for use by birds. In particular, identifying areas that could potentially constitute functionally-linked land (i.e. land outside of a designated site that provides an essential ecological function to qualifying species, for example foraging areas for wintering wildfowl) was considered during the surveys.

Autumn Passage

Annex 1 SPA / Ramsar Species

7.2.26 No Annex 1 SPA species were recorded during the 2016 or 2017 autumn passage surveys.

Other SPA species

7.2.27 Six Ramsar qualifying species were observed within the Scheme area during the 2016 autumn passage transect surveys: common redshank, common shelduck, Eurasian curlew, greater cormorant, lesser black-backed gull and Eurasian oystercatcher.

Schedule 1 species observations

7.2.28 Wild birds, including their nests and their eggs, listed under Schedule 1 of the Wildlife and Countryside Act 1981 (as amended) are afforded special protection during the breeding season.

7.2.29 Five Schedule 1 species were recorded during the autumn passage transect survey visits: black-headed gull *Chroicocephalus ridibundus*, hen harrier *Circus cyaneus*, kingfisher *Alcedo atthis*, Mediterranean gull *Ichthyaetus melanocephalus* and redwing *Turdus iliacus*.

Other species

7.2.30 Several notable species of farmland passerine and waders were recorded in the study area, or near the Scheme. These species are all listed as Birds of Conservation Concern.

Wintering birds

Annex 1 SPA Species

7.2.31 Thirteen Annex 1 SPA species were recorded during the wintering bird surveys: black-tailed godwit, common redshank, common shelduck, dunlin, Eurasian curlew, Eurasian oystercatcher, lesser black-backed gull, little egret, Mediterranean gull, pink-footed goose and red knot.

Ramsar site species

7.2.32 There were three Ramsar qualifying species observed during the 2016 and 2017 winter bird transect surveys: lapwing, red-breasted merganser and wigeon.

Other species

7.2.33 Several notable species of farmland passerines (songbirds) and waders were also recorded in the study area, or near the Scheme. These species are all listed as Birds of Conservation Concern.

Passage and Wintering Bird Survey Summary

7.2.34 Except for terns and sea ducks, the majority of species listed as qualifying features of the Morecambe Bay and Duddon Estuary SPA and the Morecambe Bay Ramsar site were recorded during the surveys. However, in all but three cases, records were either from within the Wyre Estuary or as single individuals or small groups of individuals in fields, with no marked patterns of usage of favoured fields within the study area.

7.2.35 The three species that were recorded in numbers within the overall study area that occasionally exceeded 1% of the qualifying population threshold were pink-footed goose, curlew and lapwing.

7.2.36 Pink-footed geese were recorded during every survey visit. However, the great majority of records were of birds passing over the site *en route* to or from feeding areas elsewhere. On the ground, flocks were encountered relatively infrequently, and with no clearly discernible pattern to their distribution across the survey area.

7.2.37 Curlew were also recorded during every survey visit. The majority were recorded within the Wyre Estuary to the north, at the outer edge of the study area. Within terrestrial habitats, the peak count of a single grouping was recorded between Mains Hall Manor and the Estuary, however, the most regular and frequent use of fields was within the western part of the study area, between Mains Road and Garstang Road East. Sightings were most commonly of single individuals in fields.

7.2.38 The recorded distribution of lapwings was similar to that of curlew, with a tendency for larger flocks to be distributed within, or close to the estuary at the outer edge of the study area. A large flock was recorded within inland fields on only one occasion, when a flock was recorded in a field to the immediate south of Garstang Road East and adjacent to the Poulton Industrial Estate, three further sightings of smaller flocks were recorded within the same field.

Breeding birds

7.2.39 Surveys for breeding birds comprised weekly diurnal visits between March to mid-May 2017 for spring passage birds and one dawn or dusk visit per month between April and June 2017 for the breeding season.

7.2.40 Two Annex 1 SPA species were observed during the 2017 transect surveys:

- Herring gull
- Lesser black-backed gull

7.2.41 Herring gull were generally observed utilising the River Wyre particularly at low tide and were recorded foraging or roosting during each survey visit throughout the breeding season. A small number of herring gull were also observed foraging within low-lying waterlogged ground south west of the Scheme during a survey which

followed sustained heavy rainfall. No herring gulls were thought to be nesting on site during the breeding season.

7.2.42 Lesser black-backed gulls were seen to the north west of Skippool Creek during low and mid-tide surveys. These birds were seen either bathing, foraging or loafing on the river. Lesser black-backed gulls were observed on the site during each month of the breeding season with a peak count of 22 birds in June 2017. No lesser black-backed gull were thought to be nesting on site during the breeding season.

Ramsar site species

7.2.43 Ringed plover, a Ramsar Criterion 4 qualifying feature of Morecombe Bay Ramsar site, were observed in May and June 2017. In May, two birds were recorded foraging on mudflats on the northern bank of the River Wyre, east of Shard bridge. A single individual was recorded in the same area in June. It is considered likely that one pair of ringed plover were breeding on the north side of the river in 2017.

Schedule 1 species

7.2.44 One Schedule 1 species, green sandpiper *Tringa ochropus*, was also observed when a single bird was recorded in June foraging on mudflats within the estuary. No evidence of breeding was recorded, and it is considered likely that the bird was an early arrival on passage.

Other species

7.2.45 Several notable species of farmland passerine and waders were recorded in the survey area, or near the Scheme.

Bats

7.2.46 Surveys comprising Roost Surveys (roost assessments and emergence and return surveys) and Activity Surveys (static monitoring and transect surveys) were undertaken to generate baseline data on bats.

7.2.47 Roost surveys identified a small number of bat roosts within buildings in the survey area, whilst the Activity Surveys identified a species assemblage typical of the region, comprising: noctule bat *Nyctalus noctule*, Nathusius' pipistrelle *Pipistrellus nathusii*, common pipistrelle *P. pipistrellus*, soprano pipistrelle *P. pygmaeus*, *Myotis* spp. and brown long-eared bat *Plecotus auritus*.

Otter

7.2.48 Otter *Lutra* activity, although limited in extent, was recorded close to Mains Lane Bridge and Main Dyke.

7.3 Other baseline information to be obtained / surveys to be undertaken and limitations

7.3.1 Autumn/spring passage and winter bird surveys are on-going and would be completed in spring 2018.

7.4 Potential Effects and Mitigation Measures

Aspects Scoped out of the Assessment

7.4.1 Features presented in Table 7-3 have been scoped out the EIA, with agreement from Natural England, on the basis that, at this stage, it has been concluded that, following standard mitigation measures, significant effects were not likely.

Table 7-3: Biodiversity - Ecological receptors to be scoped out of detailed assessment

Feature	Reason
River Wyre – S41 Habitat	Potential negative effects are largely restricted to pollution via contamination of watercourses which flow into the River Wyre. Potential pollution effects would be sufficiently mitigated by water management processes that would be detailed within a dedicated chapter.
Other (non-S41) Habitats	No notable or protected other (non-S41) habitats were recorded within the survey area. Potential significant effects on other (non-S41) habitats which are not notable or protected are highly unlikely to occur.
Protected and Notable Plants (including Fungi)	Records of Biodiversity Action Plan (BAP) species identified during the desk study were low in number and situated well outside of the footprint of the Scheme. The study area was assessed as being of Negligible to Low value for protected and notable plants (including fungi).
Invasive Flora	A restricted diversity and distribution of invasive flora were identified during habitat and protected species surveys. Responsibilities relating to invasive flora would be managed through standard mitigation procedures during construction and operation of the Scheme.
Aquatic Invertebrates	White-clawed crayfish were not identified within the study area and the species is thought to be locally absent. No records of other aquatic invertebrates were identified during the desk study and the habitats within the study area are likely to be of value only to common, widespread species.
Terrestrial Invertebrates	Suitable habitats for terrestrial invertebrates within the Scheme footprint were of limited extent and likely to support an invertebrate assemblage typical of the region and of Low value.
Fish	No records of fish were identified during the desk study. Waterbodies within the survey area are likely to support common and widespread species only.
Reptiles	No reptiles were recorded during the targeted surveys and it is considered likely that they are absent from the survey area.
Other Amphibian Species (i.e. not Great Crested Newts)	Although present within the survey area, the assemblage of other amphibian species recorded are of Low value. A small number of waterbodies, representing a nominal proportion of the waterbodies in the wider landscape,

Feature	Reason
	would be lost because of the Scheme. Mitigation and compensation measures proposed for great crested newts would sufficiently mitigate any potential impacts to other amphibian species.
Water Vole	No evidence of water vole was recorded during the targeted and it is considered likely that they are absent from the survey area.
Badger	No setts were identified within close proximity to the Scheme; limited evidence of foraging activity was recorded and habitats within the survey area were typically of Low value. It is therefore unlikely that badger populations of greater than Low value are present locally.
Hedgehog	The hedgehog population within the survey area is considered likely to be of Low value due to their widespread distribution. Habitats within the survey area were broadly suitable for this species, the Scheme would therefore result in the loss of a nominal proportion of the available habitat.
Brown Hare	The brown hare population within the survey area is considered likely to be of Low value due to their widespread distribution. Additionally, habitats within the footprint of the Scheme were largely sub-optimal; more suitable habitats, in which brown hare are more likely to be concentrated, were however present within the wider survey area; impacts to which are considered unlikely.

Construction

7.4.2 Negative effects during construction are likely to comprise:

- Disturbance, behavioural changes of animals during construction (qualifying features on functionally linked land)
- Physical loss of habitat/s (functionally linked land)
- Physical damage of habitat/s (functionally linked land)
- Increased severance or fragmentation of habitats (functionally linked land)
- Toxic contamination (pollution via construction and/or road drainage, run-off and spray from road traffic and air pollution due to operation)
- Non-toxic contamination (increased sedimentation, visual and light pollution caused by road lighting)

7.4.3 Effects for each receptor are outlined in Tables 7-4 – 7-10.

Table 7-4: Biodiversity - Effects and mitigation on Statutory and Non-Statutory Designated Sites – Construction

Receptor – Statutory and non-statutory designated sites
Nature of Effect: Negative effects may include: loss of functionally-linked land associated with designated sites supporting bird interest features; loss of wildlife habitats through land-take; severance, by dividing habitats or wildlife corridors; direct mortality through construction activities; disruption of local watercourses and drainage patterns; disturbance, air quality, vibration and noise.
Duration: During the two-year construction period.
Mitigation: Additional mitigation measures to those provided in paragraph 4.3.3 include the implementation of Scheme specific commitments in a CEMP to prevent negative effects during construction. Commitments detailed in the CEMP may include: minimising vegetation removal as far as possible; fencing off sensitive areas to prevent accidental incursions by construction plant and equipment; implementing pollution prevention measures; and, sensitive timing of works to avoid disturbance to qualifying features (i.e. bird species) of a designated site. Where appropriate, construction works would also be supervised by an Ecological Clerk of Works. The provision of mitigation areas, proposals for which have been compiled during the Scheme's iterative design process (in consultation with Natural England) would reduce negative effects on functionally-linked land and qualifying species during construction through the provision of alternative habitat. Provision for this mitigation land has been included within the draft order limits: one area located at the northern end of the Scheme in the field to the west of Shard Bridge; a second area to the south of Garstang Road, to the east of Poulton Industrial Estate; and a third area and at the southern end, to the east of Fleetwood Road.

Table 7-5: Biodiversity - Effects and mitigation on protected or notable habitats – Construction

Receptor – Protected or Notable habitats
Nature of Effect: Negative effects mays include: loss of habitats through land-take (e.g. woodland and ponds); severance, by dividing habitats (e.g. fragmentation of the network of hedgerows); or, disruption of local watercourses (e.g. Main Dyke) and drainage patterns.
Duration: During the two-year construction period.
Mitigation: Additional mitigation measures to those provided in paragraph 4.3.3 include the implementation of Scheme specific commitments in a CEMP to

Receptor – Protected or Notable habitats
prevent negative effects during construction. Commitments detailed in the CEMP may include: minimising vegetation removal as far as possible; fencing off sensitive areas to prevent accidental incursions by construction plant and equipment and implementing pollution prevention measures. Where appropriate, construction works would also be supervised by an Ecological Clerk of Works. The provision of mitigation areas, proposals for which have been compiled during the Scheme's iterative design process (in consultation with Natural England) would reduce negative effects on functionally-linked land and qualifying species during construction through the provision of alternative habitat. Provision for this mitigation land has been included within the draft order limits as detailed in Table 7-4. Protected or notable habitats lost during construction would be compensated for on a minimum 2:1 ratio to ensure no net loss of protected or notable habitat.

Table 7-6: Biodiversity - Effects and mitigation on great crested newt – Construction

Receptor – Great Crested Newt
Nature of Effect: No ponds known to support great crested newts would be lost as a result of the Scheme. Negative effects could however still occur during construction and may include: loss habitat (terrestrial and aquatic) through land-take; severance, by dividing habitats or wildlife corridors; or hydrological effects.
Duration: During the two-year construction period.
Mitigation: A European Protected Species Licence (EPSL) is required for the Scheme. The EPSL would include detailed information on measures to be taken to mitigate impacts to great crested newts, which could include the provision of fencing to prevent great crested newts from accessing the construction area, translocation of animals from within the footprint of the Scheme, provision of new breeding ponds and provision of terrestrial habitats such as hibernacula. All construction works would be undertaken in accordance with the EPSL.

Table 7-7: Biodiversity - Effects and mitigation on wintering/passage birds – Construction

Receptor – Wintering/passage birds
Nature of Effect: Negative effects may include: disturbance; physical loss of habitats (including functionally-linked land); physical damage of habitat; increased severance or fragmentation of habitats; toxic contamination; non-toxic contamination; disturbance of foraging or breeding sites.

Receptor – Wintering/passage birds
Duration: During the two-year construction period.
Mitigation: Additional mitigation would include appropriate timing of certain activities to avoid sensitive periods (for example, avoiding particularly noisy activities at high tide when birds are more likely to be utilising inland habitats and avoiding night-time working) and the implementation of best practice guidance to reduce risk. Mitigation options include provision of alternative habitat (as noted in Table 7-4) and minimisation of disturbance during construction. A CEMP and Construction Method Statement containing control measures / commitments and the standards to be implemented throughout construction of the Scheme would be developed in consultation with appropriate agencies prior to construction. Toolbox talks would be given to contractors and other relevant personnel. An Ecological Clerk of Works would oversee the installation of any mitigation measures agreed.

Table 7-8: Biodiversity - Effects and mitigation on breeding birds – Construction

Receptor – Breeding birds
Nature of Effect: Negative effects may include: disturbance; physical loss of habitats; physical damage of habitat; increased severance or fragmentation of habitats; toxic contamination; non-toxic contamination; and, disturbance of foraging or breeding sites.
Duration: During the two-year construction period.
Mitigation: Additional mitigation would include appropriate timing of certain activities to avoid sensitive periods (for example undertaking vegetation removal outside of the breeding season (March to August, inclusive) and avoiding night-time working) and the implementation of good practice guidance to reduce risk. Mitigation options include provision of alternative habitat (as noted in Tables 7-4) and minimisation of disturbance during construction. Scheme specific commitments within a CEMP and a Construction Method Statement would be implemented and developed in consultation with appropriate agencies prior to construction. Toolbox talks would be given to contractors and other relevant personnel. An Ecological Clerk of Works would oversee the installation of any mitigation measures.

Table 7-9: Biodiversity - Effects and mitigation on bats – Construction

Receptor – Bats
Nature of Effect: Negative effects may include disturbance to roosting and foraging bats, habitat fragmentation, loss of foraging habitat or loss of roosts.
Duration: During the two-year construction period.
Mitigation: Additional mitigation would include the preparation of a CEMP outlining Scheme specific commitments to offset adverse effects and a Construction Method Statement developed in consultation with appropriate agencies prior to construction. Toolbox talks would be given to contractors and other relevant personnel. An Ecological Clerk of Works would oversee works with greatest potential to cause disturbance. A lighting plan for construction works would be implemented which would minimise light spill on to foraging areas and prevent light spill on to known roosts. As far as is practicable, appropriate buffers from construction works would be applied to known roosts. Where buffers cannot reasonably be applied to roosts, method statements for undertaking works in an ecologically sensitive manner would be developed. Where negative impacts cannot be sufficiently avoided through standard mitigation practices, an EPSL may be required to facilitate construction works.

Table 7-10: Biodiversity - Effects and mitigation on otter – Construction

Receptor – Otter
Nature of Effect: New watercourse crossings and upgrading of existing crossings, would be required to facilitate development of the Scheme; as such, negative effects could occur during construction, which may include loss of habitat (terrestrial and aquatic) through land-take; severance, by dividing habitats or wildlife corridors; vibration, noise, lighting or pollution of watercourses.
Duration: During the two-year construction period.
Mitigation: Additional mitigation to those in paragraph 4.3.3, would include the preparation of a CEMP containing Scheme specific commitments to reduce adverse effects and a Construction Method Statement, both of which would be developed in consultation with appropriate agencies prior to construction. Toolbox talks would be given to contractors and other relevant personnel. An Ecological Clerk of Works would oversee works with greatest potential to cause disturbance.

Operation

7.4.4 Potential operational impacts to most receptors comprise elements similar to those during construction, although it is acknowledged that impacts would arise from different sources and, in many cases, to a lesser extent. Potential for negative effects during the operation of the Scheme include:

- Direct mortality through traffic collisions
- Polluted road runoff affecting the water environment
- Impacts on vegetation from polluted spray from road traffic
- Impacts on species through road lighting
- Barrier effect on movement of animals caused by the new road which broadly bisects the existing habitat on a north south axis (thereby restricting movement east west and vice versa)

Table 7-11: Biodiversity - Effects and mitigation on Statutory and non-statutory designated sites – Operation

Receptor – Statutory and non-statutory designated sites
Nature of Effect: Operational effects would be limited to: direct mortality to qualifying species through traffic collisions; barrier effects; and, water pollution.
Duration: The lifetime of the Scheme.
Mitigation: Mitigation proposed for qualifying species would also serve to mitigate impacts to designated sites. Measures to mitigate impacts to water quality are described in Section 11 and are not repeated here.

Table 7-12: Biodiversity - Effects and mitigation on Protected or notable habitats – Operation

Receptor – Protected or notable habitats
Nature of Effect: No further habitat loss would be experienced during the operational phase of the Scheme. Operational effects are therefore only likely to comprise water pollution.
Duration: The lifetime of the Scheme.
Mitigation: Measures to mitigate impacts to water quality are described in Section 11 and are not repeated here.

Table 7-13: Biodiversity - Effects and mitigation on great crested newt – Operation

Receptor – Great crested newt
Nature of Effect: Negative effects comprise: direct mortality through traffic collisions, air and water pollution and barrier effects.
Duration: The lifetime of the Scheme.
Mitigation: Additional mitigation measures to that in paragraph 4.3.3 include the installation of compensatory ponds would increase the availability of this habitat within the study area. Additionally, vegetation planting installed for noise and landscape mitigation would increase terrestrial habitat quality and connectivity in the study area. Culverts and underpasses installed for other receptors would also increase the permeability of the road for great crested newts.

Table 7-14: Biodiversity - Effects and mitigation on wintering/passage birds – Operation

Receptor – Wintering/passage birds
Nature of Effect: Potential operational impacts primarily relate to: direct mortality through traffic collisions; visual disturbance; disturbance due to road traffic noise; impacts on species through road lighting and; barrier effects.
Duration: The lifetime of the Scheme.
Mitigation: Additional mitigation to that proposed in paragraph 4.3.3 includes establishing areas of compensatory habitat of value to wintering / passage birds in the vicinity of the Scheme. Vegetation planting installed for landscape mitigation would also serve to limit visual disturbance to wintering / passage birds - refer to Figure 16.1 at Appendix A.

Table 7-15: Biodiversity - Effects and mitigation on breeding birds – Operation

Receptor – Breeding birds
Nature of Effect: Operational impacts primarily relate to: direct mortality through traffic collisions, visual disturbance, disturbance due to road traffic noise, impacts on species through road lighting and barrier effects.
Duration: The lifetime of the Scheme.

Receptor – Breeding birds
Mitigation: Additional mitigation to that proposed in paragraph 4.3.3 includes establishing areas of compensatory habitat of value to breeding birds in the vicinity of the Scheme as noted in Table 7-4. Vegetation planting installed for landscape mitigation would also serve to limit visual disturbance to breeding birds as well as providing additional nesting habitat - refer to Figure 16.1 at Appendix A.

Table 7-16: Biodiversity - Effects and mitigation on bats – Operation

Receptor – Bats
Nature of Effect: Potential operation impacts include direct mortality through traffic collisions, impacts on species through road lighting and barrier effects.
Duration: The lifetime of the Scheme.
Mitigation: Road lighting would be designed to minimise light spill. Underpasses would be installed along key flight corridors to increase the permeability of the Scheme for bats and reduce the barrier effect. Additionally, vegetation planting installed for landscape mitigation would increase terrestrial habitat quality and connectivity in the study area - refer to Figure 16.1 at Appendix A.

Table 7-17: Biodiversity - Effects and mitigation on otters– Operation

Receptor – Otter
Nature of Effect: Potential operation impacts include mortality through traffic collisions, polluted road runoff affecting the water environment, impacts through the barrier effect.
Duration: The lifetime of the Scheme.
Mitigation: Culverts, designed in line with DMRB, to enable otters to pass under the Scheme would be installed at new watercourse crossings, thereby increasing the permeability of the Scheme and minimising the barrier effect. Fencing would be installed to direct otters toward culverts and deter them from accessing the road. Additionally, vegetation planting installed for landscape mitigation would increase terrestrial habitat quality and connectivity in the study area – refer to Figure 16.1 at Appendix A. Water pollution would be mitigated through standard water quality management measures, detailed in Section 11, that would be implemented and monitored during the life of the Scheme.

8 LANDSCAPE

8.1 Introduction

8.1.1 This Section provides the landscape baseline data, identifies additional data to be obtained and indicates potential effects (during construction and operation) as well as mitigation measures that may be required in order to avoid, reduce and, if possible, remedy significant adverse effects.

8.1.2 This Section should be read together with Figures 8.1a Key Visual Receptors, Landscape Designations, Zone of Theoretical Visibility within 2km Study Area, and Representative Viewpoint Locations, 8.1b Zone of Theoretical Visibility beyond 2km Study Area, and Representative Viewpoint Locations, 8.2 Scheme Level Character Areas, 8.3 Representative Viewpoints - Winter and Summer Views (18 Sheets), 8.4 Representative Viewpoints - Night-time Environment (6 Sheets), 8.5 Representative Photomontages (2 Sheets) and 16.1 Draft Environmental Mitigation at Appendix A.

8.2 Existing Environmental Conditions

8.2.1 The Study Area for landscape and townscape assessment extends to a 1km radius from the Scheme boundary (refer to Figure 8.2), and up to 2km for visual assessment (refer to Figure 8.1a and 8.1b). To refine the assessment, a Zone of Theoretical Visibility (ZTV) has been generated for an area extending to 5km (Figure 8.1b) and this represents the theoretical area from which any part of the proposed development may be seen. This identifies visibility up to these distances, however it is considered that beyond the 2km Study Area, the proposed development would not be readily perceptible within the wider landscape and therefore this has formed the basis for the assessment of and visual amenity.

8.2.2 At the national level, the application site falls entirely within National Character Area (NCA) 32: Lancashire and Amounderness Plain (NE512), National Character Area Profile, Natural England, 2012). The NCA covers an area of high-grade agricultural land, located within the Fylde coast. This is considered to be a distinct area, with extensive views available across the plain. There are small to medium-sized blocks of mixed woodland, and medium to large-sized fields that form an open, large-scale agricultural landscape. It contains a complex network of drainage ditches and dykes, and significant urban areas, with a recognized tourism offer.

8.2.3 The Scheme lies within the authorities of Fylde Borough and Wyre Borough Council, and within Lancashire County Council (LCC). At the local level LCC's A Landscape Strategy for Lancashire, Supplementary Planning Guidance (SPG) (Lancashire County Council, 2000) provides the Landscape Character Types (LCTs) across the study area.

8.2.4 There are three local LCTs within the 1km study area. The LCTs are further subdivided into local Landscape Character Areas (LCAs). The LCTs and LCAs relevant to the study area are presented in Table 8-1.

Table 8-1: Landscape - Local Landscape Character Types

LCT	Description
Character Type 15 - Coastal Plain	The majority of the study area is located within this LCT, and it is described as a gently undulating or flat lowland farmland separated by ditches to the west and low clipped hedges elsewhere. This LCT is defined by LCA **15d, The Fylde**. This is an extensive LCA which covers the gently undulating farmland of the Fylde between Blackpool to the west and Preston and the M6 corridor to the east. It is naturally poorly drained, and field ponds are a particularly characteristic feature of this area and provide important wildlife habitats.
Character Type 18: Open Coastal Marsh	The northern edge of the study area is located within this LCT, and it is described as comprising salt marshes and intertidal flats which occur around the sheltered waters of the west coast of Lancashire and extend to the low water mark. This LCT is defined by LCA **18c – Wyre Marshes**. This LCA covers the Wyre Estuary, extending upstream from the coast at Fleetwood in the north to an area north east of Little Singleton and comprises sheltered salt marsh and intertidal flats. The hinterland of the estuary within the study area is relatively rural in comparison to the more industrialised west bank to the north near Fleetwood.
Urban Landscape Type: Suburban.	The townscape resource within the study area is located within this LCT.

8.2.5 With reference to the published local scale LCA descriptions a Scheme-specific landscape character study has been prepared. As such the study area has been sub divided into seven LCAs and nine townscape character areas (TCAs) based on their physical and cultural elements. Their locations are shown on Figure 8.1 at Appendix A and descriptions are outlined in Table 8-2.

Table 8-2: Landscape - Scheme Level Character Areas

Scheme Level Landscape / Townscape Character Areas	Description
Landscape	
LCA 1: Thornton Farmed Hinterland	Gently undulating enclosed farmland located in the north of the study area between Little Thornton and Poulton, incorporating Wyre Borough Greenbelt. Key Features: Pastoral agriculture with medium-scale regular field pattern, disrupted by infrastructure (electricity pylons, Highway and railway line) and interspersed by hedgerows with hedgerow trees.

Scheme Level Landscape / Townscape Character Areas	Description
LCA 2: Thornton Hall and Estate land	Estate landscape including a recreational golf course located in the north of the study area between Little Thornton and Poulton, incorporating Wyre Borough Greenbelt. Key Features: A small-scale enclosed landscape with estate woodland planting, and tree groups (associated with the golf course) defining features.
LCA 3: Wyre Estuary Farmed Hinterland	Open coastal farmland east of the A585 line corridor between west of the Wyre Estuary and north of the A585 between Skippool in the north and Pool Foot Lane in the east, and also east of the Wyre Estuary. Key Features: Small to medium scale predominately arable fields (with occasional pastoral) laid in a semi regular pattern bounded by gappy hedgerows, with occasional small woodland copses located around field ponds, and larger woodland blocks.
LCA 4: Main Dyke Farmland	Low-lying river valley and flood plain farmland west of the A585 between Skippool, east of Poulton-le-Fylde in the north and A586 / and Poulton Industrial Estate in the south. Key Features: Wooded river corridor, which dissects an irregular pattern of medium scale pastoral fields, which are bounded by gappy hedgerows with occasional hedgerow trees, woodland blocks, and field ponds.
LCA 5: Singleton Enclosed Farmland	Gently undulating enclosed farmland within the south part of the study area between the A585 and the village of Singleton. Key Features: Medium to large scale predominately pastoral fields (with occasional arable) laid in a semi regular pattern bounded by gappy hedgerows, with occasional small woodland copses located around field ponds, and larger woodland blocks.
LCA 6: Singleton Hall and Parkland	Intimate designed landscape in the south part of the study area immediately east of the B5260. Key Features: A small-scale enclosed landscape containing areas of amenity grassland, interspersed with estate woodland planting, which is a defining feature.
Townscape	
TCA 1: Thornton	Thornton and Thornton Cleveleys, a predominately late 19th Century residential development which grew as a result of the arrival of the railway and salt works in the mid-1800s.
TCA 2: Carleton	Suburban townscape encompassing Great Carleton, Little Carleton, Norcross and Whiteholme, centred on the junction of

Scheme Level Landscape / Townscape Character Areas	Description
	the B5266 Blackpool Road, the B5267 Tithebarn Street, and Fleetwood Road, incorporating early and mid-20th Century ribbon development and late 20th Century residential estate development.
TCA 3: Skippool Bridge	Suburban townscape encompassing the junction of the A588 Breck Road, and A585 Mains Lane including a mix of mid to late 20th century residential estate development with a high proportion of bungalow properties interspersed with occasional older buildings. Early 20th Century properties include Thornton Lodge, and Barton House, at the junction of Mains Road, and Breck Road.
TCA 4: Skippool and Little Poulton	Suburban townscape located to the west of Main Dyke, incorporating Poulton-le-Fylde, incorporating early, and mid-20th Century ribbon development along Breck Road, and late 20th Century residential estate development. to the wider area.
TCA 5: A585 Mains Lane	Mid to late 20th Century residential ribbon development along the A585 between Skippool and Little Singleton with individual properties (Manor House Farm, Shard Bridge Farm, and The Croft) from the early 20th Century.
TCA 6: Poulton Industrial Estate	Industrial townscape located west of Main Dyke comprising large-scale built form.
TCA 7: Little Singleton	Post war mid-20th Century residential ribbon development, centred on the busy junction of the A585 and A586.
TCA 8: Singleton	19th century residential ribbon development with a recognised historic character along Station Road, and Church Road incorporating a number of Listed Buildings.
TCA 9: Windy Harbour	A medium-scale caravan park containing permanent and temporary caravans, set within an enclosed area bounded by semi mature woodland, located immediately adjacent to the Wyre Estuary, where the edge treatment is open.

8.2.6 The Scheme falls within LCA 4, LCA 5, LCA 6, TCA 3, TCA 5, and TCA 7, and as a result their character and / or features would be directly impacted. The landscape and townscape receptors' sensitivity would be considered individually as part of the Environmental Statement to account for the condition / quality, value and susceptibility to accommodate change of the type proposed.

8.2.7 LCAs 1-3, and TCAs 1-2, 4, 6, 8, and 9, have been discounted as the Scheme would not result in a direct physical impact on the features or the overall quality or condition of these character areas.

8.2.8 Site visits were undertaken during summer and winter 2017, to record the visual amenity, to establish the likely visual influence of the Scheme, and identify potential visual receptors with a view to it.

8.2.9 Seventeen representative viewpoints were agreed with Fylde Borough and Wyre Borough Council in August 2017, as summarised in Table 8-3, and their locations are presented within Figure 8.1a at Appendix A. The summer and winter view photographs for the 17 viewpoints are shown in Figure 8.3 at Appendix A. Four viewpoints (2, 7, 9 and 10) were agreed to be presented with Fylde Borough Council in this PEIR as photomontages, however, photomontage 9 has not been presented. The three photomontages provided demonstrate representative potential effects at year 15 and are presented in Figure 8.5 at Appendix A.

8.2.10 The night time landscape of the study area has also been considered and the site visits also recorded the environmental lighting zones baseline conditions. Ten of the 17 viewpoints have been presented as a representation of the night time landscape (1, 2, 5, 6, 7, 9, 10, 13, 14 and 16), and are presented in Figure 8.4 at Appendix A. With reference to the Lighting Research Center's work on Light Pollution, 2007, this area is considered to fall between Environmental Lighting Zone E2: Areas of low ambient brightness and Zone E3: Outer urban or rural residential areas. This would be confirmed during the environmental assessment.

8.2.11 In addition to the 17 viewpoints agreed and presented within the PEIR, a further four representative viewpoints would be presented within the Environmental Statement. Three of these viewpoints are located beyond the 2km Study Area to demonstrate the potential impacts from these distances, with the fourth representative viewpoint located at the Ice House as recommended by the Planning Inspectorate. Table 8-4 summarises the viewpoints which are presented in Figures 8.1a, and 8.1b.

Table 8-3: Landscape - Representative Viewpoints

Representative Viewpoints	Winter and Summer Views presented (Figure 8.3)	Night Time Views presented (Figure 8.4)	Photomontage presented (Figure 8.5)
Viewpoint 1: View from Breck Road / Wyre Way at the A585, looking south east.	✓	✓	
Viewpoint 2: View from residential properties on Breck Road, looking north west.	✓	✓	✓
Viewpoint 3: View from residential properties on Old Mains Lane, looking south.	✓		
Viewpoint 4: View from the A585 Mains Lane, looking west.	✓		

Representative Viewpoints	Winter and Summer Views presented (Figure 8.3)	Night Time Views presented (Figure 8.4)	Photomontage presented (Figure 8.5)
Viewpoint 5: View from PRoW 5-11-FP-8, looking north east.	✓	✓	
Viewpoint 6: View from residential properties on Little Poulton Lane, looking east.	✓	✓	
Viewpoint 7: View from the A586 Garstang Road East, adjacent to residential properties, looking east.	✓	✓	✓
Viewpoint 8: View from PRoW 5-11-FP-6, looking north east.	✓		
Viewpoint 9: View from PRoW 5-11-FP-2, where it crosses the A585 Garstang New Road, looking south east.	✓	✓	
Viewpoint 10: View from the B5260 Lodge Lane, looking north east (a), and north west (b).	✓	✓	✓
Viewpoint 11: View from the A585 Mains Lane, adjacent to residential properties, looking south.	✓		
Viewpoint 12: View from the Wyre Way at the crossing with the A588 Shard Road, looking south.	✓		
Viewpoint 13: View from the A588 Shard Road adjacent to Shard Bridge Farm, looking south.	✓	✓	
Viewpoint 14 (A-VP1): View from the A586 Garstang Road adjacent to residential properties, looking west.	✓	✓	
Viewpoint 15 (A-VP2): View from Singleton Farm on Carr Lane, looking north.	✓		
Viewpoint 16 (A-VP3): View from Grange Road, looking north west.	✓	✓	
Viewpoint 17 (A-VP4): View from Wyre Way at the junction with Wyre Road adjacent to residential properties, looking south.	✓		

Table 8-4: Landscape - Representative Viewpoints (not presented within the PEIR)

Representative Viewpoints	Winter and Summer Views
Viewpoint 18 (B-VP1): View from the Ice House at Singleton Manor, looking north.	✓
Viewpoint 19 (B-VP2): View from PRoW FP 5, 12,4.	✓
Viewpoint 20 (B-VP3): View from PRoW FP 2,4,22.	✓
Viewpoint 21 (B-VP4): View from PRoW FP 5,6,1.	✓

8.2.12 The 2km Study Area contains a relatively low-density network of PRoW and the recreational route which forms part of the regional long-distance Wyre Way. Within the Study Area this runs along the south bank of the Wyre Estuary as far as Little Singleton, as well as a section on its north and eastern bank.

8.2.13 The 2km Study Area also contains a range of residential properties, present as either scattered rural properties and farmsteads, or within associated settlements such as small villages and suburban areas.

Key Environmental Receptors

8.2.14 The key landscape and visual receptors are summarised in Table 8-5. Only those landscape and townscape receptors which fall within the footprint of the Scheme (and as such would be directly impacted), and those visual receptors which fall within the ZTV within the 1km of the Scheme have been identified.

Table 8-5: Landscape - Key Environmental Receptors

Receptor
Landscape resource
LCA 4: Main Dyke Farmland
LCA 5: Singleton Enclosed Farmland
LCA 6: Singleton Hall and Parkland
Townscape resource
TCA 3: Skippool Bridge
TCA 5: A585 Mains Lane
TCA 7: Little Singleton

Receptor
Visual amenity resource
Bay Court
PRoW – 2-4-FP-11
Prospect Farm
Residential Properties at junction of B5412, and A585 Amounderness Way
B5412 Skippool Road and Wyre Road, including residential properties
PRoW – 2-4-FP-10
Wyre Way at junction with A585
Breck Road, including residential properties
Mains Lane at Skippool Bridge, including residential properties
PRoW – 5-11-FP-8
Old Mains Lane at Skippool Bridge, including residential properties
PRoW – 5-11-FP-6
Residential Properties on the suburban edge of Skippool and Little Poulton - Kevin Avenue, Riversway, Fouldrey Avenue, Breck Road, Moorland Avenue, The Spinney, Moorland Road, and Moorway.
Residential Properties along Little Poulton Lane
PRoW – 2-2-FP-2 and 2-2-FP-3
Residential Properties along Garstang Road East
Poulton Industrial Estate
Mains Hall, Toll House and Shard Bridge Farm, and PRoW 5-11-FP-6
Shard Bridge / Shard Road
Residential Properties along Mains Lane from Old Mains Lane to Little Singleton junction
Residential Properties along Garstang Road East at Little Singleton
Residential Properties along Pool Foot Lane, Occupation Lane, and Honeypot Lane
Wyre Way (on northern banks of River Wyre), and Bank House
PRoW - 5-11-FP-2
Bankfield Manor
Pointer House, Old Castle, and Kirkham I' th' Fields
Grange Road
Grange Farm
PRoW – 5-6-FP-13
Singleton Hall, Singleton Park, Lodge Farm, Barnfield Manor

Receptor
B5260 Lodge Lane including Residential Properties
Residential Village settlement of Singleton - Mount and Singleton Farm, and properties on Station and Church Road, and NCN Route 90
PRoW – 5-11-FP-6
A585 Fleetwood Road

8.2.15 Only those receptors considered to experience potential significant effects (highlighted in grey) are considered below in Section 8.4. Please note, however, that all visual receptors identified together with those failing within the ZTV of the 2km Study Area would be considered during the assessment process, which would be submitted in support of the DCO application.

8.3 Other baseline information to be obtained / surveys to be undertaken and limitations

8.3.1 Tree Preservation Orders (TPOs) have been identified within the study area. The exact location of these would be confirmed in the ES.

8.4 Potential Effects and Mitigation Measures

Aspects Scoped into and out of the Assessment

8.4.1 The following aspects have been scoped into the EIA on the basis that potentially significant effects cannot be ruled out at this stage:

- Effects during construction and operation on landscape, townscape and visual amenity, focussing on character areas and visual receptors within the ZTV within the 2km Study Area that are considered to be potentially significantly affected by the Scheme. A series of representative viewpoints has been agreed with Fylde Borough and Wyre Borough Councils. Other non-significant impacts have been scoped out.

8.4.2 The potential effects of the Scheme during construction and operation and the measures proposed to manage them are outlined in Tables 8-6 to 8-24.

Construction

Table 8-6: Landscape - Effects and mitigation on LCA 6: Singleton Hall and Parkland *(as represented by VP 10)* – Construction

Landscape Receptor - LCA 7: Singleton Hall and Parkland *(as represented by VP 10)*
Nature of Effect: The receiving landscape would experience loss of some important local landscape features associated with Singleton Hall, including groups of mature trees (location of TPOs to be confirmed), the severance of the main access from the gate house on the local road, and alteration to the existing topography and landform (Scheme in a cutting). The designed estate /

Landscape Receptor - LCA 7: Singleton Hall and Parkland *(as represented by VP 10)*
parkland contains unique local features which would be lost as a result of construction activity.
Duration: During the two-year construction period.
Mitigation: Additional mitigation to that outlined in paragraph 4.3.3 would include the implementation of Scheme specific commitments within a CEMP during construction. This could include commitments such as installation of 3m high perimeter solid hoarding around the construction area boundary, the introduction of topsoil storage mounds as screening features and baffles on lighting columns.

Table 8-7: Landscape - Effects and mitigation on Residential Properties at junction of B5412, and A585 Amounderness Way *(as represented by VP 1)*– Construction

Visual Amenity Receptor – Residential Properties at junction of B5412, and A585 Amounderness Way *(as represented by VP 1)*
Nature of Effect: The occupiers located within TCA 3 Skippool Bridge would experience south easterly views from first story windows to activity in the foreground associated with the reconfiguration of the roundabout junction at Mains Lane / Amounderness Way. This view could potentially include storage areas, night time light sources, noise, and movement of plant. It is considered these activities, albeit short term / temporary in nature would be prominent in the foreground of the view.
Duration and Mitigation: Refer to Table 8-6.

Table 8-8: Landscape - Effects and mitigation on Wyre Way at junction with A585 *(as represented by VP 1)* – Construction

Visual Amenity Receptor - Wyre Way at junction with A585 *(as represented by VP 1)*
Nature of Effect: Users of the Wyre Way within LCA 3 Wyre Estuary Farmed Hinterland, would experience a series of sequential southerly views as they approach the A585 within TCA 3 Skippool Bridge, culminating in a close-range view of the Scheme. Views of the construction activities could potentially include storage areas, night time light sources, noise, and movement of plant. It is considered these new activities, albeit being short term / temporary in nature would be noticeable features visible within the foreground occupying a large proportion of the view.
Duration and Mitigation: Refer to Table 8-6.

Table 8-9: Landscape - Effects and mitigation on Breck Road, including residential properties *(as represented by VP 2)* – Construction

Visual Amenity Receptor - Breck Road, including residential properties *(as represented by VP 2)*
Nature of Effect: The occupiers within TCA 3 Skippool Bridge would experience north westerly and north easterly views from ground floor windows to activity in the foreground associated with the reconfiguration of the roundabout junction at Mains Lane / Amounderness Way, and the A585 Mains Lane widening on the approaches to Skippool Bridge. This could potentially include storage areas, night time light sources, noise, and movement of plant. It is considered these new activities, albeit being short term / temporary in nature would be prominent in the foreground of the view.
Duration and Mitigation: Refer to Table 8-6.

Table 8-10: Landscape - Effects and mitigation on Mains Lane at Skippool Bridge, including residential properties *(as represented by VP 4)* – Construction

Visual Amenity Receptor - Mains Lane at Skippool Bridge, including residential properties *(as represented by VP 4)*
Nature of Effect: The occupiers within TCA 5 A585 Mains Lane would experience southerly views from first floor rear elevation windows to activity in the foreground associated with the construction of the Scheme within LCA 5 Mains Dyke Farmland, and potentially first floor views from the front elevation windows of the A585 Mains Lane widening. This could potentially include storage areas, night time light sources, noise, and movement of plant. It is considered these new activities, albeit being short term / temporary in nature would be prominent in the foreground of the view.
Duration and Mitigation: Refer to Table 8-6.

Table 8-11: Landscape - Effects and mitigation on PRoW – 5-11-FP-8 *(as represented by VP 5)* – Construction

Visual Amenity Receptor - PRoW – 5-11-FP-8 *(as represented by VP 5)*
Nature of Effect: Users on the PRoW where they traverse LCA 5 Mains Dyke Farmland would experience a series of sequential views for a short section of the route as it follows Mains Dyke, with close-range views of the Scheme construction. This could potentially include storage areas, night time light sources, noise, and movement of plant. It is considered these new activities, albeit being short term / temporary in nature would be prominent features visible within the foreground occupying a large proportion of the view.

Visual Amenity Receptor - PRoW – 5-11-FP-8 *(as represented by VP 5)*
Duration and Mitigation: Refer to Table 8-6.

Table 8-12: Landscape - Effects and mitigation on Old Mains Lane at Skippool Bridge, including residential properties *(as represented by VP 3)* – Construction

Visual Amenity Receptor - Old Mains Lane at Skippool Bridge, including residential properties *(as represented by VP 3)*
Nature of Effect: The occupiers within TCA 3 Skippool Bridge would experience southerly views from first floor front elevation windows to activity in the foreground associated with the Scheme construction between the existing A585 Mains Lane and the approaches to Skippool Bridge. This would result in the loss of existing roadside bounding vegetation, and could potentially introduce, new night time light sources, noise, and movement of plant. It is considered these new activities, albeit being short term / temporary in nature would be noticeable within the foreground of the view.
Duration and Mitigation: Refer to Table 8-6.

Table 8-13: Landscape - Effects and mitigation on Residential Properties along Little Poulton Lane *(as represented by VP 6)* – Construction

Visual Amenity Receptor - Residential Properties along Little Poulton Lane *(as represented by VP 6)*
Nature of Effect: The occupiers within TCA4 Skippool and Little Poulton would experience north easterly views from first storey front elevation windows to activity in the midground associated with the construction of the Scheme within LCA 5 Mains Dyke Farmland. This could potentially include storage areas, new night time light sources, noise, and movement of plant. It is considered these new activities, albeit being short term / temporary in nature would be noticeable in the mid ground of the view.
Duration and Mitigation: Refer to Table 8-6.

Table 8-14: Landscape - Effects and mitigation on Residential Properties along Garstang Road East *(as represented by VP 7)* – Construction

Visual Amenity Receptor - Residential Properties along Garstang Road East *(as represented by VP 7)*
Nature of Effect: The occupiers on the edge of TCA 6 Poulton Industrial Estate, and adjacent to LCA 4 Main Dyke Farmland would experience easterly views from first storey front elevation windows to activity in the midground associated with the construction of the Scheme within LCA 5 Mains Dyke Farmland, and the

Visual Amenity Receptor - Residential Properties along Garstang Road East *(as represented by VP 7)*
installation of the new roundabout junction at Garstang Road. This could potentially include storage areas, new night time light sources, noise, and movement of plant. It is considered these new activities, albeit being short term / temporary in nature would be noticeable in the midground view.
Duration and Mitigation: Refer to Table 8-6.

Table 8-15: Landscape - Effects and mitigation on Visual Amenity Receptor - Residential Properties along Garstang Road at Little Singleton *(as represented by VP 14)* – Construction

Visual Amenity Receptor - Residential Properties along Garstang Road East at Little Singleton *(as represented by VP 14)*
Nature of Effect: The occupiers, at properties located on the south edge of TCA 7 Little Singleton, would experience southerly views from first floor rear elevation windows, albeit partially filtered by intervening vegetation. These receptors, worst case, could potentially experience views of activity in the foreground associated with the construction of the Scheme within the adjacent LCA 6 Singleton Enclosed Farmland. This could potentially include storage areas, new light sources, noise, and movement of plant. It is considered these new activities, albeit being short term / temporary in nature would be noticeable in some foreground views.
Duration and Mitigation: Refer to Table 8-6.

Table 8-16: Landscape - Effects and mitigation on Singleton Hall, Singleton Park, Lodge Farm, and Barnfield Manor – Construction

Visual Amenity Receptor - Singleton Hall, Singleton Park, Lodge Farm, and Barnfield Manor
Nature of Effect: The occupiers, at properties set within LCA 6 Singleton Hall and Parkland would experience northerly views from first floor windows across a designed parkland. Designed features such as tree clumps and tree lines would potentially be affected. Views, worst-case, could experience views of activity in the fore and midground and could potentially including storage areas, new night time light sources, noise, and movement of plant. It is considered these new activities, albeit being short term / temporary in nature would be prominent in the fore and mid ground views.
Duration and Mitigation: Refer to Table 8-6.

Table 8-17: Landscape - Effects and mitigation on B5260 Lodge Lane including Residential Properties *(as represented by VP 10)* – Construction

Visual Amenity Receptor - B5260 Lodge Lane including Residential Properties *(as represented by VP 10)*
Nature of Effect: The occupiers within LCA 6 Singleton Hall and Parkland, and users of Lodge Lane on the edge of LCA 6 and adjacent to LCA 5 Singleton Enclosed Farmland would experience easterly and westerly views of activity including the loss of the hedgerow bounding vegetation along Lodge Lane, opening up views across the wider farm and parkland landscape. Construction activities associated with the adjacent cutting would be prominent in the fore and midground. Views could potentially also include storage areas, new night time light sources, noise, and movement of plant. It is considered these new activities, albeit being short term in nature would be prominent in the fore and mid ground views.
Duration and Mitigation: Refer to Table 8-6.

Operation

Table 8-18: Landscape - Effects and mitigation on LCA 7: Singleton Hall and Parkland – Operation

Landscape Receptor - LCA 7: Singleton Hall and Parkland
Nature of Effect: The Scheme and associated traffic would be in a deep cutting as it passes through the northern edge of this character area. With mitigation, this would result in the initial severance due to the loss of existing woodland within the park / estate land, together with hedgerows, and agricultural land. Over time as mitigation establishes (as described below) this severance together with the loss of features would be reduced.
Duration: During establishment of mitigation (approx. 15 years), and then the lifetime of the Scheme.
Mitigation: In addition to mitigation in paragraph 4.3.3 the following is proposed: New woodland belt planting along the proposed cutting slopes, and off-site woodland block planting within the wider parkland landscape to help off-set the loss of parkland tree groups – refer to Figure 16.1 at Appendix A.

Table 8-19: Landscape - Effects and mitigation on Residential Properties at junction of B5412, and A585 Amounderness Way – Operation

Visual Amenity Receptor – Residential Properties at junction of B5412, and A585 Amounderness Way
Nature of Effect: The occupier would experience easterly views from first story windows to the roundabout junction at Mains Lane / Amounderness Way and associated traffic in the foreground. With mitigation (as described below) and given the presence of the existing A585 and its traffic, it is not considered the Scheme would result in a significant impact. Furthermore, the nature of effect would reduce over time as the mitigation establishes and integrates the Scheme into the townscape character area.
Duration: During establishment of mitigation (approx. 15 years), and then the lifetime of the Scheme.
Mitigation: In addition to mitigation in paragraph 4.3.3 the following is proposed: Installation / replacement of grass verges with trees, to retain existing townscape character – refer to Figure 16.1 at Appendix A.

Table 8-20: Landscape - Effects and mitigation on Wyre Way at junction with A585 *(as represented by VP 1)* – Operation

Visual Amenity Receptor - Wyre Way at junction with A585 *(as represented by VP 1)*
Nature of Effect: Users on the Wyre Way would experience a series of sequential southerly views as they approach the A585, culminating in a close-range view of the new junction configuration. With mitigation (as described below) and given the presence of the existing A585 and its traffic, it is not considered the Scheme would result in a significant impact. Furthermore, the nature of effect would reduce over time as the mitigation establishes and integrates the Scheme into the townscape character area.
Duration: During establishment of mitigation (approx. 15 years), and then the lifetime of the Scheme.
Mitigation: In addition to mitigation in paragraph 4.3.3 the following is proposed: Installation / replacement of grass verges with trees, to retain existing townscape character, and buffer to the Wyre Way – refer to Figure 16.1 at Appendix A. Introduction of gateway feature / waymarking to announce Wyre Way at this location.

Table 8-21: Landscape - Effects and mitigation on Breck Road, including residential properties *(as represented by VP 2)* – Operation

Visual Amenity Receptor - Breck Road, including residential properties *(as represented by VP 2)*
Nature of Effect: The occupiers would experience north westerly and north easterly views from ground floor windows of the new junction at Mains Lane / Amounderness Way, along with the widening of the A585 Mains Lane as it approaches Skippool Bridge and associated traffic. With mitigation (as described below) and given the presence of the existing A585 and its traffic, it is not considered the Scheme would result in a significant impact. Furthermore, the nature of effect would reduce over time as the mitigation establishes and integrates the Scheme into the townscape character area.
Duration: During establishment of mitigation (approx. 15 years), and then the lifetime of the Scheme.
Mitigation: In addition to mitigation in paragraph 4.3.3 the following is proposed: Installation / replacement of grass verges with trees, to retain existing townscape character, and buffer to the residential properties located along Breck Road – refer to Figure 16.1 at Appendix A.

Table 8-22: Landscape - Effects and mitigation on Mains Lane at Skippool Bridge, including residential properties *(as represented by VP 4)* – Operation

Visual Amenity Receptor - Mains Lane at Skippool Bridge, including residential properties *(as represented by VP 4)*
Nature of Effect: The occupiers would experience southerly views from first floor rear elevation windows of the Scheme and associated traffic as it traverses the adjacent LCA Mains Dyke Farmland, and potentially first floor views from the front elevation windows of the widened section of the A585 along Mains Lane. From the receptors' rear windows, the Scheme with mitigation (as described below) would form a focal feature of the rural view forming a noticeable intrusive new feature. The nature of effect would reduce over time as the mitigation (vegetation) establishes and integrates the Scheme into the landscape.
Duration: During establishment of mitigation (approx. 15 years), and then the lifetime of the Scheme.
Mitigation: In addition to mitigation in paragraph 4.3.3 the following is proposed: New woodland block and hedgerow planting – refer to Figure 16.1 at Appendix A.

Table 8-23: Landscape - Effects and mitigation on PRoW – 5-11-FP-8 *(as represented by VP 5)* – Operation

Visual Amenity Receptor - PRoW – 5-11-FP-8 *(as represented by VP 5)*
Nature of Effect: Users on the PRoW where they traverse LCA 5 Mains Dyke Farmland would experience a series of close range sequential views for a short section of the route as it follows Mains Dyke. The Scheme, including associated traffic, and mitigation (as described below) would form a focal feature of the rural view and creating an intrusive new feature. The nature of effect would reduce over time as the mitigation (vegetation) establishes and integrates the Scheme into the landscape.
Duration: During establishment of mitigation (approx. 15 years), and then the lifetime of the Scheme.
Mitigation: In addition to mitigation in paragraph 4.3.3 the following is proposed: 2.0m deep false cutting slopes with new woodland block and hedgerow planting – refer to Figure 16.1 at Appendix A.

Table 8-24: Landscape - Effects and mitigation on Old Mains Lane at Skippool Bridge, including residential properties *(as represented by VP 3)* – Operation

Visual Amenity Receptor - Old Mains Lane at Skippool Bridge, including residential properties *(as represented by VP 3)*
Nature of Effect: The occupiers would experience southerly views from first floor front elevation windows to the widened A585, with passing traffic being closer in open short-range views and as a result of the loss in the roadside vegetation. The Scheme, including traffic, and mitigation (as described below) would form a noticeable feature in the view. The nature of effect would reduce over time as the mitigation (vegetation) establishes and integrates the Scheme into the landscape.
Duration: During establishment of mitigation (approx. 15 years), and then the lifetime of the Scheme.
Mitigation: In addition to mitigation in paragraph 4.3.3 the following is proposed: New vegetation where possible to integrate with existing features and provide screening. Sympathetically designed retaining structure to be installed.

Table 8-25: Landscape - Effects and mitigation on Residential Properties along Little Poulton Lane *(as represented by VP 6)* – Operation

Visual Amenity Receptor - Residential Properties along Little Poulton Lane *(as represented by VP 6)*
Nature of Effect: The occupiers would experience north easterly views from first storey front elevation windows of the Scheme and traffic as it traverses the adjacent LCA 5 Mains Dyke Farmland. The Scheme, associated traffic, and mitigation (as described below) would from a focus of the rural view and a noticeable intrusive new feature. The nature of effect would reduce over time as the mitigation (vegetation) establishes and integrates the Scheme into the landscape.
Duration: During establishment of mitigation (approx. 15 years), and then the lifetime of the Scheme.
Mitigation: In addition to mitigation in paragraph 4.3.3 the following is proposed: To the west of the Scheme as it approaches Mains Lane, new woodland block and hedgerow planting. To the east of the Scheme as it approaches Garstang Road, new hedgerow planting along the westbound carriageway boundary and new woodland planting along the eastern carriageway boundary to integrate with existing woodland planting refer to Figure 16.1 at Appendix A.

Table 8-26: Landscape - Effects and mitigation on Residential Properties along Garstang Road East *(as represented by VP 7)* – Operation

Visual Amenity Receptor - Residential Properties along Garstang Road East *(as represented by VP 7)*
Nature of Effect: The occupiers would experience easterly views from first storey front elevation windows to the Scheme and associated traffic on the far side of Garstang Road and Mains Dyke, within the nearby LCA 5 Mains Dyke Farmland, and the new junction to the east on Garstang Road. It is considered that the Scheme's fore and midground features including mitigation (as described below) would create new noticeable features. The nature of effect would reduce over time as the mitigation (vegetation) establishes and integrates the Scheme into the landscape.
Duration: During establishment of mitigation (approx. 15 years), and then the lifetime of the Scheme.
Mitigation: In addition to mitigation in paragraph 4.3.3 the following is proposed: To the east of Garstang road, new woodland block and hedgerow planting. To the west of Garstang road, new hedgerow planting along the westbound carriageway boundary and new woodland planting along the eastern

Visual Amenity Receptor - Residential Properties along Garstang Road East *(as represented by VP 7)*
carriageway boundary to integrate with existing woodland planting. New hedgerow planting to the roundabout junction on Garstang Road – refer to Figure 16.1. at Appendix A.

Table 8-27: Landscape - Effects and mitigation on Residential Properties along Garstang Road East at Little Singleton *(as represented by VP 14)* – Operation

Visual Amenity Receptor - Residential Properties along Garstang Road East at Little Singleton *(as represented by VP 14)*
Nature of Effect: The occupiers at the properties located on the south edge of TCA 7 Little Singleton would experience southerly views from first floor rear elevation windows, albeit these being partially filtered by intervening vegetation. It is considered the Scheme, its traffic and the proposed mitigation (as described below) would create new noticeable features. The nature of effect would reduce over time as the mitigation (vegetation) establishes and integrates the Scheme into the landscape.
Duration: During establishment of mitigation (approx. 15 years), and then the lifetime of the Scheme.
Mitigation: In addition to mitigation in paragraph 4.3.3 the following is proposed: 2.0m deep false cutting slopes with new hedgerow planting south of Garstang Road East. Woodland planting along the cutting slopes as the Scheme approaches Lodge Lane – refer to Figure 16.1 at Appendix A.

Table 8-28: Landscape - Effects and mitigation on Singleton Hall, Singleton Park, Lodge Farm, and Barnfield Manor – Operation

Visual Amenity Receptor - Singleton Hall, Singleton Park, Lodge Farm, and Barnfield Manor
Nature of Effect: The occupiers, at properties set within LCA 6 Singleton Hall and Parkland would at worst experience filtered northerly views from first floor windows across the severed designed parkland with noticeable gaps where the tree belts and tree clumps have been affected by the Scheme. It is considered the Scheme in the short term would create an intrusive prominent new feature in the midground view as a result of loss of vegetation. However, over time as mitigation (as described below) establishes this effect would be reduced.
Duration: During establishment of mitigation (approx. 15 years), and then the lifetime of the Scheme.

Visual Amenity Receptor - Singleton Hall, Singleton Park, Lodge Farm, and Barnfield Manor
Mitigation: In addition to mitigation in paragraph 4.3.3 the following is proposed: Installation of visual and acoustic fencing, new woodland belt planting along the proposed cutting slopes and off-site woodland block planting within the wider parkland landscape to help off-set the loss of parkland tree groups – refer to Figure 16.1 at Appendix A.

Table 8-29: Landscape - Effects and mitigation on B5260 Lodge Lane including Residential Properties *(as represented by VP 10)* – Operation

Visual Amenity Receptor - B5260 Lodge Lane including Residential Properties *(as represented by VP 10)*
Nature of Effect: The occupiers, and users of Lodge Lane would experience easterly and westerly views of the Scheme, which as a result of loss in the road side bounding hedgerows would open up views into the wider landscape. The new Lodge Lane Bridge would also introduce a new visual feature.
Duration: During establishment of mitigation (approx. 15 years), and then the lifetime of the Scheme.
Mitigation: In addition to mitigation in paragraph 4.3.3 the following is proposed: New woodland belt planting along the proposed cutting slopes, and off-site woodland block planting within the wider parkland landscape to help off-set the loss of parkland tree groups. Furthermore, off-site woodland block planting would be provided within the wider parkland landscape to replace the lost groups of parkland trees.

9 NOISE AND VIBRATION

9.1 Introduction

9.1.1 This Section provides the noise and vibration baseline data, identifies additional data to be obtained and indicates potential effects (during construction and operation) as well as mitigation measures that may be required in order to avoid, reduce and, if possible, remedy adverse effects.

9.1.2 This Section should be read together with Figure 9.1 Noise Important Areas and Monitoring Locations Within Study Area, Figure 9.2: Short Term Noise Change Contours and Figure 9.3: Long Term Noise Change Contours at Appendix A.

9.1.3 Information presented within this Section is based upon currently available data relating to both the construction and operational phases of the Scheme and design work undertaken to-date.

9.2 Existing Environmental Conditions

9.2.1 The dominant source of noise in the area the Scheme is located is traffic noise, primarily generated by vehicles traveling along the principle routes in the vicinity including the A585 and A586.

9.2.2 There are existing residential receptors located towards the western end of the Scheme in Skippool and along the existing A585. There are also residential receptors in and around Little Singleton along with a handful of isolated dwellings in the vicinity of the Scheme towards the Windy Harbour junction – refer to Figure 9.1 at Appendix A.

9.2.3 The DMRB classifies ‘other sensitive receptors’ (non-residential receptors) as hospitals, schools, community facilities, designated areas (e.g. AONB, National Park, SAC, SPA, SSSI, scheduled monument, places of worship and PRoW).

9.2.4 Across the noise and vibration study area (study area presented on Figure 9.1 at Appendix A) for the Scheme the following ‘other sensitive receptors’ have been identified:

- Hodgeson Academy
- Poulton St Chads School
- Primrose Bank Rest Home
- Alexandra Nursing Home
- Breck Primary School
- Brookfield School
- Poulton New Cemetery

9.2.5 The location of all ‘other sensitive receptors’ within the noise and vibration study area are presented in Figure 9.1 at Appendix A.

9.2.6 There are ten Noise Important Areas (NIAs) within the noise and vibration study are.

NIAs are locations in England where the top 1% of the population that are affected by the highest noise levels are located according to the results of the strategic noise mapping undertaken by Defra under the terms of the Environmental Noise (England) Regulations 2006. The ten NIAs within the noise and vibration study area are:

- Defra NIA ref: 67, located along the A588
- Defra NIA ref: 6820, located along the A585
- Defra NIA ref: 63, located along the A585
- Defra NIA ref: 64, located along the A585
- Defra NIA ref: 65, located along the A585
- Defra NIA ref: 68, located along the A586
- Defra NIA ref: 67, located along the A588
- Defra NIA ref: 69, located along the A588
- Defra NIA ref: 6819, located along the A585
- Defra NIA ref: 10542, located along the A585

Locations of the NIAs above are presented on Figure 9.1 at Appendix A.

Noise Monitoring

9.2.7 In order to gain an understanding of the existing noise climate within the local area, attended noise surveys have been carried out at eight monitoring locations positioned along the Scheme corridor. Surveys were undertaken on 29 and 30 November 2017 and were carried out in accordance with relevant guidance and British Standards. Attended monitoring locations are presented on Figure 9.1 at Appendix A and are detailed as follows:

- NML 1: Sound level meter set up at a height of 1.5m on the side of Pool Foot Lane in Little Singleton, approximately 10m from the nearest property and 1m from the kerb edge of the existing Mains Lane. Road noise was the dominant source of noise
- NML 2: Sound level meter set up at a height of 1.5m on the kerbside of Garstang Road, approximately 80m from the nearest property. Road noise was the dominant source of noise
- NML 3: Sound level meter set up at a height of 1.5m on the kerbside of Lodge Lane(B5060), approximately 30m from the nearest property. Road Noise was the dominant noise source
- NML 4: Sound level meter set up at a height of 1.5m on the kerbside of Mains Lane approximately 60m from the Shard road junction, approximately 32m from the nearest property. Road Noise was the dominant noise source
- NML 5: Sound level meter set up at a height of 1.5m on the kerbside of Breck Road, approximately 20m from the nearest property. Road noise was the dominant source of noise

- NML 6: Sound level meter set up at a height of 1.5m on the kerbside of Mains Lane, approximately 50m from the nearest property. Road noise was the dominant source of noise
- NML 7: Sound level meter set up at a height of 1.5m on the kerbside of Breck Road, approximately 17m from the nearest property. Road noise was the dominant source of noise
- NML 8: Sound level meter set up at a height of 1.5m on the kerbside of Garstang New Road, approximately 195m from the nearest property. Road noise was the dominant source of noise

9.2.8 During the attended monitoring the following meteorological conditions were noted, which are acceptable for the measurement of environmental noise:

- Winds speeds remained below 5m/s in a south westerly direction
- Cloud cover was estimated to be approximately 10%
- Temperature remained between 2°C and 6°C
- Ground conditions were noted to be dry with no precipitation falling during the attended monitoring

9.2.9 A summary of the attended noise monitoring is presented in Table 9-1.

Table 9-1: Noise and Vibration - Summary Attended Noise Monitoring Baseline Data

Noise Monitoring Location (Refer to Figure 9.1 at Appendix A)	dB $L_{A10, 3\ hour}$	dB $L_{Aeq, 3\ hour}$	dB $L_{A90, 3\ hour}$	Calculated dB $L_{A10, 18\ hour}$*
NML 1	71.4	69.2	62.6	70.4
NML 2	80.8	76.3	56.0	79.8
NML 3	76.3	71.2	55.8	75.3
NML 4	73.3	70.2	60.8	72.3
NML 5	69.6	67.0	62.4	68.6
NML 6	78.3	75.2	66.0	77.3
NML 7	80.6	76.9	65.5	79.6
NML 8	85.1	81.7	74.1	84.1
* dB $L_{A10, 18\ hour}$ value estimated in accordance with CRTN by subtracting 1dB from the dB $L_{A10\ 3\ hour}$ noise measurement				

9.2.10 At all monitoring locations subjective field notes conclude that road traffic noise forms a significant part of the existing noise climate. The measured levels are typical of what would be expected at road side positions where monitoring has been undertaken.

9.3 Other baseline information to be obtained / surveys to be undertaken and limitations

9.3.1 Additional baseline/ambient noise surveys would be undertaken to inform the Noise and Vibration Chapter in the ES, covering both the weekday and weekend periods to gain an understanding of the local diurnal noise variations, and night time noise levels at sensitive receptors within the noise and vibration study area.

9.3.2 The specifics of the survey locations and durations have been agreed with both Fylde Borough Council and Wyre Borough Council.

9.3.3 In addition to the monitored baseline data, as part of the ES assessment the prediction of existing and future baseline road traffic noise contribution to the area in the absence of the Scheme would be undertaken. This would be predicted though detailed noise modelling in accordance with appropriate guidance and British Standards.

9.4 Potential Effects and Mitigation Measures

Aspects Scoped into and out of the Assessment

9.4.1 The following has been scoped in to the EIA:

- Noise effects during construction
- Short-term and long-term noise effects during operation

9.4.2 The potential effects of the Scheme during construction and operation and the measures proposed to manage them are outlined below.

Construction

Table 9-2: Noise and Vibration - Effects and mitigation on Sensitive Receptors – Construction

Receptor – Sensitive Receptors with 300m of Scheme
Nature of Effect: Construction activities would be managed to minimise noise disturbance, however, there would be temporary noise effects during this period. It is anticipated that construction noise effects could occur due to: • Noise from the operation of construction plant • Noise from the construction of the B5260 Lodge Lane underpass • Noise from Heavy Goods Vehicles (HGV) movements to and from the site, for example site deliveries It is anticipated that construction vibration effects could occur due to pilling activities. It is not anticipated that any significant construction works would be required during night-time, apart from discrete packages of work to tie in the new Scheme to the existing road network.

Receptor – Sensitive Receptors with 300m of Scheme
Duration: Throughout the two-year construction period. Although through the entire construction period levels of construction noise and vibration would vary greatly as a result of the transient nature of the works. Impacts at any one specific receptor are likely to be evident for only a limited period of time as the works progress.
Mitigation: Best practise measures to minimise noise and vibration impacts from the construction phase would be incorporated into the Scheme's CEMP, which would ensure commitments / methods are adhered to. The CEMP would also include contact details for a site representative in the event that disturbance due to noise or vibration from the construction works occurs and ensure that any complaints are dealt with pro-actively and that subsequent resolutions are communicated to the complainant.

Operation

9.4.3 Operational noise is defined as the noise generated by vehicles using a road. In order to assess operational noise impacts a comparison has been made between the noise climate with the Scheme and without the Scheme, in both the opening (2022) and future assessment (2037) years. These comparisons have been undertaken using proprietary noise modelling software in accordance with appropriate methodology and based on modelled traffic data.

9.4.4 The information presented within Tables 9-3 to 9-10 below is based on the road traffic noise change contour plots presented in Figures 9.2 and 9.3 at Appendix A. The change contours are presented at 4.0m above ground level as required by DMRB for situations where dwellings have a first floor.

9.4.5 To aid in the discussion of the potential operational impacts of the Scheme the study area has been separated into sections (refer to Figures 9.2 and 9.3 at Appendix A) where sensitive receptors, comprising both residential and 'Other Sensitive Receptors' are located. These sections are described in the tables below.:

Table 9-3	Sensitive Receptors within the study area along Skippool Road north of existing A585, and Breck Road south of the A585 through the eastern extent of Poulton-le-Fylde
Table 9-4	Sensitive Receptors along the existing A585 between the existing Skippool roundabout and Old Mains Lane
Table 9-5	Sensitive Receptors Located Along Mains Lane
Table 9-6	Sensitive Receptors located within Little Singleton and River Wyre Caravan Park
Table 9-7	Sensitive Receptors located along Lodge Lane, South of Little Singleton

Table 9-8	Sensitive Receptors located to the east of Little Singleton along Garstang New Road including the Windy Harbour Holiday Park
Table 9-9	Sensitive Receptors located in the vicinity of Garstang Road East
Table 9-10	Sensitive Receptors' Located in the vicinity of Little Poulton Lane including the Moorfield Park Housing Development

9.4.6 Within the tables that follow road traffic noise impacts have been presented based upon perceptibility, and the beneficial or adverse nature of the potential change in noise level. DMRB provides classification for the magnitude of change in road traffic noise. A change in road traffic noise of 1dB(A) in the short-term is the smallest that is considered perceptible. In the long-term a 3dB(A) change is the smallest that is considered to be perceptible.

Table 9-3: Noise and Vibration - Sensitive receptors within the study area along Skippool Road north of the existing A585, and Breck Road south of the A585 through the Eastern Extent of Poulton le Fylde – Operation

Receptor – Sensitive receptors within the study area along Skippool Road north of the existing A585, and Breck Road south of the A585 through the Eastern Extent of Poulton-le-Fylde
Nature of Effect: While there are no improvement works proposed along either of these roads or within the eastern extent of Poulton-le-Fylde, there is potential for indirect noise effects to occur as a result of the Scheme. With reference to area 1 on Figures 9.2 and 9.3 at Appendix A the following potential short-term and long-term impacts based upon the perceptibility criteria outlined in paragraph 9.4.6 are anticipated: • Short-term imperceptible changes are predicted to occur at sensitive receptors in the vicinity of Skippool Road, Breck Road and the eastern extent of Poulton-le-Fylde due to negligible changes in traffic • Long-term imperceptible changes are predicted to occur at sensitive receptors in the vicinity of Skippool Road, Breck Road and the eastern extent of Poulton-le-Fylde due to negligible changes in traffic
Duration: Short-term impact at the immediate point of opening to traffic and long-term 15 years after opening.
Mitigation: The results of the initial noise assessment indicate that no mitigation would be required for these areas due to the predicted noise changes being imperceptible in the both the short-term and long-term.

Table 9-4: Noise and Vibration - Sensitive receptors along the existing A585 between the existing Skippool roundabout and Old Mains Lane – Operation

Receptor – Sensitive receptors along the existing A585 between the existing Skippool roundabout and Old Mains Lane
Nature of Effect: Road improvement works along this section of the existing A585 would be implemented through the Scheme. These include the conversion of Skippool Roundabout to a signalised junction, alignment changes to the existing A585 and the tie in of the western end of the new bypass. With reference to area 2 on Figures 9.2 and 9.3 at Appendix A the following potential short-term and long-term impacts based upon the perceptibility criteria outlined in paragraph 9.4.6 are anticipated: • Short-term perceptible beneficial changes in road traffic noise are predicted to occur at Sensitive receptors in the vicinity of Skippool Roundabout and the A585 through this section • Long-term imperceptible changes in road traffic noise are predicted to occur at Sensitive receptors in the vicinity of Skippool Roundabout and the A585 through this section The exception to the above is that there will be perceptible increases in road traffic noise in both the long-term and short-term at receptors surrounding the new junction where the Scheme joins the existing A585. Some of the properties identified include: • Dwellings located towards the south of Old Mains Lane • The Beeches • Meadow View Barn • Old Barn • Manor House Stables • The Farmhouse • Old Cottage • Normandy
Duration: Short-term impact at the immediate point of opening to traffic and long-term, 15 years after opening.
Mitigation: Throughout the majority of this section low noise surfacing is likely to control adverse road traffic noise impacts. Where the new bypass ties into the existing A585 there is a potential for larger adverse impacts. As such additional mitigation would be explored, possible measures could include: • Environmental barriers in the form of earth mounding or acoustic fencing of various types, or a combination of the two • Mitigating the impact on buildings likely to be affected through noise

Receptor – Sensitive receptors along the existing A585 between the existing Skippool roundabout and Old Mains Lane
insulation of the building envelope

Table 9-5: Noise and Vibration - Dwellings and Other Sensitive Receptors Located Along Mains Lane – Operation

Receptor – Sensitive receptors Located Along Mains Lane
Nature of Effect: While there are no improvement works proposed along the A585 Mains Lane itself, there is potential for indirect effects to occur as a result of the Scheme. There is also the potential for direct noise impacts at receptors located on the southern side of Mains Lane which back on to the new bypass. With reference to area 3 on Figures 9.2 and 9.3 at Appendix A the following potential short-term and long-term impacts based upon the perceptibility criteria outlined in paragraph 9.4.6 are anticipated: • Short-term perceptible beneficial changes in road traffic noise are predicted to occur at sensitive Receptors located along the A585 Mains Lane • Long-term perceptible beneficial changes in road traffic noise are predicted to occur at sensitive Receptors located along the A585 Mains Lane The exception to the bullet points above are a limited number of dwellings located on the south of the A585 Mains Lane, which have an open aspect onto the new bypass route. As a result, southern facing façades of these receptors have the potential to exhibit the following impacts: • Short-term perceptible adverse changes in road traffic noise, primarily as a result of the new Scheme alignment • Long-term adverse changes in road traffic noise ,primarily as a result of the new Scheme alignment
Duration: Short-term impact at the immediate point of opening to traffic and long-term 15 years after opening.
Mitigation: Where appropriate, additional mitigation measures would be explored and could include environmental barriers. Barriers could be looked at along the northern side of the Scheme alignment through this section to reduce potential increases in road traffic noise at receptors located on the southern side of the A585 Mains Lane. Environmental barriers can be in the form of earth mounding or acoustic fencing of various types, or a combination of the two.

Table 9-6: Noise and Vibration - Sensitive receptors Located within Little Singleton and River Wyre Caravan Park – Operation

Receptor –Sensitive receptors Located within Little Singleton and River Wyre Caravan Park
Nature of Effect: Road improvement works along this section of the existing A585 would be implemented through the Scheme. With reference to area 4 on Figures 9.2 and 9.3 at Appendix A the following potential short-term and long-term impacts based upon the perceptibility criteria outlined in paragraph 9.4.6 are anticipated: • Short-term perceptible beneficial changes in road traffic noise are predicted to occur at sensitive receptors located within Little Singleton and River Wyre Caravan Park . Benefits are a result of reductions in traffic flows • Long-term perceptible beneficial changes in road traffic noise are predicted to occur at sensitive receptors located within Little Singleton and River Wyre Caravan Park. Benefits are a result of reductions in traffic flows
Duration: Short-term impact at the immediate point of opening to traffic and long-term 15 years after opening.
Mitigation: The results of the initial noise assessment indicate that no further mitigation would be required for this area due to the predicted beneficial noise reductions as a result of the Scheme.

Table 9-7: Noise and Vibration - Sensitive Receptors' Located along Lodge Lane, South of Little Singleton – Operation

Receptor – Sensitive Receptors Located along Lodge Lane, South of Little Singleton
Nature of Effect: Improvement works are proposed along the B5260 Lodge Lane as a result of the new alignment. There is potential for direct adverse noise effects to occur as a result of the Scheme due to the proximity of the new bypass to receptors. With reference to area 5 on Figures 9.2 and 9.3 at Appendix A the following potential short-term and long-term impacts based upon the perceptibility criteria outlined in paragraph 9.4.6 are anticipated: • Short-term perceptible adverse changes in road traffic noise are predicted to occur at sensitive receptors located in the vicinity of Lodge Lane. This is a direct result of proximity of the new road alignment • Long-term perceptible adverse changes in road traffic noise are predicted to occur at sensitive receptors located in the vicinity of Lodge Lane. This is a direct result of proximity of the new road alignment

Receptor – Sensitive Receptors Located along Lodge Lane, South of Little Singleton
Duration: Short-term impact at the immediate point of opening to traffic and long-term 15 years after opening.
Mitigation: Where appropriate additional mitigation measures would be investigated and may include environmental barriers.

Table 9-8: Noise and Vibration - Sensitive receptors' located to the east of Little Singleton along Garstang New Road, including the Windy Harbour Holiday Park – Operation

Receptor – Sensitive receptors located to the east of Little Singleton along Garstang New Road, including the Windy Harbour Holiday Park
Nature of Effect: Road improvement works along this section of the existing A585 would be implemented through the. With reference to area 6 on Figures 9.2 and 9.3 at Appendix A the following potential short-term and long-term impacts based upon the perceptibility criteria outlined in paragraph 9.4.6 are anticipated: • Short-term perceptible adverse changes in road traffic noise level are predicted to occur at sensitive receptors located in the vicinity of Garstang New Road through this area, due to an increase in operational traffic speed • Long-term imperceptible changes in road traffic noise are predicted to occur at sensitive receptors located in the vicinity of Garstang New Road through this area
Duration: Short-term impacts evident at the immediate point of opening to traffic. No long-term road traffic noise impacts are predicted to occur.
Mitigation: Additional mitigation measures along this section would not be required.

Table 9-9: Noise and Vibration - Sensitive receptors Located in the vicinity of Garstang Road East – Operation

Receptor –Sensitive receptors Located in the vicinity of Garstang Road East
Nature of Effect: Although there are no alterations to the A586 Garstang Road East around Poulton-le-Fylde predicted increases in traffic flow as a result of the Scheme have the capability to cause perceptible increases in this area. With reference to area 7 on Figures 9.2 and 9.3 at Appendix A the following potential short-term and long-term impacts based upon the perceptibility criteria outlined in paragraph 9.4.6 are anticipated:

Receptor –Sensitive receptors Located in the vicinity of Garstang Road East
• Short-term perceptible adverse changes in road traffic noise level are predicted to occur at sensitive receptors located in the vicinity of Garstang Road East due to an increase in operational traffic flow and consequential changes in speed • Long-term imperceptible changes in road traffic noise are predicted to occur at sensitive receptors located in the vicinity of Garstang Road East, due to an increase in operational traffic
Duration: Short-term impacts evident at the immediate point of opening to traffic. No long-term road traffic noise impacts are predicted to occur.
Mitigation: Additional mitigation measures through this section would not be required.

Table 9-10: Noise and Vibration - Sensitive receptors Located in the vicinity of Little Poulton Lane including the Moorfield Park Housing Development – Operation

Receptor –Sensitive receptors Located in the vicinity of Little Poulton Lane including the Moorfield Park Housing Development
Nature of Effect: These receptors have the potential to be adversely affected by road traffic noise generated by the new bypass. With reference to area 8 on Figures 9.2 and 9.3 at Appendix A the following potential short-term and long-term impacts based upon the perceptibility criteria outlined in paragraph 9.4.7 are anticipated: • Short-term perceptible adverse changes in road traffic noise are predicted to occur at sensitive receptors located to the south of the new bypass in the vicinity of Little Poulton Lane and the Moorfield Park Housing Development. This is a direct result of geographic proximity of the new road alignment to these receptors • Long-term perceptible adverse changes in road traffic noise are predicted to occur at sensitive receptors located to the south of the new bypass in the vicinity of Little Poulton Lane and the Moorfield Park Housing Development. This is a direct result of geographic proximity of the new road alignment to these receptors
Duration: Short term impacts evident at the immediate point of opening to traffic and long-term impacts over 15 years after opening.
Mitigation: Where appropriate additional mitigation measures would be explored and could include environmental barriers. Environmental barriers could be in the form of earth mounding or acoustic fencing of various types, or a combination of the two.

10 PEOPLE AND COMMUNITIES

10.1 Introduction

10.1.1 This Section provides the people and communities baseline data, identifies additional data to be obtained and indicates potential effects (during construction and operation) as well as mitigation measures that may be required to order to avoid, reduce and, if possible, remedy significant adverse effects.

10.1.2 This Section should be read together with Figures 10.1 Public Rights of Way and Key Community Facilities, 10.2 Soilscape, 10.3 Provisional-Agricultural Land Classification Mapping, 10.4 Post 1988- Agricultural Land Classification Mapping and 10.5 Environmental-Stewardship Agreements and Forestry Woodland at Appendix A.

10.2 Existing Environmental Conditions

10.2.1 Study areas have been chosen based on a combination of the requirements of the DMRB. Study areas and baseline data collated for the people and communities section is described below and presented on Figures 10.1 and 10.2 at Appendix A.

Land Use

10.2.2 Land use includes private property and land (both commercial and residential), used by the community, development land and agricultural land. Existing information for each of these categories is provided below.

Commercial and Private Assets

10.2.3 Properties along Old Mains Lane that are within the draft order limits for the Scheme include West Wynds, Old Mains Lane (which is in the ownership of Lancashire County Council) and the Beeches, 205 Mains Lane. In the immediate vicinity of the Scheme are other residential properties, including those fronting the A585 itself; properties found immediately to the west of the northern section of the Scheme along Riversway and Royston Road; and a further property – Singleton Manor – found towards the east of the Scheme, immediately to the north of Skippool Park.

10.2.4 Commercial assets identified within the vicinity of the Scheme include the River Wyre public house, Thornton Lodge public house and restaurant, commercial properties along Old Mains Lane (kennels and cattery) and Skippool Service Station.

10.2.5 Further afield, commercial properties which are located in the vicinity of the A585, include Mains Hall Manor (self-catering holiday accommodation, wedding and banqueting venue), Singleton Lodge (a country house hotel) and various other small businesses (for example aquarium and pond suppliers on Mains Lane, and a laboratory providing veterinary services).

10.2.6 The Poulton Industrial Estate is located to the south of the A586 Garstang Road East on the outskirts of Poulton-le-Fylde, to the south west of the Scheme. The industrial estate comprises a number of small and medium business enterprises, comprising a mix of industry sectors.

Community Facilities

10.2.7 The settlements of Thornton, Poulton-le-Fylde and Singleton include a variety of social and community infrastructure, including education and healthcare facilities, community centres and places of worship. Community facilities identified within a 500m corridor either side of the Scheme include Brookfield School, Breck Primary School, Poulton New Cemetery and Thornton Cleveleys Cricket ground. Towards the north of the Scheme, public moorings for boats on Skippool Creek are also located within the study area.

10.2.8 The Scheme passes 250m to the north of Singleton Park, which has been opened up to the local community along with adjoining farmland by the Richard Dumbreck Singleton Trust, so that residents and visitors can access and enjoy the natural environment.

10.2.9 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 linking up and providing some 5km of walks. These footpaths are all found within Singleton Park and are not affected by the Scheme.

Development Land

10.2.10 A residential development of approximately 500 homes was approved by Wyre Borough 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 the site is due to commence in Spring 2018.

Agricultural Land

10.2.11 Agricultural businesses and other landholdings within the study area have been identified through Land Registry information. Landholdings that may potentially be affected by land-take are as follows:

- Manor House Farm, Mains Lane – land intersected by the Scheme
- Ryecroft Farm, Mains Lane – land intersected by the Scheme
- Cowburns Farm, both sides of Garstang Road East – land intersected by the Scheme
- Lodge Farm, land west of Lodge Lane – land intersected by the Scheme and required temporarily for earthworks borrowpits
- Singleton Park (north) south of Garstang New Road – land intersected by the Scheme
- Asha Blues Farm south of Garstang New Road – land intersected by the Scheme
- Singleton Grange Farm, Grange Road, Singleton –northern fields affected by the Scheme
- Pointer House, on the south-west of Windy Harbour Junction – northern fields affected by the Scheme
- Shard Bridge Farm, north of Mains Lane, western field affected by the Scheme

10.2.12 All the farms identified currently use the local road network, comprising Garstang Road East; Garstang New Road, Mains Lane, Lodge Lane and Shard Road.

10.2.13 Baseline agriculture and soils data has been collated for the land within the draft order limits. This includes information on the soils, Agricultural Land Classification (ALC) and Environmental Stewardship and Forestry/Woodland Schemes.

Soils

10.2.14 A number of different soil types are mapped within the application site (Figure 11.2 at Appendix A). In the western area the soils associated with the Main Dyke floodplain are mapped as loamy and clayey soils of coastal flats with naturally high groundwater.

10.2.15 On slightly elevated ground running north-south around Little Singleton, the soils are mapped as slightly acid loamy and clayey soils with impeded drainage.

10.2.16 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.

Agricultural Land Classification (ALC)

10.2.17 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.

10.2.18 The land within the application site is predominantly mapped as Grade 2, with Grade 3 land on the eastern edge (Figure 10.3 at Appendix A). 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 best and most versatile land (along with Grades 1 and 2).

10.2.19 No detailed mapping (Post-1988) mapping exists for the Scheme (Figure 11.3 at Appendix A). Land immediately to the south of Main Dyke, as far as Garstang Road East, has been mapped in detail as predominantly Grade 3b with a small area of Grade 3a land.

Environmental Stewardship and Forestry/Woodland Schemes

10.2.20 Whilst land in the vicinity of the Scheme is in Environmental Stewardship Schemes, none of the land within the application site is covered (Figure 10.4 at Appendix A). Carr Wood and the land around Singleton School are included within Woodland Grant schemes. No further information on these is available at this stage.

Journey Length, Patterns and Amenity

10.2.21 There are several PRoW and paths which are located in the vicinity of the Scheme which have been identified using Lancashire County Council's definitive mapping tool. All PRoWs are detailed below and shown on Figure 10.1 at Appendix A:

- Footpath 5-8-FP 11 becomes 2-2-FP 1 – runs in a north south direction for 900 metres along the west bank of Main Dyke down to Little Poulton Lane
- Footpath 5-11-FP 2 – runs in a north south direction from Pool Foot Lane across Garstang New Road through Singleton Grange Farm
- Footpath 5-11-FP 6 – runs between Skippool on the A585 to Little Singleton along the south bank of the Wyre Estuary and includes part of the Wyre Way recreational route

- Footpath 2-2-FP 2 – runs in a north-west / south-east direction from Little Poulton Lane towards Garstang Road East
- Footpath 2-2-FP 3 – runs in an east west direction from Footpath 2-2-FP 2 to the west bank of Main Dyke (but has no crossing point of Main Dyke)
- The Wyre Way recreational route is located to the north of the application site and runs along Wyre Road, crosses Horsebridge Dyke at Skippool Junction then runs north-eastwards to join footpath 5-11-FP6 north of Old Mains Lane continuing eastwards to Shard Road at the south end of The Shard Bridge.

Community Severance

10.2.22 Community facilities and services within 500m of the Scheme have been identified and include Brookfield School and the Breck Primary School, Poulton New Cemetery and Thornton Cleveleys Cricket ground.

Vehicle Travelers – View from the Road

The local landscape can be characterised as LCA 1: Wyre Estuary Open Farmed

10.2.23 Hinterland, LCA 2: Main Dyke Farmland, LCA 3: Singleton Enclosed Farmland. And LCA 4: Singleton Hall and Parkland. Further detail regarding local character can be found in Section 8 of this PEIR.

Vehicle Travelers – Driver Stress

10.2.24 The A585 is a single carriageway trunk road which provides the only viable access from the motorway network into Fleetwood and its urban areas. The route is therefore the main road in and out of Fleetwood and surrounding areas and is heavily congested between Windy Harbour and Skippool where drivers frequently experience significant delays, particularly during morning and evening rush hours.

10.2.25 The congestion is particularly severe at the A585/A586 signalised junction (Little Singleton), the A585/A588 signalised junction (Shard Road) and the A585/A588 Skippool Roundabout. The interaction of all three junctions further exacerbates congestion problems for travellers.

Tourism

10.2.26 There are three caravan parks within 500m of the application site: The River Wyre Caravan Park; Pool Brow Caravan Park and Windy Harbour Caravan Park. In addition, there are two small residential caravan parks in Little Singleton and Skippool. The construction of the Scheme could therefore impact upon these assets (and therefore tourism revenue) in the local area. As such, the assessment would consider potential impacts on tourism in the local area.

10.3 Other baseline information to be obtained / surveys to be undertaken and limitations

10.3.1 Other baseline information to be obtained primarily relates to traffic data and Non-Motorised User counts. Results from the traffic model on peak traffic flow and speed would be used to inform the assessment of community severance and driver stress.

10.3.2 Surveys to ascertain usage of PRoW would be undertaken.

10.3.3 Further information would be obtained in relation to agriculture, forestry and soils. ALC surveys would be undertaken to determine the characteristics of the soils present and the land grades (with soil surveys being undertaken across non-agricultural land where the soils are important in the land use supported). The ALC surveys would follow published guidelines (MAFF, 1988).

10.3.4 In addition, land owner / land manager interviews would be undertaken to understand the nature of the farm / forestry businesses such that an assessment of the impacts on farm viability can be undertaken.

10.4 Potential Effects and Mitigation Measures

Aspects Scoped into and out of the Assessment

10.4.1 The following aspects have been scoped in to the EIA on the basis that potentially significant effects cannot be ruled out at this stage.

10.4.2 The construction effects of the Scheme would be considered in relation to:

- Land use
- (Loss or severance of) agricultural land and farm viability
- Change to journey length and pattern
- Tourism – specifically caravan parks within 500m

10.4.3 The operational effects of the Scheme would be considered in relation to:

- Journey length and pattern
- Journey amenity
- New severance
- Relief from existing severance
- Views from the road
- Driver stress
- Tourism – specifically caravan parks within 500m

10.4.4 All other people and communities effects have been scoped out of further assessment as it has been concluded that following standard mitigation measures significant effects were not likely.

10.4.5 The potential effects of the Scheme during construction and operation and the measures proposed to manage them are outlined below.

Construction

Table 10-1: People and Communities - Effects and mitigation on Commercial and Private Assets – Construction

Receptor - Commercial and Private Assets
Nature of Effect:

Receptor - Commercial and Private Assets
One property would be subject to demolition as part of the works, a residential property called West Wynds which is tenanted but in the ownership of Lancashire County Council.
Duration: The lifetime of the Scheme.
Mitigation: Additional mitigation to that outlined in paragraph 4.3.3 includes adhering to methods / procedures for assessing appropriate levels of compensation (in accordance with the National Compensation Code). Ongoing consultation would also continue as necessary with relevant landowners, occupiers and agents.

Table 10-2: People and Communities - Effects and mitigation on Development Land – Construction

Receptor – Development Land
Nature of Effect: There would be no direct effect on development land as a result of the Scheme. However, there is potential for negative indirect effects on nearby development sites arising from temporary roadworks and construction activities.
Duration: During the two-year construction period.
Mitigation: Additional mitigation to that outlined in paragraph 4.3.3 includes the implementation of a Transport Management Plan (TMP) and CEMP. Both of which would help reduce potential impacts of construction traffic and activities.

Table 10-3: People and Communities – Agricultural Soils– Construction

Receptor – Agricultural Soils
Nature of Effect: Loss of best and most versatile agricultural land.
Duration: During the two-year construction period and the lifetime of the Scheme.
Mitigation: There is no direct mitigation for the loss or severance of agricultural land. The implementation of best practice in relation to soil handing, restoration and re-use (in accordance with the Defra Construction Code (2009)) would be implemented.

Table 10-4: People and Communities – Agricultural Businesses –

Construction

Receptor – Agricultural Businesses
Nature of Effect: Loss of land, disruption to business operations, viability impacted.
Duration: During the two-year construction period and the lifetime of the Scheme.
Mitigation: Potential impacts on farm viability would be discussed with land owners / land managers with the potential for compensation agreements to be reached. A Considerate Constructors Scheme would be in place to minimise disruption during the construction phase and a continued dialogue would be maintained with landowners.

Table 10-5: People and Communities - Effects and mitigation on Local Residents – Construction

Receptor – Local Residents
Nature of Effect: There may be a negative impact on people who live and work in the immediate area of the Scheme as a result of changes to amenity arising from construction activities – so for example a combination of dust arising from construction activities, changes in visual amenity and changes to noise levels. These effects are discussed individually in Sections 5, 8 and 9 of this PEIR.
Duration: During the two-year construction period.
Mitigation: Additional mitigation to that outlined in paragraph 4.3.3 includes the implementation of a TMP and CEMP. Both of which would help reduce potential impacts of construction traffic and activities. Further information on specific mitigation measures as they relate to noise, air quality and visual amenity can be found in Sections 5, 8 and 9 of this PEIR respectively.

Table 10-6: People and Communities - Effects and mitigation on Community Severance – Construction

Receptor – Community Severance
Nature of Effect: There may be a negative effect on community severance as a result of construction activities. This may be actual or perceived; this is an area in which further work would be undertaken as the Scheme is developed and relevant data is available.
Duration:

Receptor – Community Severance
During the two-year construction period.
Mitigation: Additional mitigation to that outlined in paragraph 4.3.3 includes the implementation of a TMP which would be implemented in order to minimise delays during construction.

Table 10-7: People and Communities - Effects and mitigation on Public Rights of Way – Construction

Receptor – Public Rights of Way
Nature of Effect: There would be a negative effect on certain PRoW and paths in the vicinity of the Scheme as a result of construction activities. Footpaths 2-2-FP 2, 2-2-FP 3 and 5-11-FP 2 runs in close proximity to the Scheme and would be affected by the works, e.g. amenity. Effects may include PRoW being temporarily closed for short periods of time, or the need for temporary diversions to be put in place.
Duration: During the two-year construction period.
Mitigation: Additional mitigation to that outlined in paragraph 4.3.3 includes developing measures to minimise disruption to users. This may include putting temporary diversions in place and ensuring that any closure periods are minimised.

Table 10-8: People and Communities - Effects and mitigation on Vehicle Travellers – Construction

Receptor – Vehicle Travellers
Nature of Effect: During construction, vehicle travellers may experience a negative effect in terms of views from the road, as a result of the presence of construction activities. In addition, vehicle travellers could experience delays, either as a result of reduced speed limits through roadworks, the presence of construction traffic, increased congestion throughout the area or as a result of drivers re-routing.
Duration: During the two-year construction period.
Mitigation: Additional mitigation to that outlined in paragraph 4.3.3 includes the implementation and adherence to a CEMP which would minimise negative environmental effects of construction activities, including visual impacts. In addition, a TMP may help to minimise delays during construction. Such measures could include temporary signage and stipulated construction routes which would reduce uncertainty and frustration.

Table 10-9: People and Communities - Effects and mitigation on Tourism – Construction

Receptor – Tourism
Nature of Effect: As outlined, there are three caravan parks within 500m of the application site. The construction of the Scheme could therefore impact upon these assets and potentially affect tourism revenue in the local area.
Duration: During the two-year construction period
Mitigation: Consultation would be undertaken with proprietors before and during works in order to minimise any negative effects and ensure that managers are fully aware of work programmes etc.

Operation

Table 10-10: People and Communities - Effects and mitigation on Commercial and Private Assets – Operation

Receptor – Commercial and Private Assets
Refer to Table 10-1. No additional effects during operation.

Table 10-11: People and Communities - Effects and mitigation on Public Rights of Way – Operation

Receptor – Development Land
Nature of Effect: There would be both positive and negative effects on certain PRoW and footpaths in the vicinity of the Scheme during operation. Positive effects may include the creation of new, accessible, footpath links across the road; negative links may include lengthier journey times as a result of diversion routes created.
Duration: The lifetime of the Scheme - Permanent
Mitigation: New footbridges and footpath diversions to be designed as being fully accessible for users.

Table 10-12: People and Communities - Effects and mitigation on Driver Stress – Operation

Receptor – Vehicle Travellers (driver stress)
Nature of Effect: It is expected that during operation of the Scheme, there would be a positive effect on driver stress through reductions in congestion and improved accessibility between jobs and the labour market would be improved. Time and cost savings in terms of access to employment, goods and services would occur. Levels of stress are anticipated to be reduced because of improvements in the operation of the local road network. Reduced levels of traffic may be anticipated through Little Singleton and Skippool.
Duration: The lifetime of the Scheme.
Mitigation: N/A

Table 10-13: People and Communities - Effects and mitigation on Non-Motorised Users – Operation

Receptor – Non-motorised users
Nature of Effect: Reduced levels of traffic may be anticipated through Little Singleton and Skippool, which should improve safety for Non-Motorised Users using the adjacent footways and cycleways. Changes in air quality and noise levels around junctions would equally improve amenity levels for Non-Motorised Users on these routes.
Duration: The lifetime of the Scheme.

Mitigation: Design of the junctions would include specific measures for pedestrians and cyclists to assist them crossing roads

Table 10-14: People and Communities - Effects and mitigation on Tourism – Operation

Receptor – Tourism
Nature of Effect: There are three caravan parks within 500m of the application site. It is anticipated that the improved operation of the road network in the vicinity of these parks, would encourage more customers to use the caravan parks.
Duration: The lifetime of the Scheme.
Mitigation: N/A

11 ROAD DRAINAGE AND THE WATER ENVIRONMENT

11.1 Introduction

11.1.1 This Section details the approach to the assessment of the potential effects on road drainage and the water environment during both construction and operational phases. The approach is guided by Governments NPS NN. This states that development proposals should have regard to the requirements of the Water Framework Directive[6] (WFD). To achieve compliance with the WFD; development should be designed to ensure no deterioration in the quality of waterbodies.

11.1.2 This Section should be read together with Figures 11.1 Waterbodies and Flood Zones and 11.2 Aquifers at Appendix A.

11.2 Existing Environmental Conditions

11.2.1 Baseline water environment data has been collated for an area extending 500m from either side of the Scheme and is presented on Figure 11.1 at Appendix A. The study area was chosen based on a combination of the requirements of the DMRB and professional judgement.

11.2.2 Within the study area the following water features have been identified (refer to Figures 11.1 and 11.2 at Appendix A).

- River Wyre Estuary – an EA main river, tidally influenced and designated under the WFD. This waterbody has a chemical quality status of 'Fail' and its current ecological status is 'Moderate Potential', with a target of reaching Good by 2027. The EA flood map indicates that within the study area land at Skippool Junction and to the west of the Windy Harbour junction there is a low risk of tidal flooding
- Main Dyke – an EA main river that drains to the Wyre Estuary via Skippool Creek. It is a designated WFD waterbody and achieves an overall ecological status of 'Moderate Potential' and 'Good' status with regard to chemical water quality. Flood risk assessments undertaken to date show that the Scheme, crossing part of the Main Dyke floodplain on embankment, is not at risk of flooding from this source
- Horsebridge Dyke – an EA main river that drains to the Wyre Estuary via Skippool Creek. This waterbody is not monitored under the WFD, but its quality is assumed to be similar to that of the Main Dyke given its direct connection. Flood risk assessments undertaken to date show that the Scheme is not at risk of flooding from this source
- Pool Foot Creek (about 1km west of Windy Harbour junction) – an ordinary watercourse that drains to the Wyre Estuary, not monitored under the WFD. Assessment undertaken to date shows that the Scheme is not at risk of

[6] In 2000, the European Union adopted the WFD which introduced a legislative approach to managing and protecting water, based not on national or political boundaries but on natural geographical and hydrological formations: river basins. It also requires coordination of different EU policies, and sets out a precise timetable for action, with 2015 as the target date for getting all European waters into good condition.

flooding from this source. After heavy rainfall lower lying fields in the study area can experience flooding

- Field drains and ponds – ordinary watercourses/waterbodies, not monitored under the WFD. Agricultural fields are reported to be prone to standing water during the winter months, due to waterlogged soil conditions
- West Lancashire Quaternary Sand and Gravel Aquifer – bedrock aquifer, classified as achieving a WFD status of Good for quantitative quality, meaning the level of groundwater in the aquifer meets the set criteria. Its chemical quality status is also Good. British Geological Survey mapping indicates that the study area has limited potential for flooding from groundwater sources
- Superficial aquifers – classified as Secondary undifferentiated, storing limited amounts of groundwater and not monitored under the WFD

11.2.3 There are no source protection zones[7] identified on the EA website within the study area.

11.2.4 There are no licenced abstractions (i.e. water being removed from a water source under a licence) within the study area supported by surface or groundwater resources. Seven consented discharges are made to surface waters within the study area.

11.3 Other baseline information to be obtained / surveys to be undertaken and limitations

11.3.1 To inform the next stages of the assessment LCC, in their role as Lead Local Flood Authority (LLFA) would be consulted to agree surface water drainage. Results of the preliminary pollution risk assessments, completed using the Highways Agency Water Risk Assessment Tool (HAWRAT) would be presented to the LLFA, as well as the EA, to agree treatment proposals at road drainage outfalls.

11.3.2 Details of any unlicensed (private) water supplies would be requested from the Council.

11.3.3 Further work would be undertaken to complete our understanding of the tidal and fluvial flood risk baseline and to inform any flood risk management measures that may be necessary.

11.4 Potential Effects and Mitigation Measures

Aspects Scoped into and out of the Assessment

11.4.1 The following aspects have been scoped in to the EIA on the basis that potentially significant effects cannot be ruled out at this stage.

11.4.2 The construction and operational effects of the Scheme would be considered in relation to:

- Flooding

[7] Source Protection Zones (SPZs) are defined by the EA for groundwater sources such as wells, boreholes and springs that are used for public drinking water supply.

- Surface water drainage
- Groundwater levels/flows
- Groundwater quality
- Surface water quality

11.4.3 The potential effects of the Scheme during construction and operation and the measures proposed to manage them are outlined below.

Construction

Table 11-1: Road Drainage and the Water Environment - Effects and Mitigation on Main Rivers and their floodplains - Construction

Receptor – Wyre Estuary; Main Dyke, Horsebridge Dyke and their defended floodplains
Nature of Effect: Negative effects on water quality due to receipt of construction site runoff and potential for reduced flow conveyance capacity (particularly on the Main Dyke) due to sedimentation.
Duration: During the two-year construction period
Mitigation: Additional to measures outlined in paragraph 4.3.3 a CEMP and Pollution Prevention Plan would be implemented during construction. These documents would include Scheme specific commitments and outline controls such as best practice to ensure construction site drainage is appropriate and pollution prevention measures are in line with CIRIA[8] guidance.

Table 11-2: Road Drainage and the Water Environment - Effects and Mitigation on Ordinary Watercourses - Construction

Receptor – Pool Foot Creek and unnamed land drainage ditches
Nature of Effect: Negative effects on water quality due to receipt of construction work site runoff and potential for reduced flow conveyance capacity due to sedimentation.
Duration: During the two-year construction period
Mitigation: Additional to measures outlined in paragraph 4.3.3 a CEMP would be implemented during construction. The CEMP would include Scheme

[8] Construction Industry Research and Information Association for example, Construction Industry Research and Information Association (2015) Environmental good practice on site guide, 4th edition, (C741)

Receptor – Pool Foot Creek and unnamed land drainage ditches
specific commitments including best practice construction site drainage management and pollution prevention measures in line with CIRIA[9] guidance.

Table 11-3: Road Drainage and the Water Environment - Effects and Mitigation on Groundwater Resources - Construction

Receptor – Bedrock and superficial aquifers
Nature of Effect: Locally reduced groundwater levels and altered groundwater flow paths should dewatering be necessary, particularly along the section of the Scheme that is in cut. Negative effects on groundwater quality due to receipt of construction work site runoff, with pollution pathways opened via excavations and infiltration.
Duration: Duration limited primarily to the dewatering phase of the two-year construction period.
Mitigation: Effects on groundwater levels and flows mitigated by carrying out dewatering operations in accordance with EA best practice guidelines for protection of groundwater resources[10]. Effects on groundwater quality avoided through implementation of best practice construction site drainage management and pollution prevention measures in line with CIRIA guidance.

Operation

Table 11-4: Road Drainage and the Water Environment - Effects and Mitigation on Watercourses crossed by the Scheme - Operation

Receptor – Main Dyke, Pool Foot Creek and unnamed ordinary watercourses
Nature of Effect: Increased flood risk caused by new watercourse crossings and/or modification of existing crossings and linked loss of floodplain storage. Detriment to the current land drainage regime due to the addition of impermeable land cover. Water quality detriment due to receipt of highway runoff (routine runoff and in an accidental spillage scenario).
Duration: Lifetime of the Scheme

[9] Construction Industry Research and Information Association
[10] Approach to Groundwater Protection (Environment Agency, 2017). Accessible online at https://www.gov.uk/government/publications/groundwater-protection-position-statements

Receptor – Main Dyke, Pool Foot Creek and unnamed ordinary watercourses
Mitigation: Additional mitigation to that outlined in paragraph 4.5.3 includes: Flood risk effects would be avoided by ensuring no loss of floodplain storage and through the design and construction of appropriate watercourse crossings informed by detailed flood risk modelling results and in accordance with the EA/Lead Local Flood Authority permitting regimes. Removal of the constraint on Main Dyke caused by the existing Skippool Bridge and its replacement with a larger bridge. Attenuation would be provided to ensure no increase in rainfall runoff discharge rates. Highway drainage would be treated using features like wetlands to ensure no detrimental effects on the water quality of receiving water features.

Table 11-5: Road Drainage and the Water Environment - Effects and Mitigation on Groundwater Resources during Operation

Receptor – Bedrock and superficial aquifers
Nature of Effect: Long term changes in groundwater levels/flow paths due to the creation and long-term drainage of cuttings.
Duration: Lifetime of the Scheme
Mitigation: Additional mitigation to that outlined in paragraph 4.5.3 includes: Effects on groundwater levels and flows mitigated by implementing an appropriate drainage solution for the section of the Scheme that would be in cutting.

12 GEOLOGY AND CONTAMINATED LAND

12.1 Introduction

12.1.1 This Section provides the geology and contaminated land baseline data, identifies additional data to be obtained and indicates potential effects (during construction and operation) as well as mitigation measures that may be required to order to avoid, reduce and, if possible, remedy significant adverse effects.

12.1.2 This Section should be read together with Figure 12.1 Geology and Contaminated Land Features at Appendix A.

12.2 Existing Environmental Conditions

Published Geology

12.2.1 The Scheme's Preliminary Sources Study Report (PSSR) has been reviewed to obtain information on the geological setting of the site.

12.2.2 In preparation of the PSSR, the British Geological Survey (BGS) 1:50,000 scale geological map, Sheet 66 Blackpool (solid and drift), 1975 has been reviewed together with the accompanying geological memoir: 'The Geology of the country around Blackpool'.

12.2.3 The generalised geological sequence (top-down) of the area under study is presented below in Table 12-1 with the distribution of drift and solid deposits shown on Figure 12.1 at Appendix A.

Table 12-1: Geology and Contaminated Land - Geological Sequence

Geological Formation	Group
Tidal Flat Deposits[11]	-
Peat	-
Glaciofluvial Deposits	-
Glacial Till	-
Singleton Mudstone (Sidmouth Mudstone Formation)[12]	Mercia Mudstone Group

12.2.4 The published geology mapping indicates that the bedrock geology is the Sidmouth Mudstone Formation which is part of the Mercia Mudstone Group.

12.2.5 Superficial deposits are present above the mudstone formation across the Scheme. Descriptions are detailed in Table 12-2.

[11] Previously known as River Alluvium

[12] Previous nomenclature includes the Kirkham, Singleton and Hambleton Mudstones as described in the PSSR.

Table 12-2: Geology and Contaminated Land - Geological Descriptions

Geological Formation	Description
Tidal Flats Deposits	Normally a consolidated soft silty clay, with layers of sand, gravel and peat. Characteristically low relief; from the tidal zone. At the eastern end of the Scheme by Bankfield Manor (about 600m west of Windy Harbour Junction), Tidal Flat deposits are encountered in the vicinity of a minor watercourse that discharges into the River Wyre. It is also encountered in low lying ground off Skippool Channel just east of the Main Dyke Bridge due west the Little Singleton.
Peat	Organic rich-clay humic deposits. Deposits of peat have also accumulated in hollows on the surface of the till and in the Skippool Channel (Main Dyke valley), a thickness of 1m is reported but elsewhere up to 3m.
Glaciofluvial Deposits	Sand and gravel, locally with lenses of silt, clay or organic material; of glaciofluvial origin. There is an area of Glaciofluvial deposits on the western side of the Scheme.
Till	Glacial Till is the extremely heterogeneous sediment of a glacier; till is the part of glacial drift deposited directly by the glacier. Its content may vary from clays to mixtures of clay, sand, gravel, and boulders. This is mapped as being present across the Scheme located above the mudstone bedrock. It thus marks an angular disconformity with the strata below.
Sidmouth Mudstone Formation[13]	This formation which is the bedrock across the Scheme consists of dominantly mudstone and siltstone, red-brown with common grey-green patches and spots. The mudstones are mostly structureless with a blocky weathering habit.

Geodiversity

12.2.6 A review of the JNCC Geological Conservation Review, MAGIC website and GeoLancashire website indicates there are no geodiversity heritage sites, Regionally Important Geology Sites (RIGS) or geological SSSI with 1km of the Scheme.

Mines and Mineral Deposits

12.2.7 From the PSSR, based on a review of the Coal Authority's online Interactive Map viewer, there are no historical areas of coal mining in the study area. A review of the British Geological Society (BGS) online interactive map viewer doesn't indicate historical coal mine workings in the vicinity of the Scheme.

[13] Previous nomenclature includes the Kirkham, Singleton and Hambleton Mudstones as described in the PSSR.

12.2.8 The operation of sand and gravel extraction was potentially undertaken adjacent to the A585 285m east of Skippool.

12.2.9 Excavations for clay for local brickworks was undertaken at Poulton-le-Fylde. Within the area numerous small pits typically 1.0 to 1.5m deep were excavated for the purpose of agricultural soil improvement a process called marling. The numerous ponds present are thought to be pooled rainwater or possibly groundwater standing in these excavations.

Hydrogeology and Hydrology

12.2.10 Hydrogeology and hydrology are detailed in Section 11.

Historical Development / Potentially Contaminated Land Uses

12.2.11 Skippool developed as a port through the 1600s dealing in mahogany and flax with the Baltic ports and coastal trade with farm produce to Liverpool, Lancashire and Cumbria.

12.2.12 There was a cluster of businesses in the vicinity of the harbour including a bone factory and warehouse type units. An animal feed storage unit was also located nearby eventually closing when the port of Fleetwood opened in the 1840s.

12.2.13 The Historic Environment Record entry for the Main Dyke notes it was constructed (that is – man made) in 1731 as a drainage ditch for Marton Mere to Skippool.

12.2.14 The railway from Preston to Fleetwood through Poulton-le-Fylde was constructed in 1840 which lies to the west of the Scheme.

12.2.15 Early maps show the presence of numerous ponds within the study area some of which appear to have been infilled in later editions.

12.2.16 Available online historical maps show the gradual development along the edge of the A585 throughout the 20th century. Many of these are noted as being gardening nurseries. A small sand and gravel quarry is noted adjacent to the A585 at Skippool on the 1847 OS map. The 1892 map shows the location of three small sand and clay pit to the south of Carr Woods.

12.2.17 The Garstang New Road from Little Poulton across the Main Dyke, through Little Singleton to Windy Harbour was built sometime in the early 20th century (circa 1930). Either side of Skippool former marshland have been reclaimed (1955 and 1969).

12.2.18 There are a significant number of ponds that are located in the agricultural land southwest of the A585. Some of the ponds are located within the 50m buffer. Based on the information that is currently available it is unclear whether the pond formations are as a result of excavation for purpose of livestock watering or marl pit excavation. Marl pits were excavated generally at a depth no greater than 1.5m and it is likely that the many of the ponds would be about this depth within the study area. Deeper ponds may occur if the underlying calcareous till was also exploited.

12.2.19 There is a historic tank recorded at the western end of the Scheme. A petrol station associated with the Skippool Service Station is also currently indicated in this area.

12.2.20 Amounderness Way running north-westwards from Skippool roundabout was built in the early 1970's across low lying farmland.

12.2.21 There is an area of mapped artificial ground (Made ground) at the western end of the Scheme.

Landfill sites

12.2.22 The following table details the landfill sites within the 1km study area (See Figure 12.1 at Appendix A).

Table 12-3: Geology and Contaminated Land - Landfill Sites

Landfill	Dates	Type of Waste	Distance from Scheme
Skippool Marsh	1929-1972	Commercial	500m north of western end
Skippool Creek	1929-1972	Household Leachate Control measures taken place	500m north of western end
Poulton Railway Cutting	Until 1989	Inert	750m south west
Fylde Skip Hire	Unknown	Unknown	675m southwest of the central section
Poulton Industrial Estate Kingscourt Development	Unknown	Inert Non-Biodegradable	900m south west of the central
Windy Harbour holiday centre	Until 1989	Inert / Special	750m north of the eastern end
Larbreck Hill Farm	1978	Inert	700m to the east of the end
Larbeck Gardens	1955-1963	Industrial / commercial and Household	750m east of the end

12.2.23 Whilst the landfill sites detailed above are within 1km study area, they are all some distance from the Scheme and have been present for many years. It is considered unlikely that these would have an impact of importance to the design of the Scheme, however this would be investigated during the Ground Investigation (see Section 12.3).

Unexploded Ordnance (UXO)

12.2.24 A preliminary desk study was undertaken by Zetica (UXO specialists) for the Scheme which concluded that no readily available records have been found to indicate bombs fell within the study area, which was in a region with very low bombing density during WWII. Additionally, no evidence of any significant military activity likely to provide a source of UXO hazard has been identified. It is considered that the site is likely to have a low UXO hazard level.

12.3 Other baseline information to be obtained / surveys to be undertaken and limitations

A complete set of historical mapping would be reviewed to understand the historic land uses that could have resulted in ground contamination that may be mobilised by the construction of the Scheme.

12.3.1 A Ground Investigation is currently underway to inform the Scheme design and the factual and interpretation reports would feed into the ES. Chemical analysis would be undertaken on soil and groundwater encountered. Checks would be made on presence or otherwise of hazardous ground gases or vapours. The results would be reviewed to inform the likelihood for disturbance of contaminated materials and the effect on sensitive receptors. Land stability would be assessed based on the results of the Ground Investigation and if required, appropriate mitigation measures incorporated into the design.

12.3.2 Consultations would be undertaken with local authorities; Wyre Borough and Fylde Borough, and EA to obtain additional baseline information along the Scheme.

12.4 Potential Effects and Mitigation Measures

Aspects Scoped into and out of the Assessment

12.4.1 The following aspects have been scoped in to the EIA on the basis that potentially significant effects cannot be ruled out at this stage:

- Potential contamination impacts associated with construction of the Scheme

12.4.2 As there is little geological interest within the study area it is proposed geology is scoped out of further assessment.

12.4.3 Operational impacts have been scoped out. The main impact is likely to be from contaminated land and the potential effects on hydrogeology and hydrology. These would be dealt with during the construction phase via the application of mitigation measures. Once constructed the road itself would act as a barrier to the underlying ground conditions and road users would not come into contact with it on a day to day basis.

12.4.4 The potential effects of the Scheme during construction and operation and the measures proposed to manage them are outlined below.

Construction

Table 12-4: Geology and Contaminated Land - Effects and Mitigation on Geology in relation to contaminated land - Construction

Receptor – Geology in relation to contaminated land
Nature of Effect: Spread or mobilisation of pre-existing (historic land use) contamination and creation of contamination during construction e.g. within the construction compound areas / general works
Duration: During the two-year construction period.

Receptor – Geology in relation to contaminated land
Mitigation: In addition to mitigation outlined in paragraph 4.3.3, prior to the construction works, the results of the intrusive Ground Investigation would be reviewed to establish the location of contaminated soils. This data would be used to inform a Conceptual Site Model. Where unacceptable risk was identified, remedial action would be warranted within the Scheme design. A range of mitigation measures and response actions would be included. These include, for example: In areas to be excavated or during topsoil stripping activities, unsuitable (contaminated) soils would be removed prior to the main works. An Emergency Response / Spill Response Plan would be produced by the Main Works Contractor. Environmental design measures to prevent pollution incidents to receptors during the construction phase would be provided in the form of a CEMP and Pollution Prevention Plan. This would be developed further by the Main Works Contractor to ensure best practice is utilised and the receptors are protected. The contractor would prepare detailed method statements and appropriate controls to protect receptors. A Pollution Prevention Plan would be produced for activities such as excavation and dewatering, storage of fuels, chemicals and oils, vehicle washing, pollution control and emergency contingency.

Table 12-5: Geology and Contaminated Land - Effects and Mitigation on Geology in relation to Human Health - Construction

Receptor – Human Health (Local Residents near to Scheme)
Nature of Effect: Fugitive dust (potentially containing contaminants) could be generated by excavation / earth movements during construction of Scheme. Depending on weather conditions, this could be blown into nearby residential properties.
Duration: During the two-year construction period.
Mitigation: In addition to mitigation outlined in paragraph 4.3.3, the results of the intrusive Ground Investigation would be reviewed to establish the locations of contaminated soils. During the construction of the Scheme, excavated soils would be appropriately stored to ensure that if dust is generated in dry weather periods, it is not directed towards properties. Other best practice measures such as damping down areas, vehicle wheel washing, covering stockpiles containing soils would be utilised to reduce the impacts from dust.

Table 12-6: Geology and Contaminated Land - Effects and Mitigation on Groundwater in relation to contaminated land - Construction

Receptor – Groundwater in relation to contaminated land
Nature of Effect: Contaminants being mobilised during construction works and migrating into underlying groundwater and wider water environment
Duration: Mainly during the two-year construction period.
Mitigation: In addition to mitigation outlined in paragraph 4.3.3, prior to construction works, an intrusive Ground Investigation would be undertaken to establish the locations of contaminated soils and existing groundwater quality in the area. To reduce the spread of contaminants, contaminated soils within areas to be excavated would be removed prior to the main works. Materials would be treated so they can be reused within the Scheme or if this is not possible materials would be disposed of at an appropriate waste facility. Band drains or other geotechnical techniques may be used to aid with the consolidation of new earthwork features. Appropriate techniques would be reviewed, and appropriate design would be included to safeguard the underlying groundwater regime to ensure that groundwater quality is not compromised. Materials used to create the embankments (site won or imported) would be chemically analysed to ensure that they are suitably chemical quality as detailed in the earthworks specification.

Table 12-7: Geology and Contaminated Land - Effects and Mitigation on Surface Water in relation to contaminated land - Construction

Receptor – Surface Water in relation to contaminated land
Nature of Effect: Contaminants being mobilised during construction works and migrating into surface water and wider water environment
Duration: Mainly during the two-year construction period.
Mitigation: Excavated materials would be appropriately stored to ensure that water runoff from stockpiles does not enter surface water. If necessary stockpiles would be covered. Pollution prevention best practice protocols would be adopted to ensure contamination do not enter surface water.

13 CLIMATE

13.1 Introduction

13.1.1 This Section indicates potential risks to be considered in terms of climate change adaptation and greenhouse gas emissions (GHG) as well as mitigation measures that may be required to order to avoid, reduce and, if possible, remedy significant adverse effects.

13.2 Climate Change Adaption

Construction

13.2.1 The potential climate change risks to the Scheme during construction and the measures proposed to help adapt to these risks are outlined in Table 13-1.

Table 13-1: Climate - Climate Change Adaptation - Potential Effects and Mitigation Measures during Construction

Risk to Construction Design	Potential Topic Areas/Receptors that could be Affected	Potential Impact	Mitigation that needs to be incorporated into the design or into relevant management plans
Increase in frequency and intensity of heavy rainfall events/ flooding	Road drainage and water management, including surface water resources and flood risk and land drainage Geology and Contaminated Land, including soils	Wetter conditions may exacerbate precipitation and run-off which may, in turn lead to an increase in soil erosion on site and may increase sediment loads to water courses. Flood risk may also increase	The impacts of an increased risk of dust generation would be managed using standards techniques for damping down soil stores and covering as appropriate. Standard good site management practices following the CEMP would be in place Emergency response procedures would be incorporated within the CEMP with respect to extreme weather events including storms and droughts Site works would comply with relevant pollution prevention guidelines and CIRIA publications as far as reasonably practicable to ensure against the risk of sediments causing pollution of water courses under all conditions including during extreme weather events. A FRA is being prepared which considered the risk of climate change in its scenarios
Increase in frequency of extreme weather events	Road drainage and water management, including surface water resources and flood risk and land drainage Geology and Contaminated Land, including soils	Related to the above issue, there is a risk of an increase in extreme weather events such as storms which may disrupt construction and cause flooding	

Operation

13.2.2 The potential climate change risks to the Scheme during operation and the measures proposed to help adapt to these risks are outlined in Table 13-2.

Table 13-2: Climate - Climate Change Adaptation - Potential Effects and Mitigation Measures during Operation

Risk to Design	Potential Topic Areas/Receptors that could be Affected	Potential Impact	Mitigation that needs to be incorporated into the design or into relevant management plans
Hotter and drier / drought conditions	Landscape, including landscape character and visual receptors	Hotter, drier conditions may affect the ability of landscape planting or ecological habitat creation to survive Exacerbate the risks of ground settlement	Operational drainage design would need to incorporate resilience to climate change in terms of both treatment and attenuation prior to discharge into the receiving water environment Operational design of the Scheme would be informed by the findings and recommendations of a flood risk assessment that includes scenarios to account for climate change Regular maintenance of water course crossings and drainage infrastructure Planting suitable species for future climate conditions
Increase in frequency and intensity of heavy rainfall events/ flooding	Landscape, including landscape character and visual receptors Road drainage and the water management, including surface water resources and flood risk and land drainage	Triggering surface water and river flooding. Increase flood risk, discharge volume and surface water run-off Loss of species (landscape planting) in certain areas, because soils become water saturated and can no longer support existing species Damage to ecological habitat mitigation Road drainage systems may struggle to cope with increase run-off and to attenuate contaminants	
Increased wind speed	Landscape, including landscape character and visual receptors	Impact on landscape planting through potential tree losses	

Risk to Design	Potential Topic Areas/Receptors that could be Affected	Potential Impact	Mitigation that needs to be incorporated into the design or into relevant management plans
		Increase tree loss, habitat loss and/or fragmentation	
Hotter and wetter conditions	Landscape, including landscape character and visual receptors; and Biodiversity, including habitats and wildlife species.	Increase in growing season and increased rate of growth of planted vegetation Increase in pests and diseases leading to loss of planted vegetation and defoliation making species more susceptible to external stress Increase in temperatures may affect viability of biodiversity mitigation	
Increase in frequency of extreme weather events	Landscape, including landscape character and visual receptors Biodiversity, including habitats and wildlife species Road drainage and the water management, including surface water resources and flood risk and land drainage	An increase in extreme weather events (e.g. storms) may exacerbate the issues identified above in terms of tree/habitat damage and road drainage capacity	

13.3 Greenhouse Gas Emissions

Construction

13.3.1 Carbon Management is one of five key themes established in the Highways England Sustainable Development Strategy. This describes the Scheme's approach to carbon management as being to 'aim to reduce the carbon footprint and work closely with suppliers to reduce emissions from network related activity' and also release the value of lower carbon through reducing fuel, energy and raw material consumption and all waste generation.

13.3.2 While international standards and guidance documents exist for compiling

greenhouse gas inventories, there are currently no accepted criteria for assessing GHG emissions impacts and for quantifying the GHG emissions of construction activities. In the absence of such guidance, the assessment would be undertaken for the ES (when data would become available) using professional judgement and utilising the Highways England Carbon Tool, the Scheme's Bill of Quantities and Bath University's Inventory of Carbon and Energy (ICE) Database.

13.3.3 The potential effects of the Scheme during construction and the measures proposed to manage them are outlined in Table 13-3.

Table 13-3: Climate - GHG Emission during the construction phase

Receptor – Air Quality, People and Communities and Biodiversity
Nature of Effect: In order to construct the Scheme, a large amount of natural resources (i.e. raw materials and energy) would be required, which would contribute towards GHG emissions and therefore climate change. The construction phase of the Scheme would also have the potential to increase GHG emissions due to: • Emissions from construction plant onsite • Emissions from water consumption • Exhaust emissions from construction phase road traffic It is estimated that additional vehicle movements and emissions, within the study area, associated with the construction of the Scheme would be a very small percentage of the total emissions within the study area.
Duration: During the two-year construction period and during the life time of the Scheme.
Mitigation: • Implementation of Scheme specific commitments within a CEMP • Publicly Available Specification (PAS) 2080[14] would be adopted for the ES as a best practice framework for managing and minimising the whole lifecycle carbon emissions, the approach would continue to be developed and applied to the Scheme • Materials with an optimum design life and less embodied carbon would be specified. Recycled materials or materials sourced from nearer to site would be employed in order to minimise transportation movements; • Water use during construction would be minimised and the reuse would be encouraged. Any water abstraction required for construction would be coordinated with the needs of local community • There currently is no specific guidance or GHG emissions threshold which if exceeded is considered significant. Nevertheless, GHG emissions from relevant construction activities would be calculated and monitored

[14] PAS 2080:2016 Carbon management in infrastructure

Operation

13.3.4 While international standards and guidance documents exist for compiling GHG Inventories, there are currently no accepted criteria for assessing GHG emissions impacts and for quantifying the GHG emissions during operation. In the absence of such guidance, the assessment would be undertaken for the ES (when data would become available) using professional judgement and utilising WebTAG and carbon sequestration from tree planting data.

13.3.5 The potential effects of the Scheme during construction and the measures proposed to manage them are outlined in Table 13-4.

Table 13-4: Climate - GHG Emission during the construction phase

Receptor – People and Communities and Biodiversity
Nature of Effect: As a result of the operation of the Scheme GHG emissions would mainly result from vehicular movements with other emissions, e.g. due to maintenance likely to be minimal.
Duration: During the life time of the Scheme.
Mitigation: There currently is no specific guidance or GHG emissions threshold which if exceeded is considered significant. Nevertheless, GHG emissions from relevant operation activities would be calculated and monitored.

14 MATERIALS

14.1 Introduction

14.1.1 This materials Section identifies additional data to be obtained and indicates potential effects (during construction) as well as mitigation measures that may be required to order to avoid, reduce and, if possible, remedy significant adverse effects.

14.1.2 'Materials' are defined as the use of material resources and the generation and management of waste (Interim Advice Note 153/11, Guidance on the Environmental Assessment of Material Resources Highways England 2011). This Section looks at materials required to construct the Scheme, waste produced by the Scheme and whether or not there is capacity to source and dispose of this waste in the region.

14.1.3 It has been identified that there is likely to be insufficient earthwork material available on-site to construct features such as embankments and landscaping mounds. Materials are, therefore, likely needed to be imported from outside of the area. For this Scheme this is a more important issue than the disposal of waste material.

14.2 Other baseline information to be obtained / surveys to be undertaken and limitations

14.2.1 Information would be gathered to inform the Materials ES Chapter on the types and quantities of materials required to construct the Scheme together with where materials could potentially be sourced. Much of this information would be obtained from the Scheme's draft bill of quantities.

14.2.2 The results of the recent Ground Investigation would be used to inform the cut and fill imbalance (i.e. the difference between quantities of materials excavated from the ground on-site and the quantities used to build up features such as embankments) and the need to use potential borrowpits.

14.3 Potential Effects and Mitigation Measures

Aspects Scoped into and out of the Assessment

14.3.1 The following aspects have been scoped in to the EIA:

- The construction effects of the Scheme would be considered in relation to materials (types, quantities etc) and waste (generation and disposal)

14.3.2 During the lifetime of the Scheme, only a limited quantity of material for maintenance would be required therefore impacts associated with materials during operation are scoped out.

14.3.3 The potential effects of the Scheme during construction and the measures proposed to manage them are outlined below.

Construction

Table 14-1: Materials - Effects and mitigation relating to materials – Construction

Receptor – Materials – type, quantity and source
Nature of Effect: Specific quantities and types of materials required for the construction Scheme are currently being determined. However, for a typical road construction, materials will be required for the following: • Fencing and environmental barriers • Road restraint systems • Drainage • Earthworks (including embankments and screen mounding) • Pavement • Road surfacing • Kerbs, footways and paved areas • Verge signs • New lighting and cabling • New structures (including excavations, bridges and retaining walls) • Traffic signals The sourcing of these materials, their amounts and availability would be explored further as the design develops. Excavated material generated would be targeted for embankments and screen mounding where this is feasible (the suitability of material for this use would be determined following the ground investigation analysis). However, the current volumetric analysis indicates that there would not be sufficient excavated material of the right type to form the proposed embankments and screen mounding – even with the use of local borrow pits. This would mean material would need to be imported to site for these feature – specific details and potential sources along with associated risks and impacts would be outlined in the ES.
Duration: Through-out the two-year construction period.
Mitigation: The use of local borrowpits would be explored further to address the shortage of material for embankments and screen mounding following the Ground Investigations. This may result in either a reduction or increase in the cut and fill imbalance.

Table 14-2: Materials - Effects and mitigation relating to waste management and landfill sites - Construction

Receptor – Waste Management and Landfill Sites within reasonable proximity of the Scheme
Nature of Effect: Large quantities of waste are not expected to be generated as a result of construction of the Scheme. Types of waste anticipated to be generated would largely be associated with site clearance and the demobilisation of construction compounds once the Scheme has been constructed. It is not currently considered that local waste management facilities in the region would have difficulty (in terms of capacity) in accepting the amounts of waste proposed.
Duration: Through-out the two-year construction period.
Mitigation: Impacts would be controlled and managed during construction through the implementation of Scheme specific commitments outlined in a CEMP, for example the contractors would be required to: ▪ Promote opportunities for the potential reusing and recycling of all material resources and waste ▪ Sort and segregate waste into different waste streams (where technically and economically feasible) ▪ Manage material use to maximise the environmental and Scheme's benefits from the use of surplus materials A waste to landfill target would be established.

16 ASSESSMENT OF CUMULATIVE EFFECTS

16.1 Introduction

16.1.1 Cumulative effects are where multiple effects occur on a particular receptor (e.g. a residential property, a wildlife site or a heritage asset). This could be as a result of multiple effects from the Scheme affecting one receptor (e.g. air emissions, noise, visual intrusion) or multiple effects from this Scheme and 'other development' in the area. This could result in numerous small effects adding up to something larger. It would be important for the ES to consider cumulative effects and to report these clearly.

16.1.2 This Section should be read together with Figure 15.1 Planned Development at Appendix A.

16.2 Existing Environmental Conditions

16.2.1 The effects (after mitigation measures have been implemented) for each individual environmental assessment topic would be collated to make an informed assessment of cumulative effects on receptors from the Scheme alone. This would not be available until completion of the ES.

16.2.2 A desk study has also been undertaken to search for 'other development' that could have potential to result in cumulative effects in combination with the Scheme. These include the following and their locations are also presented on Figure 15.1 at Appendix A:

- 06/13/0528 - Renewal of planning permission 6/06/0589 for the construction of the Broughton Bypass and improvements to existing highways. Broughton, Preston, Lancashire (Drawing Reference 13)
- 15/00576/OUTMAJ - Outline application for a residential development of up to 90 dwellings, provision of public car park and associated open space and landscaping. Great Eccleston, Preston, Lancashire (Drawing Reference 1)
- 15/00554/FULMAJ - Demolition of existing buildings and erection of a retail store, car park, access onto Garstang Road East and Clark Street and associated works. Poulton-Le-Fylde, Lancashire (Drawing Reference 2)
- 15/0380 - Installation of a 4.5 MW Solar Farm and associated infrastructure including PV Panels, Mounting frames, Substation, Cabin, CCTV cameras, fencing integral access roads and landscaping. Weeton with Preese, Poulton-le-Fylde (Drawing Reference 3)
- 15/0337 - Installation of a 4.9MW Solar Farm and associated infrastructure including PV panels, mounting frames, inverter and pole mounted CCTV cameras and fencing. Westby with Plumptons, Lancashire (Drawing Reference 4)
- 15/0329 - Construction of 4.9MW Solar Development to generate renewable electricity (Cooper House Solar Farm), to include the installation of solar panels, underground cabling, inverter/transformer stations, DNO and client sub-station, spare parts container, landscaping and other associated works

including connection to the electricity distribution network. Freckleton, Preston, Lancashire (Drawing Reference 5)

- 16/01043/OULMAJ - Outline application for the erection of up to 130 dwellings with means of access off Holts Lane (layout, landscaping, scale and appearance reserved), following demolition of existing buildings (re-submission of 16/00233/OULMAJ). Land Off Holts Lane Poulton-le-Fylde Lancashire (Drawing Reference 15)
- 15/00298/LMAJ - Erection of a residential development comprising 519 dwellings (11 five-bed dwellings, 166 four-bed dwellings, 242 three-bed dwellings, 100 two-bed dwellings) including 30% affordable homes, landscaping and associated infrastructure including two new access points off Garstang Road East and new footpaths. Poulton-Le-Fylde, Lancashire (Drawing Reference 6)
- Underground Gas Storage facility at Preesall, Lancashire, which includes an Interconnector Pipeline to the National Grid Transmission System at Nateby, 12km to the east, and a brine discharge pipeline extending 2.3km offshore from Rossall, Fleetwood (Drawing Reference 8)
- Preston Western Distributor (PWD) Connecting the M55 via a link road south to the A583 including an access road East to West with Preston (Drawing Reference 9)
- Associated with PWD road M55 Junction 2 proposals - The PWD will connect to the M55 in the north via a new Junction 2 (Drawing Reference 10)
- Associated with the PWD this East West Link Road will allow the new PWD to connect with Preston via an East to West access road (Drawing Reference 11)
- The Cottam Link Road. Associated with the PWD this will allow the PWD to connect with Cottam Way and provide a link for a new Cottam Park Rail Station (Drawing Reference 12)
- 17/00050/REMMAJ - Reserved matters application for the erection of 160 dwellings with associated works Land Off Lambs Road Thornton-Cleveleys Lancashire (Drawing Reference 16)
- 16/00742/OUTMAJ - Outline application for the erection of up to 108 no. dwellings (Use Class C3) with all matters reserved except for access, which will be off Brockholes Crescent following demolition of numbers 61 & 63 Brockholes Crescent. Land Off Brockholes Crescent Poulton-le-Fylde Lancashire (Drawing Reference 17)
- 11/0221, 11/0314 - Outline application for development of a maximum of 1400 residential dwellings, 20 hectares of Class B2 general industrial/ Class B8 storage and distribution, Class D1 primary school, two local neighbourhood centres (Classes A1, A2/ A3), Class A4 drinking establishment, Class D1 health centre, Class D1 community building, vehicle access onto Preston New Road and Mythop Road with associated road infrastructure, car parking, public open space, sports pitches, allotments, the retention and improvement of natural habitats, watercourse, ponds, reed beds and hedgerows and landscape features. Westby with Plumptons, Blackpool (Drawing Reference 7)

- Up to 900MW Megawatt electrical (MWe) Power Plant primarily using combined cycle gas turbine (CCGT) technology with optional additional open cycle gas turbine (OCGT) technology with optional additional open cycle gas turbine (OCGT) technology to help address the fluctuating energy demands of UK power consumption. The project will include a new gas pipeline, Above Ground Installations at St Michael's on Wyre and Hillhouse, and an electrical cable to Stanah substation (Drawing Reference 18)
- The Fleetwood – Thornton Area Action Plan establishes a clear vision and planning framework for development of Fleetwood and Thornton over the next 15-20 years and is a very important consideration in any decision on planning applications in the area. It includes areas identified for residential, industry and community facilities (Drawing Reference 14)

16.3 Other baseline information to be obtained / surveys to be undertaken and limitations

16.3.1 A cumulative effects assessment would be presented in the ES following the completion of all environmental assessments presented in each chapter.

16.3.2 The 'other development' listed in paragraph 15.2.2 would be further developed and more detail gathered in order to inform the assessment.

16.4 Potential Effects and Mitigation Measures

16.4.1 Potential effects from the Scheme may arise on the following receptors:

- Residential receptors due to noise, air quality and visual effects
- Listed buildings due to noise, dust and visual effects
- PRoW due to severance and visual effects
- Water courses due to pollution, flow conveyance and modifications to them which may affect protected species

16.4.2 The list above is not exhaustive, and a full assessment would be undertaken upon completion of each environmental assessment within the ES. Following this assessment, if required, mitigation would be developed to reduce / minimise / avoid cumulative effects.

16.4.3 With regard to cumulative effects with 'other development', the following have potential to occur and will be considered further for inclusion in the ES:

- A greater amount of land associated with wintering birds and the adjacent Morecambe Bay Ramsar site and Morecambe Bay and Duddon Estuary SPA in the may be affected
- A number of 'other development' in the locality being under construction at the same time as the Scheme which may result in a greater amount of construction traffic using local roads
- Potential for greater effects on local air quality in combination with 'other development' and the Scheme (however, note that 'other development' is

considered within the traffic data and therefore within the air quality modelling for the Scheme)

- Potential for greater effects noise on the local noise environment (however, note that 'other development' is considered within the traffic data and therefore within the noise modelling for the Scheme)
- A greater loss of best and most versatile agricultural land due to land take from 'other development' together with the Scheme
- Potential for 'other development' to introduce more receptors into the landscape study area

16.4.4 The list above is not exhaustive, a detailed assessment would be undertaken for ES in accordance with the Planning Inspectorates Advice Note 17. Following this assessment, if required, mitigation would be developed to reduce / minimise / avoid cumulative effects.

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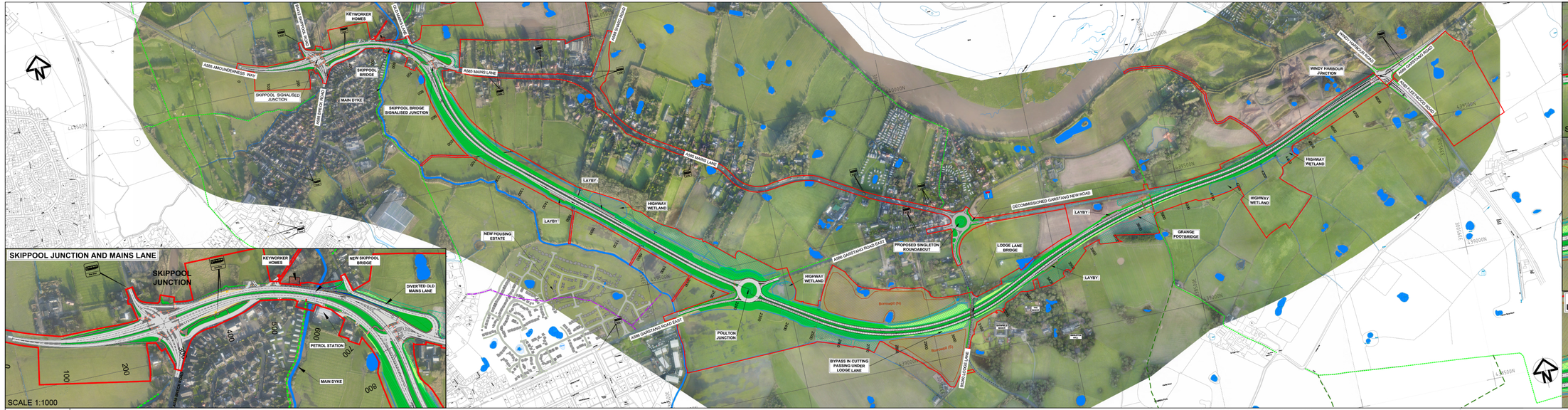
17.2 Glossary

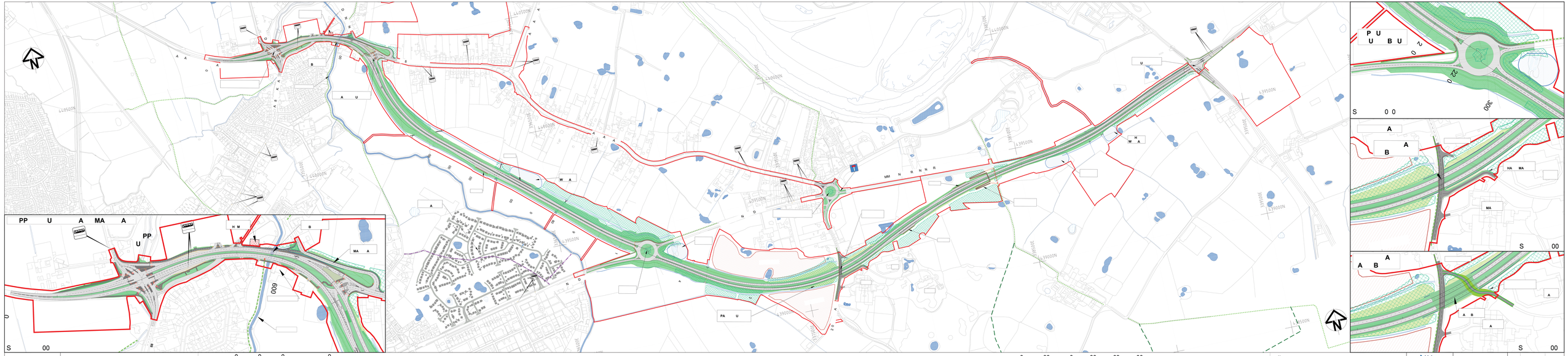
Term	Meaning
Agricultural Land Classification (ALC)	A relative measure of agricultural land quality in England and Wales. In practice, the ALC grades are defined by reference to the land's physical characteristics. The most productive and flexible land falls into Grades 1 & 2 and Subgrade, 3a and collectively comprises about one-third of the agricultural land in England and Wales. About half the land is of moderate quality in Subgrade 3b or poor quality in Grade 4. The remainder is very poor-quality land in Grade 5, which mostly occurs in the uplands.
Aquifer	An underground rock formation containing water, often used as a water source.
Attenuation	Reduction. The term used in drainage design to indicate a reduction in the rate of flow or flooding risk, for example, by means of a pond to hold back water.
Biodiversity	Biological diversity: The variety of life forms in a given area, includes all species of plants and animals, their genetic variation and the complex ecosystems of which they are part.
Cumulative impact	The combined residual impact of a proposed scheme over the entirety of the scheme, as opposed to residual impact for individual sections of the scheme; also the combined impact with other schemes.
Cutting	A section of road where the surrounding land is at a higher level and the ground has been dug away to put in the road.
Decibel (dB)	Measurement of noise on a logarithmic scale. The range of audible sound pressures is approximately 0 dB to 140 dB. A single dB figure is unhelpful as it describes the total amount of acoustic energy measured and does not take any account of the ear's ability to hear certain frequencies more readily than others.
Design Year	In the case of this Scheme, 15 years after assumed opening.
Do-Minimum	Future situation assuming no scheme is provided, but that maintenance is on-going.
Do-Something	Future situation with the Scheme provided.
Earthworks	The process of excavating or increasing level of soil.
Floodplain	Area of land prone to flooding and protected against development. The indicative floodplain is the flood risk area based on a 1 in 100-year storm.

Term	Meaning
Greenhouse Gas	A gas that helps contribute towards global warming by trapping heat given off from the earth's surface. Under the UN's Kyoto Protocol, the 6 greenhouse gases are carbon dioxide, methane, nitrous oxide, perfluorocarbons, hydrofluorocarbons and sulphur hexafluoride.
Listed Building	Building or structure listed by the Secretary of State as being of 'special architectural or historic interest'.
Opening Year	In the case of this Scheme, assumed to be 2023.
Receptor	Environmental feature that has the potential to be adversely or beneficially affected by an impact of the proposed scheme, e.g., local residents, wildlife and water bodies.
Residual impact	Effects on the environment that occur after mitigation of potential impacts has been implemented.
Source Protection Zone (SPZ)	Area of groundwater protected by the Environment Agency.
Stakeholder	An organisation or individual with a particular interest in the project.
Statutory consultees	Individuals or groups which are contacted and requested to provide information or comment on a scheme, legally recognised under statute.
Study Area	The spatial area within which environmental effects are assessed i.e. extending a distance from the project footprint in which significant environmental effects could occur (this may vary between the topic areas).
Water Framework Directive	The Water Framework Directive (2000/60/EC) (WFD) is a wide-ranging piece of European environmental legislation for the protection of water resources that is being transposed into UK Law.

Appendix A – Figures

Appendix B – Gazetteer


A585 AMOUNDERNESS WAY
SKIPPOOL SIGNALISED JUNCTION
MAIN DYKE ROAD
KEYWORKER HOMES
SKIPPOOL BRIDGE
MAIN DYKE
SKIPPOOL BRIDGE SIGNALISED JUNCTION
CLIFFORDS LANE
A585 MAINS LANE
ANCHOR ROAD
LAYBY
HIGHWAY WETLAND
NEW HOUSING ESTATE
A585 GARSTANG ROAD EAST
PROPOSED SINGLETON ROUNDABOUT
LODGE LANE BRIDGE
DECOMMISSIONED GARSTANG NEW ROAD
GRANGE FOOTBRIDGE
BYPASS IN CUTTING PASSING UNDER LODGE LANE
POULTON JUNCTION
Borrowpit (N)
Borrowpit (S)
BRIDLE LODGE LANE
WINDY HARBOUR JUNCTION
WINDY HARBOUR ROAD
A585 GARSTANG ROAD
NORTH FLEETWOOD ROAD
SKIPPOOL JUNCTION AND MAINS LANE
SKIPPOOL JUNCTION
NEW SKIPPOOL BRIDGE
DIVERTED OLD MAINS LANE
PETROL STATION
SCALE 1:1000
POULTON ROUNDABOUT
SCALE 1:1000
LODGE LANE
LODGE LANE BRIDGE
NORTH LODGE
ACCESS ROAD TO HALL / MANOR
THE MANOR
BARNFIELD MANOR
SCALE 1:1000
LODGE LANE LAND BRIDGE
SCALE 1:1000
KEY
0 100 200 300 400 500 metres 1km
0 500 1000 1500 feet
highways england
SCHEME LAYOUT PLAN RED LINE BOUNDARY
WINDY HARBOUR TO SKIPPOOL JUNCTION
HE540453-ARC-GEN-SZ_ZZ_DR-CR-0-0034


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GOV.UK

1. Home (https://www.gov.uk/)
2. Transport (https://www.gov.uk/transport)
3. Road infrastructure (https://www.gov.uk/transport/road-infrastructure)

Press release

Dual carriageway bypass unveiled for key A585 improvement

Highways England is planning to build a £100 million new bypass along the A585 near Poulton-le-Fylde in Lancashire, boosting the local economy and improving journeys for drivers.

Published 24 October 2017

From:

Highways England (https://www.gov.uk/government/organisations/highways-england), Department for Transport (https://www.gov.uk/government/organisations/department-for-transport), and Jesse Norman MP (https://www.gov.uk/government/people/jesse-norman)



Plans for the new dual carriageway - between Windy Harbour and Skippool - were unveiled today as part of Highways England's preferred route announcement (PRA) for the project which is part of the Government's £15 billion Road Investment Strategy (RIS).

Roads Minister Jesse Norman said:

> The Government is taking major decisions for Britain's future and delivering the largest roads upgrade in a generation.
>
> The £100 million new bypass along the A585 near Poulton-le-Fylde will boost the regional economy as well as reduce congestion and cut journey times for drivers.

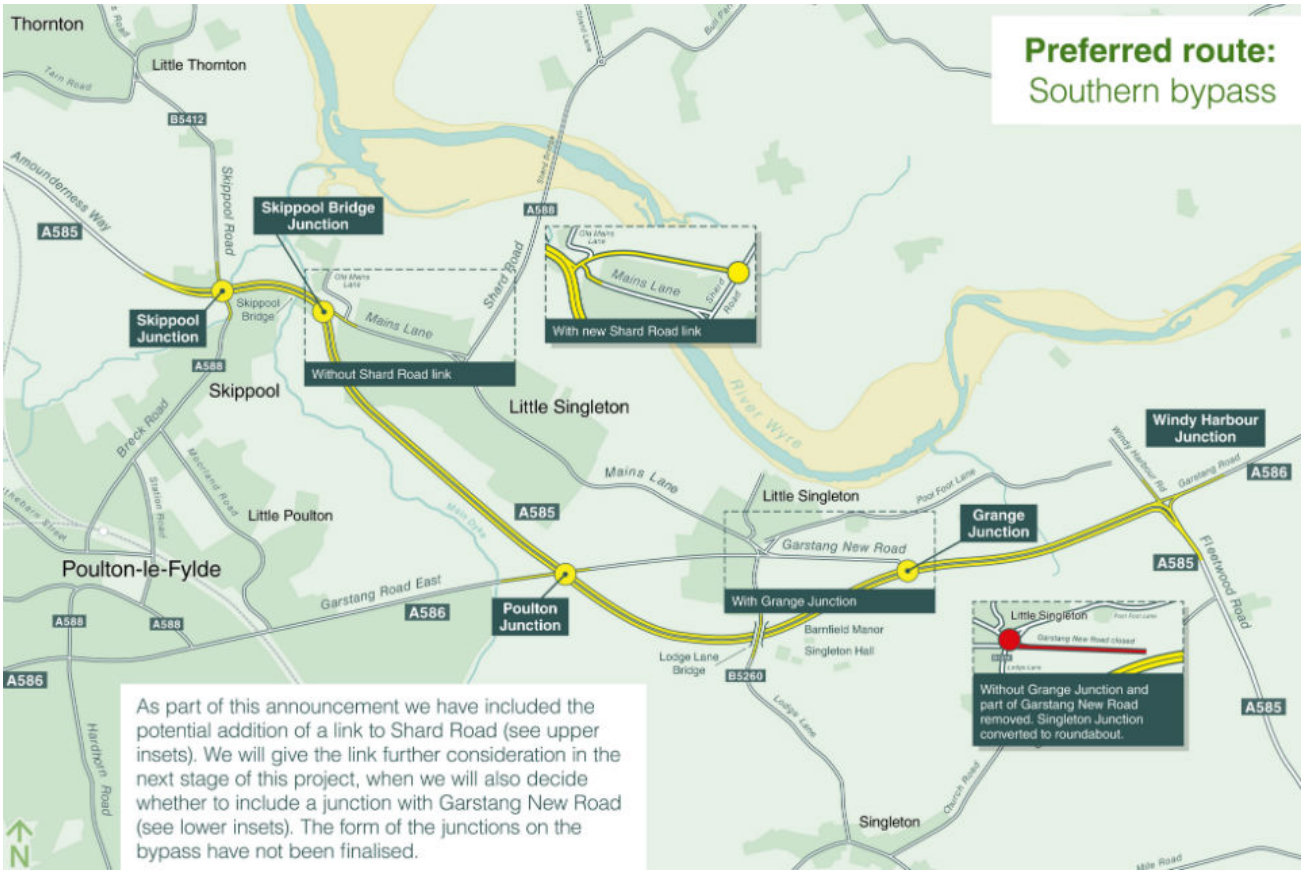
The 2.7 mile Windy Harbour to Skippool section is one of the busiest and most congested along the 11.5 mile road which links Fleetwood to the M55. The Shard and Little Singleton junctions are particular congestion bottlenecks.

The announcement follows last year's consultation – in which 78 percent of people and both Fylde and Wyre councils backed the bypass option over an alternative to improve the existing single carriageway road.

Highways England project manager David Hopkin said:

> We are delighted to announce we have decided to take the Southern Bypass option forward. It was comfortably the most popular option in a consultation in which almost everyone agreed that something needs to be done about congestion along this section of the A585.
>
> The new road will help secure and improve opportunities for housing and jobs in this part of Lancashire and contribute to improved connections to the whole of the motorway network.

Work to construct the new road could start in early 2020 but the bypass is subject to a statutory consultation.



Highways England also revealed today it is continuing to consider options for the Garstang New Road junction. Another idea to link the new bypass to Shard Road which was raised by local people during the consultation will also be investigated.

More details of the consultation report and today's announcement are available on the scheme website. (http://roads.highways.gov.uk/projects/a585-windy-harbour-to-skippool/)

General enquiries

Members of the public should contact the Highways England customer contact centre on 0300 123 5000.

Media enquiries

Journalists should contact the Highways England press office on 0844 693 1448 and use the menu to speak to the most appropriate press officer.

Published 24 October 2017

Related content

Road infrastructure (https://www.gov.uk/transport/road-infrastructure)

Operation of the road network including speed limits, signage and road signs.

- Collaborative planning: a guide for Highways England supply chain (https://www.gov.uk/guidance/collaborative-planning-a-guide-for-highways-england-supply-chain)
- Highways Act inspectors' reports and decision letters (https://www.gov.uk/government/collections/highways-act-inspectors-reports-and-decision-letters)

Email: info@highwaysengland.co.uk (mailto:info@highwaysengland.co.uk) | Telephone: 0300 123 5000

highways england (https://highwaysengland.co.uk/)

A585 Windy Harbour to Skippool

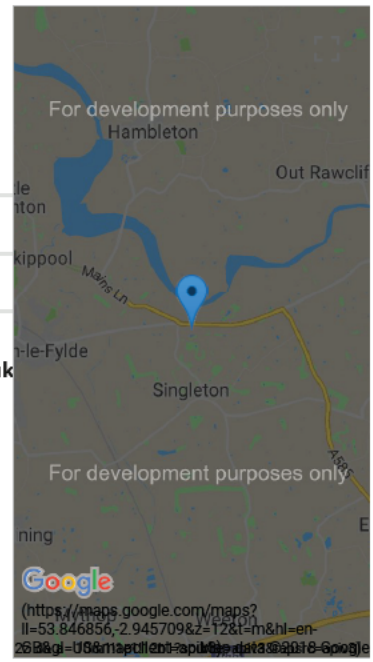
Recently updated

Proposals to bypass the existing A585 at Little Singleton

Region:	**North West**	Type:	**Major Scheme**
Start date:	**TBC**	End date:	**TBC**
Cost:	**TBC**	Programme:	**(https://highwaysengland.co.uk**
Status:	**PLANNED**		

Check traffic conditions (https://highwaysengland.co.uk/traffic-search?location=53.84685581614309,-2.945709228515625&radius=20)

Check for roadworks (https://highwaysengland.co.uk/roadworks-search?location=53.84685581614309,-2.945709228515625&radius=20)



Progress report

Our consultation on proposals to improve the A585 between Windy Harbour and Skippool has now closed. Held between 21 March and 8 May 2018, the consultation gave everyone the chance to express their views on the design of the proposed scheme – thank you if you gave up your time to contribute.

What next?

We're now reviewing all the suggestions and comments you gave us. We'll take time to analyse all responses and, where appropriate, we'll use feedback to make further refinements to our proposed design and development of mitigation measures. We'll then publish a consultation report. This will have a summary of responses and will describe how our proposals have been informed by and influenced by them.

This will form part of our planning application and will be available to the public following submission of the application. We expect to submit our planning application by October 2018.

Timeline

Date	Event
Sept/Oct 2016	Public consultation - view consultation report (https://highwaysengland.citizenspace.com/he/a585-windy-harbour-to-skippool-improvements/)
October 2017	Preferred route announcement

Breaking News: Traffic Information

Real time traffic information about incidents on England's motorway and major roads network.

A414 | Hertfordshire | Westbound | Flooding | Road Closed (http://www.highways.gov.uk/news/brea news#1)
The A414 in Hertfordshire is closed westbound between the A405 and the M1 due to flooding.

M6 | Cheshire | Southbound | Collision | Road Closed (http://www.highways.gov.uk/news/brea news#2)
The M6 in Cheshire is closed southbound between J19 and J18 due to a multi vehicle collision.

M25 | Surrey | Anti-Clockwise | Incident | Severe Delays (http://www.highways.gov.uk/news/brea news#3)

21 March to 8 May 2018	Public consultation
Autumn 2018	Submit application to Planning Inspectorate
2020/21	Scheme starts on site

Why we need this scheme

The A585 is the main road in and out of Fleetwood and surrounding areas. It is heavily congested between Windy Harbour and Skippool and drivers currently suffer from significant delays significant delays during peak periods. The road also has a poor safety record.

Congestion is particularly severe at the junction with the A586 at Little Singleton and the signalised junction with the A588 at Shard Road. A high number of accidents are reported at these junctions and the volume of traffic is also a concern for local people, pedestrians, equestrians and cyclists.

If we don't make improvements to this three-mile section of road, it is likely there will be a rise in traffic levels and the potential for the number of accidents, and delays to journey times, to increase.

Aims

We aim to improve:

- Reliability: by reducing congestion especially around Little Singleton, Shard Road and Skippool junctions, which will improve journey times
- Socio-economic: by supporting the economic growth potential in both Wyre and Fylde and supporting planned residential developments in the local area
- Safety: by improving the safety of pedestrians, equestrians and cyclists around the existing A585

Further information

The guides below outline the procedures we follow when delivering large road schemes and how compensation can be claimed for the affects on residential, agricultural and other property from the use of new roads or alterations to existing roads operated by Highways England.

If you have any questions or you would like to discuss your particular circumstances please contact the project team at A585WindyHarbourToSkippool@highwaysengland.co.uk (mailto:A585WindyHarbourToSkippool@highwaysengland.co.uk) or call 0300 470 2700.

- Your property and Highways England road proposals (https://www.gov.uk/government/publications/your-property-and-highways-agency-road-proposals)
- Your property and discretionary purchase (https://www.gov.uk/government/publications/your-property-and-discretionary-purchase)
- A guide to Part I claims (https://www.gov.uk/government/publications/a-guide-to-part-i-claims)
- Your property and compulsory purchase (https://www.gov.uk/government/publications/your-property-and-compulsory-purchase)
- Your property and blight (https://www.gov.uk/government/publications/your-property-and-blight)

There are severe delays on the M25 anti-clockwise, due to an incident between J9 and J8,

A38 | Cornwall | Both Directions | Collision | Road Closed (http://www.highways.gov.uk/news/brea news#4)
The A38 in Cornwall is closed in both directions between the A374 and the A388 due to a collision.

Regional Twitter feed

Tweets by HighwaysNWEST (https://twitter.com/HighwaysNWES

Keep up-to-date

Sign up for updates
(https://public.govdelivery.com/accounts/U topic_id=UKHIGHWAY_2453)

Environment impact

Over the coming months we and our suppliers will be increasing our understanding and collecting additional information about the area. In particular you are likely to see people collecting environmental information to establish the potential impacts of the development.

The land surrounding the A585 has importance for migrating birds such as pink footed geese and this will be one of the focuses for assessment. If you are a landowner you may be asked to allow access to the people carrying out these surveys. Thank you for your help.

Project media files and documents

Images

Videos

Documents

+ Other

× Consultation 2018

Consultation leaflet: A585 Windy Harbour to Skippool (https://highwaysengland.citizenspace.com/he/a585-windy-harbour-to-skippool-statutory-consultat/supporting_documents/A585%20Windy%20Harbour%20to%20Skippool%20Consultation%20Leaflet%20.pdf)
Consultation brochure: A585 Windy Harbour to Skippool (https://highwaysengland.citizenspace.com/he/a585-windy-harbour-to-skippool-statutory-consultat/supporting_documents/A585%20Windy%20Harbour%20to%20Skippool%20Consultation%20Brouchure.pdf)
Consultation questionnaire: A585 Windy Harbour to Skippool (https://highwaysengland.citizenspace.com/he/a585-windy-harbour-to-skippool-statutory-consultat/supporting_documents/A585%20%20Windy%20Harbour%20to%20Skippool%20Consultation%20Questionnaire%20printable%20version.pdf)
Statement of Community Consultation (SoCC): A585 Windy

Is there anything wrong with this page?

Contact us

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3 Ridgeway
Quinton Business Park
Birmingham
B32 1AF

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General enquiries: 0300 123 5000

Media

Telephone: 0844 693 1448
Email: pressoffice@highwaysengland.co.uk (mailto:pressoffice@highwaysengland.co.uk)

Connect with us

(https://www.gov.uk/highways)

(https://www.linkedin.com/company/highways-

england)

(https://twitter.com/HighwaysEngland)

(https://www.youtube.com/channel/UC68PZJdKAzOWv0yDHqXrmZw)

Corporate

- Cookies (/cookies/)
- Careers (https://recruitment.highways.gov.uk)
- Terms and conditions (/terms-and-conditions/)
- Accessibility (/accessibility/)

Highways England @HighwaysNWEST · May 1

One week left to give your views on proposals for the #A585. Have your say.
ow.ly/WPeI30j4CCb



1 5 1


Highways England @HighwaysNWEST · Apr 11
#A585 consultation event today @ Fleetwood Nautical Campus, FY7 8JZ. 1pm - 7pm. Have your say. ow.ly/adgG30j4CzF
A585 Windy Harbour to Skippool
Improvement scheme
Statutory consultation from
Wednesday 21 March to
Tuesday 8 May 2018.
highways england


Highways England @HighwaysNWEST · Apr 10
#A585 consultation event today 3pm - 8pm @ Wyre Civic Centre, FY6 7PU. Have your say. ow.ly/W0Oc30j4Cxd
A585 Windy Harbour to Skippool
Improvement scheme
Statutory consultation from
Wednesday 21 March to
Tuesday 8 May 2018.
highways england
1
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Highways England @HighwaysNWEST · Apr 7
#A585 consultation event today @ Singleton Village Hall, FY6 8LL 10am - 4pm.
Have your say. ow.ly/JRAv30j4CvB
A585 Windy Harbour to Skippool
Improvement scheme
Statutory consultation from
Wednesday 21 March to
Tuesday 8 May 2018.
highways england
2
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Highways England @HighwaysNWEST · Mar 21
Consultation launches today. Have your say on plans for improving the #A585.
ow.ly/8oLq30j4CgK
A585 Windy Harbour to Skippool
Improvement scheme
Statutory consultation from
Wednesday 21 March to
Tuesday 8 May 2018.
highways england
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Highways England @HighwaysNWEST · Mar 23

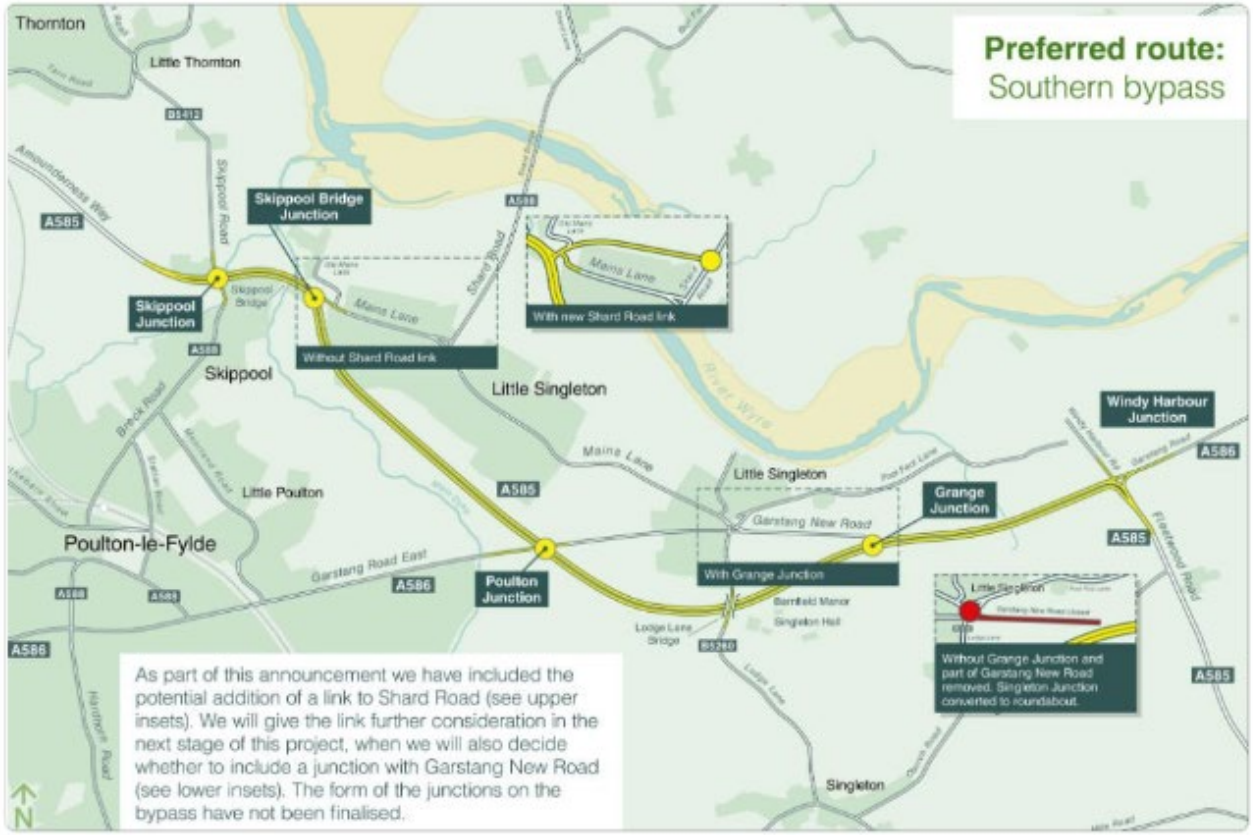
#A585 consultation event today 2pm - 8pm @ Singleton Village Hall, FY6 8LL. Have your say. ow.ly/CLEy30j4Cqa



3

Highways England @HighwaysNWEST · 25 Oct 2017

#A585 - we've announced plans to tackle the Windy Harbour-Skippool bottle neck with a £100m new bypass ow.ly/E8mz30g70rU



2



Wyre Council @wyrecouncil · 23 Sep 2016

Please be aware that there is no @**HighwaysNWEST** **A585** consultation event at the Civic Centre today. More info at highways.gov.uk/a585windyharbo...

1 3 1

Highways England @HighwaysNWEST · 20 Sep 2016

A585 Windy Harbour consultation - last public info exhibition is tomorrow 4pm to 8pm at Wyre Civic Centre. Please come along @wyrecouncil

4 2

Highways England @HighwaysNWEST · 16 Sep 2016

A585 Windy Harbour Skippool improvement public info events - come chat to the team to find out more ow.ly/eSEx304gHLr @wyrecouncil

2

Highways England @HighwaysNWEST · 16 Sep 2016

A585 Windy Harbour to Skippool. Big public info events today (2pm to 8pm) and tomorrow (10am to 4pm) Singleton Village Hall @wyrecouncil

3 2

Highways England

Section 48 Planning Act 2008

Regulation 4 of The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

A585 Windy Harbour to Skippool scheme

Notice Publicising a Proposed Application for a Development Consent Order

HIGHWAYS ENGLAND COMPANY LIMITED of Bridge House, 1 Walnut Tree Close, Guildford, GU1 4LZ ("the Applicant") proposes to make an application ("the Application") under Section 37 of the Planning Act 2008 to the Secretary of State for Transport for a Development Consent Order.

The Application is for the proposed A585 Windy Harbour to Skippool scheme in Lancashire.

The scheme's main proposals in summary include:

The upgrading of the section of road from Windy Harbour junction to a dual carriageway, then moving on to a new stretch of road, bypassing Little Singleton and creating a new junction with the A586 Garstang Road East, before tying back in to the existing road at a new junction east of Skippool.

The scheme is an Environmental Impact Assessment development ("EIA development"), as defined by The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. An Environmental Statement will be submitted as part of the Application. Preliminary Environmental Information ("PEI") Report forms part of the consultation material.

Consultation on the proposals will take place from 21 March to 8 May 2018. Copies of the consultation materials - including documents detailing the nature and location of the proposed development and the PEI - will be available for inspection free of charge from 21 March to 8 May 2018 at the following locations and times:

Deposit Location	Opening times
• **Poulton Library** Blackpool Old Road, Poulton-le-Fylde, FY6 7DH	Monday and Friday 09:00-17:00 Tuesday and Thursday 09:00-19:30 Wednesday 09:00-12:30 Saturday 09:00-13:00
• **Singleton Village Hall** Station Road, Singleton, FY6 8LL	Opening times vary depending on events held at venue.
• **Wyre Civic Centre** Breck Road, Poulton-le-Fylde, FY6 7PU	Monday to Friday 08:30-17:00
• **Blackpool Central Library** Queen Street, Blackpool, FY1 1PX	Monday to Wednesday 09:30-17:00 Thursday 09:30-19:00 Friday 09:30-17:00 Saturday 09:30-16:00

• **Thornton Library** Victoria Road East, Thornton-Cleveleys, FY5 3SZ	Monday 09:00-19:00 Tuesday, Wednesday, Friday 09:00-17:00 Thursday and Saturday 09:00-13:00
• **Fleetwood Library** North Albert Street, Fleetwood, FY7 6AJ	Monday and Friday 09:00-17:00 Tuesday and Thursday 09:00-19:00 Wednesday 09:00-12:30 Saturday 09:00-16:00
• **The Koi Pool Water Gardens** Mains Lane, Poulton-le-Fylde, FY6 7LJ	Monday to Saturday 09:00-17:30 Sunday 10:00-16:30

Copies of the consultation materials will also be available online free of charge from 21 March 2018 at http://roads.highways.gov.uk/projects/a585-windy-harbour-to-skippool/.

Paper copies of the Public consultation brochure, Development Consent Order Leaflet and the Statement of Community Consultation will be available at deposit locations free of charge. Copies of the consultation materials may be requested during the consultation period from Highways England using the e-mail address, postal address or telephone number provided below:

- A585WindyHarbourToSkippool@highwaysengland.co.uk
- Freepost A585 WINDY HARBOUR TO SKIPPOOL SCHEME
- 0300 470 2700

For additional paper copies of the consultation materials there will be a charge of 10p per side (Black and White) and 25p per side (Colour) for any materials that are requested. Prices include VAT at 20% and UK postage.

Any person may comment on the proposals or otherwise respond to this publicity. Responses must be received between 21 March and 8 May 2018. A consultation response form is available as part of the consultation material and can also be submitted via the scheme webpage link, which can be found below. When providing your response, please include your name and address or, if you would prefer your comments to be anonymous, your postcode only. Please also confirm the nature of your interest in the scheme. Please supply any response to:

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- Freepost A585 WINDY HARBOUR TO SKIPPOOL SCHEME
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Responses must be received no later than 23:59 8 May 2018 or, if later, 28 days from the date of this notice.

Highways England will consider and have regard to all responses when developing the Application for a Development Consent Order once consultation has closed. Responses will form the basis of a Consultation Report that will be one of the factors taken into consideration by the Secretary of State when deciding whether the Application can be accepted for examination. Therefore, in providing any comment, it should be borne in mind that the substance of it may be communicated to others as part of the Consultation Report.

If you would like further information about this notice, the consultation or the scheme, please contact the project team by using one of the contact methods provided above.

David Hopkin, Scheme Project Manager, Highways England, 21 March 2018

Appendix N - S48 Newspaper Notices with Locations and Dates

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ENVIRONMENT & INFRASTRUCTURE

AGRICULTURE, FORESTRY & FISHERIES

DEPARTMENT FOR ENVIRONMENT, FOOD & RURAL AFFAIRS
PLANT HEALTH ACT 1967
THE PLANT HEALTH (ENGLAND) (AMENDMENT) (NO. 2) ORDER 2018

In accordance with section 6 of the Plant Health Act 1967, the Department for Environment, Food and Rural Affairs hereby gives notice that the Plant Health (England) (Amendment) (No. 2) Order 2018 (SI 2018 No.320) will come into force on 1st April 2018.
Copies of this Order are available from The Stationery Office.

(2993860)

Planning

TOWN PLANNING

DEPARTMENT FOR TRANSPORT
TOWN AND COUNTRY PLANNING ACT 1990

The Secretary of State gives notice of the proposal to make an Order under section 247 of the above Act to authorise the stopping up of various areas of highway as lies off Marton Burn Road, Byrneside Avenue, Bishopton Road, Fairfield Road, Crofton Avenue and Hawthorn Avenue at Middlesbrough in the Borough of Middlesbrough.
If made, the Order would authorise the stopping up only to enable development to be carried out should planning permission be granted by Middlesbrough Council. The Secretary of State gives notice of the draft Order under Section 253 (1) of the 1990 Act.
Copies of the draft Order and relevant plan will be available for inspection during normal opening hours at Grove Hill Community Hub, Bishopton Road, Middlesbrough TS4 2RP in the 28 days commencing on 21 March 2018, and may be obtained, free of charge, from the address stated below quoting NATTRAN/NE/S247/3223.
Any person may object to the making of the proposed order by stating their reasons in writing to the Secretary of State at nationalcasework@dft.gsi.gov.uk or National Transport Casework Team, Tyneside House, Skinnerburn Road, Newcastle upon Tyne NE4 7AR, quoting the above reference. Objections should be received by midnight on **18 April 2018**. You are advised that your personal data and correspondence will be passed to the applicant/agent to enable your objection to be considered. If you do not wish your personal data to be forwarded, please state your reasons when submitting your objection.
G Patrick, Casework Manager (2993875)

DEPARTMENT FOR TRANSPORT
TOWN AND COUNTRY PLANNING ACT 1990

The Secretary of State gives notice of the proposal to make an Order under section 247 of the above Act to authorise the stopping up of a rectangular shaped western part width of Chiltern Close comprising highway verge which lies adjacent to No. 6 Chiltern Close, West Green at Crawley, in the Borough of Crawley.
If made, the Order would authorise the stopping up only to enable development as permitted by Crawley Borough Council, under reference CR/2017/0937/FUL.
Copies of the draft Order and relevant plan will be available for inspection during normal opening hours at Crawley Borough Council, Town Hall, The Boulevard, Crawley, West Sussex RH10 1UZ in the 28 days commencing on 21 March 2018, and may be obtained, free of charge, from the address stated below (quoting NATTRAN/SE/S247/3224).
Any person may object to the making of the proposed order by stating their reasons in writing to the Secretary of State at nationalcasework@dft.gsi.gov.uk or National Transport Casework Team, Tyneside House, Skinnerburn Road, Newcastle upon Tyne NE4 7AR, quoting the above reference. Objections should be received by midnight on **18 April 2018**. Any person submitting any correspondence is advised that your personal data and correspondence will be passed to the applicant/agent to be considered. If you do not wish your personal data to be forwarded, please state your reasons when submitting your correspondence.
D Hoggins, Casework Manager (2993876)

RUSHCLIFFE BOROUGH COUNCIL
PLANNING (LISTED BUILDINGS AND CONSERVATION AREAS) ACT 1990
DESIGNATION OF KNEETON CONSERVATION AREA

Notice is hereby given under the Planning (Listed Buildings and Conservation Areas) Act 1990 Section 69, that Rushcliffe Borough Council has designated parts of Kneeton as a Conservation Area. The Kneeton Conservation Area is an area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. The area will become subject to planning regulations and controls set out under the Planning (Listed Buildings and Conservation Areas) Act 1990. If further information is required, please contact Rushcliffe Borough Council's Conservation team on 01159 148243 or jbate@rushcliffe.gov.uk.
James Bate
Conservation & Design Officer
Rushcliffe Borough Council
www.rushcliffe.gov.uk (2993878)

DEPARTMENT FOR TRANSPORT
TOWN AND COUNTRY PLANNING ACT 1990

The Secretary of State gives notice of the proposal to make an Order under section 247 of the above Act to authorise the stopping up of an area of carriageway lying adjacent to 1-111 Durham Court, currently comprising car parking, at Hebburn in the Metropolitan Borough of South Tyneside.
If made, the Order would authorise the stopping up only to enable development to be carried out should planning permission be granted by South Tyneside Council. The Secretary of State gives notice of the draft Order under Section 253 (1) of the 1990 Act.
Copies of the draft Order and relevant plan will be available for inspection during normal opening hours at South Tyneside Council (Customer Service Centre), South Shields Town Hall, Westoe Road, South Shields NE33 2RL in the 28 days commencing on 21 March 2018, and may be obtained, free of charge, from the address stated below quoting NATTRAN/NE/S247/3226.
Any person may object to the making of the proposed order by stating their reasons in writing to the Secretary of State at nationalcasework@dft.gsi.gov.uk or National Transport Casework Team, Tyneside House, Skinnerburn Road, Newcastle upon Tyne NE4 7AR, quoting the above reference. Objections should be received by midnight on **18 April 2018**. You are advised that your personal data and correspondence will be passed to the applicant/agent to enable your objection to be considered. If you do not wish your personal data to be forwarded, please state your reasons when submitting your objection.
G Patrick, Casework Manager (2993877)

HIGHWAYS ENGLAND
SECTION 48 PLANNING ACT 2008
REGULATION 4 OF THE INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009
A585 WINDY HARBOUR TO SKIPPOOL SCHEME
NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER

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The Application is for the proposed A585 Windy Harbour to Skippool scheme in Lancashire.
The scheme's main proposals in summary include:

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• **The Koi Pool Water Gardens** Mains Lane, Poulton-le-Fylde, FY6 7LJ	Monday to Saturday 09:00-17:30 Sunday 10:00-16:30

Copies of the consultation materials will also be available online free of charge from 21 March 2018 at http://roads.highways.gov.uk/projects/a585-windy-harbour-to-skippool/.

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If you would like further information about this notice, the consultation or the scheme, please contact the project team by using one of the contact methods provided above.

David Hopkin, Scheme Project Manager, Highways England, 21 March 2018 (2993879)

HIGHWAYS ENGLAND
SECTION 47 PLANNING ACT 2008
A303 STONEHENGE: AMESBURY TO BERWICK DOWN
NOTICE OF PUBLICATION OF UPDATED STATEMENT OF COMMUNITY CONSULTATION

HIGHWAYS ENGLAND COMPANY LIMITED of Bridge House, 1 Walnut Tree Close, Guildford, GU1 4LZ ("Highways England") has now published an updated Statement of Community Consultation ("SoCC") for the A303 Stonehenge: Amesbury to Berwick Down Scheme ("A303 Stonehenge"), in accordance with Section 47 of the Planning Act 2008. Under Section 47 Highways England has a duty to consult the local community about its proposals in accordance with its SoCC.

As a result of recent adverse weather conditions, Highways England made the decision to cancel the consultation events proposed in Mere on Thursday 1 March 2018 and Salisbury on Saturday 3 March 2018. Highways England has now rearranged those consultation events, the details of which are set out below and, having consulted with Wiltshire Council, has revised its SoCC. As a consequence of the rearranged events, Highways England has extended the consultation period to Monday 23 April 2018.

Highways England is proposing to upgrade the A303 past Stonehenge between Amesbury and Berwick Down to a dual two-lane carriageway. The Scheme is approximately 8 miles (nearly 13km) long and comprises the following key elements:

• A bypass to the north of Winterbourne Stoke with a viaduct over the Till valley;
• A new junction between the A303 and A360 to the west of and outside the Stonehenge, Avebury and Associated Sites World Heritage Site (The World Heritage Site), replacing the existing Longbarrow roundabout;
• A twin-bore tunnel at least 1.8 miles (2.9 km) long past Stonehenge;
• A new junction between the A303 and A345 at the site of the existing Countess roundabout;

The Scheme is an Environmental Impact Assessment development ("EIA development"), which means a Preliminary Environmental Information Report ("PEI Report") will be produced and consulted on. The PEI Report will describe the environmental effects of the A303 Stonehenge scheme known at the time of consultation.

Highways England is undertaking its statutory consultation for the proposed A303 Stonehenge scheme between Thursday 8 February 2018 and Monday 23 April 2018. The SoCC explains how Highways England will consult the local community and how you can get involved, view the consultation materials (including plans, consultation booklet, response form, updated SoCC and PEI Report) and speak with members of the Project Team at the following locations, dates and times:

Venue	Dates and times
Antrobus House 39 Salisbury Rd, Amesbury, SP4 7HH	Friday 23 March 2018 at 14.00 to 20.00
Mere Lecture Hall Salisbury Street, Mere BA12 6HA	Friday 13 April 2018 at 14.00 to 20.00
St Paul's Salisbury The Church Centre, Fisherton Street, Salisbury SP2 7QW	Saturday 14 April 2018 at 11.00 to 17.00

You can also view the consultation materials via the deposit locations set out in our Section 48 notice under the Planning Act 2008 or via the A303 Stonehenge scheme website at www.highways.gov.uk/A303Stonehenge/consultation.

Copies of consultation materials have been available from the start of consultation, Thursday 8 February 2018.

HIGHWAYS AD BOOKING

Date: 21/03/2018

Penna Ref : 614723000005 GPC Code : GPC/00170407

Publication : Guardian Non Recruitment

highways england

SECTION 48 PLANNING ACT 2008
REGULATION 4 OF THE INFRASTRUCTURE PLANNING
(APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009
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If you would like further information about this notice, the consultation or the scheme, please contact the project team by using one of the contact methods provided above.

David Hopkin, Scheme Project Manager, Highways England, 21 March 2018

Integrated Locality Operations Manager
Adult Social Care
£47,072 - £51,440
Eastbourne
Full time
Permanent
Ref: ASC02815

Are you an experienced and highly motivated manager, interested in working within a multi-agency workplace which offers an unusual opportunity to broaden and develop key skills?

We have a vacancy for a Locality Operations Manager to manage and lead the development of an integrated community team including social work and community nursing teams across the Eastbourne locality in East Sussex. The post holder will be responsible for delivering services within the "East Sussex Better Together" (ESBT) Strategy Framework.

ESBT is our ambitious programme to transform health and social care services. The programme started in August 2014 and is led by East Sussex County Council, EHS CCG, H&R CCG, East Sussex Healthcare NHS Trust and Sussex Partnership NHS Foundation Trust.

You will need to hold a relevant professional qualification and have a strong focus on best practice. The fundamental challenges of this role include effectively managing staff teams to work efficiently within a multi-disciplinary setting whilst at the same time delivering good performance and outcomes for people within a tough financial climate.

The post is varied and interesting and will suit someone who is flexible, adaptable and keen to make their mark in a large Adult Social Care & Health Service.

For an informal discussion, please contact Steve Hook – ESCC, Head of Access, Care Management and ASC Financial Services on 01273 481116 or Email: steve.hook@eastsussex.gov.uk

To apply for this post please visit ***www.eastsussex.gov.uk/jobs***

Closing date: Sunday 1 April 2018.

Interviews will be held on: Thursday 19 April 2018.

East Sussex County Council is an equal opportunities employer. We welcome applications from all suitable candidates, regardless of race, gender, sexual orientation, disability or age. All applications are treated on merit.

East Sussex County Council

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The Guardian

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The Guardian Masterclasses

HIGHWAYS AD BOOKING

Date: 14/03/2018

Penna Ref : 614199000002 GPC Code : GPC/00170406

Publication : Lancashire Eve Post

Classified

PUBLIC NOTICES

highways england

SECTION 48 PLANNING ACT 2008
REGULATION 4 OF THE INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009
A585 WINDY HARBOUR TO SKIPPOOL SCHEME
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HIGHWAYS ENGLAND COMPANY LIMITED of Bridge House, 1 Walnut Tree Close, Guildford, GU1 4LZ ("the Applicant") proposes to make an application ("the Application") under Section 37 of the Planning Act 2008 to the Secretary of State for Transport for a Development Consent Order.

The Application is for the proposed A585 Windy Harbour to Skippool scheme in Lancashire.

The scheme's main proposals in summary include:

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David Hopkin, Scheme Project Manager, Highways England, 14 March 2018

LANCASHIRE COUNTY COUNCIL
(MEADOW LANE, LATHOM, WEST LANCASHIRE BOROUGH)
(TEMPORARY PROHIBITION OF THROUGH TRAFFIC) ORDER 2018

NOTICE IS HEREBY GIVEN that Lancashire County Council have made an Order under **Section 14(1) (a) of the Road Traffic Regulation Act 1984,** as amended, the effect of which will be to temporarily prohibit traffic on the roads set out in this notice.

1. No person shall cause any motor vehicle or cycle to proceed over that length of Meadow Lane, Lathom from a point 20 metres either side of the level crossing in the Borough of West Lancashire.
2. The prohibition will be operative from 0001 hours until 0530 hours on Wednesday 21st March 2018 or until completion of the works within this period.
3. An alternative route for vehicular traffic affected by the closure is via:-

Meadow Lane – Bleak Lane – Wood Lane – Hoscar Moss Road – Ring O Bells Lane – Meadow Lane and vice versa.

The temporary prohibition is necessary to allow level crossing works to be carried out.

Authority given for this Order to be made:

Michael White, Network Regulation Manager
Lancashire Highway Services 0300 123 6701
[Ref: HRIT/10926/SN]

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2003 £4250 ono.

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HYUNDAI ACCENT GSI 1.3

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2002 £1295 ono

NISSAN

NISSAN MICRA VISIA 1.2



5 door hatchback, petrol, red, 2009, 29000 miles, 5 seats, Long MOT, service history, in good clean condition. Lady owner. (Picture for reference) Preston
Tel:01772 465842 07902 632944

2009 £2395 ono

NISSAN NOTE 1.5



diesel, silver, 2010, 34000 miles, 5 seats, Service history, MOT until June. Good Condition, 1 owner. Picture for reference only. £3500
Tel:01695 624722

2010 £3500

RENAULT

RENAULT CLIO DYNAMIQUE 1.5

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ROVER

ROVER 75 CONNOISSEUR SE 1.8



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Tel:07739 295719

2004 £800 ono

ROVER 75 CLUB AUTOMATIC 1.8



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HIGHWAYS AD BOOKING

Date: 14/03/2018

Penna Ref : 614198000001 GPC Code : GPC/00170406

Publication : Blackpool Evening Gazette

PUBLIC NOTICES

highways england

SECTION 48 PLANNING ACT 2008
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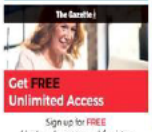
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5 door hatchback, diesel, Metallic silver, 2008, 90000 miles, alloys, twin sun roofs, electric windows, stereo, 6 speed, full MOT £1495
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(Picture for reference)
Preston.
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Date: 21/03/2018

Penna Ref : 614719000001 GPC Code : GPC/00170407

Publication : Blackpool Evening Gazette

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HIGHWAYS AD BOOKING

Date: 14/03/2018

Penna Ref : 614200000003 GPC Code : GPC/00170406

Publication : Fleetwood Weekly News

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highways england

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- Freepost A585 WINDY HARBOUR TO SKIPPOOL SCHEME
- 0300 470 2700

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If you would like further information about this notice, the consultation or the scheme, please contact the project team by using one of the contact methods provided above.

David Hopkin, Scheme Project Manager, Highways England, 14 March 2018

Public & Legal
Easter Bank Holiday Deadlines

Tuesday 27th March at 5pm for papers published -
Friday 30th March to Tuesday 3rd April

Wednesday 28th March at 5pm for papers published -
Wednesday 4th April & Thursday 5th April

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Sunday	1st April	- Closed
Monday	2nd April	- Closed
Tuesday	3rd April	- 9am – 5.30pm

Call 0207 023 7931 or email publicnotices@jpress.co.uk for details

ALLAN JOSEPH BAMBER
Deceased
Pursuant to the Trustee Act 1925 anyone having a claim against or an interest in the Estate of the deceased, late of 129 Broadway, Fleetwood, Lancashire, FY7 8HE, who died on 15/11/2017, must send written particulars to the address below by 15/05/2018, after which date the Estate will be distributed having regard only to claims and interests notified.
Addies Solicitors
58/62 Adelaide Street, Fleetwood, FY7 6EE
Ref: RJ Bamber 50550/H

GEOFFREY LESLIE PALMER
Deceased
Pursuant to the Trustee Act 1925 anyone having a claim against or an interest in the Estate of the deceased, late of 14 The Ridgeway, Fleetwood, FY7 8AH, who died on 03/04/2017, must send written particulars to the address below by 15/05/2018, after which date the Estate will be distributed having regard only to claims and interests notified.
Addies Solicitors
58/62 Adelaide Street, Fleetwood, FY7 6EE Ref: RJ 98328/2 Palmer

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FRIDAY 16th MARCH 2018 – 10AM-2PM
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HIGHWAYS AD BOOKING

Date: 21/03/2018

Penna Ref : 614722000004 GPC Code : GPC/00170407

Publication : Fleetwood Weekly News

Classified

PUBLIC NOTICES

highways england

SECTION 48 PLANNING ACT 2008
REGULATION 4 OF THE INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009
A585 WINDY HARBOUR TO SKIPPOOL SCHEME
NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER

HIGHWAYS ENGLAND COMPANY LIMITED of Bridge House, 1 Walnut Tree Close, Guildford, GU1 4LZ ("the Applicant") proposes to make an application ("the Application") under Section 37 of the Planning Act 2008 to the Secretary of State for Transport for a Development Consent Order.

The Application is for the proposed A585 Windy Harbour to Skippool scheme in Lancashire.

The scheme's main proposals in summary include:

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David Hopkin, Scheme Project Manager, Highways England, 21 March 2018

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HIGHWAYS AD BOOKING

Date: 21/03/2018

Penna Ref : 614720000002 GPC Code : GPC/00170407

Publication : Lancashire Eve Post

PUBLIC NOTICES

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highways england

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David Hopkin, Scheme Project Manager, Highways England, 21 March 2018

LANCASHIRE COUNTY COUNCIL
(AINSDALE DRIVE, PRESTON, PRESTON BOROUGH) (TEMPORARY PROHIBITION OF THROUGH TRAFFIC) ORDER 2018

NOTICE IS HEREBY GIVEN that Lancashire County Council intend to make an Order under **Section 14(1) (a) of the Road Traffic Regulation Act 1984**, as amended, the effect of which will be to temporarily prohibit traffic on the roads set out in this notice.

1. No person shall cause any motor vehicle to proceed over that length of Ainsdale Drive, Preston from its junction with Staveley Place to its junction with West Park Avenue in the Borough of Preston.
2. The prohibition will be operative from 0600 hours on Monday 26th March 2018 until 1700 hours on Friday 6th April 2018 or until completion of the works within this period.
3. An alternative route for vehicular traffic affected by the closure is via:-
   West Park Avenue – Birkdale Drive – Ashford Road and vice versa.

The temporary prohibition is necessary to allow utility works to be carried out.
Authority given for this Order to be made:
Michael White, Network Regulation Manager
Lancashire Highway Services 0300 123 6701
[Ref: HRIT/11733/LSW]

Goods Vehicle Operator's Licence

M J DAVIDSON GROUNDWORKS LTD of 82 LIVERPOOL OLD ROAD, MUCH HOOLE, PRESTON, LANCASHIRE, PR4 4QA is applying for a licence to use LONGTON BUSINESS PARK, LITTLE HOOLE, PRESTON, PR4 5LE as an operating centre for 1 goods vehicles and 1 trailers. Owners or occupiers of land (including buildings) near the operating centre(s) who believe that their use or enjoyment of that land would be affected, should make written representations to the Traffic Commissioner at Hillcrest House, 386 Harehills Lane, Leeds, LS9 6NF, stating their reasons, within 21 days of this notice. Representors must at the same time send a copy of their representations to the applicant at the address given at the top of this notice. A Guide to Making Representations is available from the Traffic Commissioner's office.

Preston City Council
Local Government Act 2000
The Local Authorities (Members' Allowances) (England) Regulations 2003

Notice is hereby given that Preston City Council has, on 19 October 2017, considered a report from the Council's Independent Remuneration Panel - Members' Allowances. The report made recommendations to the Council with regard to the allowances to be paid to Members in 2018/19. The Council agreed that:- (1) That the Basic Allowance of £3785 be increased in line with the staff salary increase when it is agreed nationally (A pay award of 1% for staff has been built into the budgets for 2018/19); (ii) that the weighting for Special Responsibility Allowances be increased by the same amount in (i) above; and (iii) that in all ever respects its annual review of the Members' Allowances Scheme for 2018/19 remains the same. Copies of the report and minutes of the Members Allowances IRP and the Council are available for inspection, free of charge, between 8.00am and 5.30pm Monday to Friday at the Town Hall Lancaster Road Preston and on the internet at www.preston.gov.uk.
Mrs A Brown
Director of Corporate Services
Town Hall Lancaster Road Preston PR1 2RL
7509911

DISCOVER CARS - EVERY WEEK IN PAPER AND ONLINE

PUBLIC NOTICES

NOTICE No.1

SECTION 66, TOWN AND COUNTRY PLANNING ACT 1990 Articles 13 of the Town and Country Planning (Development Management Procedure) (England) Order 2015

Proposed development at: 14 Park Ave, Much Hoole, Preston

I GIVE NOTICE that an application is being made to South Ribble Borough Council by: Mr Borsey

for planning permission to: To construct an access driveway to the house from Park Ave, in place of the existing grass verge.

Any owner* of the land or tenant** who wishes to make representations about this application, should do so in writing within 21 days of the date of service of this notice or within 14 days of the date of publication in the newspaper to the Head of Development and Planning, South Ribble Borough Council, Civic Centre, West Paddock, Leyland, Lancashire, PR25 1DH.

Definitions: * "Owner" means a person having a freehold interest or a leasehold interest in the unexpired term of which is not less than 7 years. ** "Tenant" means a tenant of an agricultural holding any part of which is comprised in the land.

Signed: P Bosey Date: 07/03/17

Statement of owners' rights:
The grant of planning permission does not affect owners' rights to retain or dispose of their property, unless there is some provision to the contrary in an agreement or lease.
Statement of agricultural tenants' rights:
The grant of planning permission for non-agricultural development may affect agricultural tenants' security of tenure.

LICENSING ACT 2003 NOTICE OF APPLICATION FOR A PREMISES LICENCE UNDER SECTION 17

Notice is hereby given that on the 16th March 2018 **Wm Morrison Supermarkets PLC** applied to Preston City Council for a Premises Licence in respect of **Morrisons Daily Petrol Filling Station**, Marines Way, Ashton on Ribble, Preston PR2 2TN. The proposed licensable activities are:- 1. The sale by retail of alcohol on Mondays to Sundays between the hours of 00.00 to 24.00. 2. To permit late night refreshment on Mondays to Sundays between the hours of 23.00 and 05.00. Any representations by a responsible authority or any other person regarding this application must be received in writing by:- Licensing Authority at Preston City Council, Town Hall, Lancaster Road, Preston PR1 2RL no later than the 13th April 2018 stating the grounds for representations. The register of Preston City Council and the record of the application may be inspected at the address given above during normal office hours or at www.preston.gov.uk It is an offence knowingly or recklessly to make a false statement in connection with an application. The fine for which a person is liable on summary conviction for the offence is unlimited.

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