

A585 Windy Harbour to Skippool Improvement Scheme

TR010035

7.11 Environmental Statement Changes and Corrections Document

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

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(Applications: Prescribed Forms and
Procedure) Regulations 2009

**A585 Windy Harbour to Skippool
Improvement Scheme**
Development Consent Order 201[]

Environmental Statement Changes and Corrections Document

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1 ENVIRONMENTAL STATEMENT CHANGES AND CORRECTIONS DOCUMENT

1.1 Introductions and Purpose

- 1.1.1 This document has been prepared to detail changes and corrections to the submitted Environmental Statement (ES) (document reference TR010035/APP/6.1-6.20) which was submitted as part of the application for a Development Consent Order (DCO) for the Windy Harbour to Skippool Improvement Scheme (the Scheme) to the Planning Inspectorate in October 2018.
- 1.1.2 This document specifically relates to changes and corrections within the Environmental Statement (document references TR010035/APP/6.1 - 6.20).
- 1.1.3 It is intended that during the Examination period, further points of clarification / updates which arise through (but not limited to) the Inspectors Written Questions, the Written Representations and the Issue Specific Hearings will be added to this document which will remain live throughout the 6-month Examination period. It will be submitted at each of the prescribed deadlines as set out by the Inspectorate.
- 1.1.4 This document will also detail any corrections to ES documents which have been identified throughout the Examination and provide those corrections as necessary.

1.2 Changes and Corrections Submitted to the Inspectorate

- 1.2.1 Since the submission of the DCO documents to the Inspectorate in October 2018, Highways England there have been some updates to the submitted ES chapters. Table 1-1 outlines the documents which have been updated and identifies the reasons for the updates.
- 1.2.2 Where documents require only minor amendments / updates to the originally submitted documents, details are set out in Table 1-2 with the minor amendments / updates identified. Appendices A to D also provide further details of the amendments noted in Table 1-2.

Table 1-1: [Environmental Statement](#) Changes and Corrections Document - Schedule of Additional and Replacement Documents submitted to the Inspectorate during the Examination Period

DCO Document Reference Number	Document Name	Relationship to Original Document	Reason
Deadline 2 – 17 May 2019			
6.7 – Rev 1	ES Chapter 7: Cultural Heritage	Replacement	As a result of comments from the Archaeological Advisor to Lancashire County Council and updates made to Appendix 7.1: Desk Based Assessment. As this document replaces the ES Chapter submitted in October 2018, the policy position has also been updated for completeness.
6.7.1 – Rev 1	ES Appendix 7.1: Desk Based Assessment	Replacement	As a result of comments from the Archaeological Advisor to Lancashire County Council and comments received from stakeholders regarding milestones. As this document replaces the submitted Desk Based Assessment submitted in October 2018, the policy position has also been updated for completeness.
6.19 – Rev 1	ES Chapter 19: Environmental Masterplan	Replacement	Amendments to respond to comments from stakeholders and as a result of updates to the Flood Risk Assessment: <ul style="list-style-type: none"> - Amendment to the access to land owned by Ryecroft Farm - Amendments to Singleton Hall Access Road - Removal of 15m of hedgerow adjacent to 183 Breck Road - Update to planting specification to allow for an access track associated with 195 Mains Lane - Amendments associated with the addition of a dwarf wall and widening of the northern footway cycleway from Skippool Road - Amendments associated with the field access from Lodge Lane to the field proposed as the northern borrow pit - The provision of additional linear planting features adjacent to

DCO Document Reference Number	Document Name	Relationship to Original Document	Reason
			Grange Footbridge

Table 1-2: [Environmental Statement](#) Changes and Corrections Document - Schedule of Changes and Corrections

Document Reference Number	Document Name	Amendment Required	Reason
6.6 – 6.16	Volume 6 ES	Remove all reference to the Lancashire Structure Plan.	The Lancashire Structure Plan no longer forms part of the adopted Development Plan.
6.8	ES Chapter 8: Biodiversity	Since the submission of the DCO application the Wyre - Lune recommended Marine Conservation Zone (MCZ) is now the Wyre – Lune proposed MCZ. Therefore, all references to the recommended MCZ should be replaced with references to the proposed MCZ. Note this change does not affect the conclusions within the ES Chapter.	As a result of comments within Natural England Relevant Representation.
6.8	ES Chapter 8: Biodiversity	Paragraph 8.6.8 The construction process would be phased, with different elements of the Scheme being completed at different times depending on the complexity of construction, and measures to keep traffic moving safely through the work sites. The potential for impacts would therefore vary throughout the construction period, and birds utilising land within or adjacent to the Scheme would not necessarily be affected for the entire duration of the construction phase. Construction works would be phased to allow the most sensitive sections of the Scheme to be constructed outside of the	As a result of the updates made to the the Habitats Regulations Assessment (document reference TR010035/APP/5.4 - Rev 2) paragraph 8.6.8 has been updated to ensure consistency

Document Reference Number	Document Name	Amendment Required	Reason
		winter months. In addition, timing the works so as to avoid sensitive periods, for example, avoiding particularly loud activities at high-tide when birds are more likely to be utilising inland habitats, Measures such as ensuring top soil stripping is undertaken outside the winter period where possible and minimising night-time working during the winter would also be implemented. required.	between the two documents.
6.8.9	ES Appendix 8.9: Biodiversity Metric Calculations	In view of the updates with the Environmental Masterplan (document reference TR010035/APP/6.19 – Rev 1) there would be slight changes to the biodiversity units recorded in the metric calculations. However, the changes would not change the outcome of the metric calculations which show the Scheme results in a net gain.	Updates to the Environmental Masterplan as referred to in Table 1-1 above.
6.9	ES Chapter 9: Landscape	<p>As a result of the addition of a dwarf wall and the widening of the northern footway cycleway from Skippool Road the assessment within ES Chapter 9: Landscape, Table 9-19, Table 9-20, Table 9-21 and Table 9-22 has been updated. Updates are presented in Appendix A.</p> <p>Updates also affect the paragraphs below:</p> <p>Paragraph 9.7.34 Significant adverse construction phase effects on local visual amenity would be experienced at 13-14 of the 21 representative viewpoints. Of these, 2 representative viewpoints (at worst) would experience a very large adverse effect during the construction phase, with 10 viewpoints (at worst) experiencing a large adverse effect and 4 2 experiencing a moderate adverse effect (at worst). These are all considered short term in duration.</p>	Updates to the Environmental Masterplan as referred to in Table 1-1 above.

Document Reference Number	Document Name	Amendment Required	Reason
		<p>Paragraph 9.7.36</p> <p>Significant adverse construction phase effects on local visual amenity would be experienced at 29 31 individual or groups of visual receptors within the 2km study area. A number of these have been discussed previously as part of the representative viewpoints, and the receptors are typically residential properties (17 18) within 300m of the draft order limits, recreational facilities / PRoW (9 10) within 100m of the draft order limits, and transport networks (2) and a school (1) within 250m of the draft order limits. Of these, 2 representative viewpoints (at worst) would experience a very large adverse effect during the construction phase, with 13 viewpoints (at worst) experiencing a large adverse effect and 13 15 experiencing a moderate adverse effect (at worst). These are all considered short term in duration.</p> <p>Paragraph 9.7.40</p> <p>Significant adverse operation phase effects (at the opening year) on local visual amenity would be experienced at 18 20 of the 29 31 individual or groups of visual receptors reported to experience significant adverse construction phase effects. The receptors are typically residential properties (12 3) within 300m of the draft order limits, recreational facilities / PRoW (4 5) within 100m of the draft order limits, and transport networks (1) and a school (1) within 250m of the draft order limits.</p>	
6.9	ES Chapter 9: Landscape	Update to Figure 9.9: Landscape: Visual Effects Drawing Sheet 1 of 9	As a result of updates to the Flood Risk

Document Reference Number	Document Name	Amendment Required	Reason																					
		<table><tr><td colspan="3">Receptor V-R-13</td></tr><tr><td>Con</td><td>OP1</td><td>OP15</td></tr><tr><td>(4) 3</td><td>(4) 3</td><td>(5) 4</td></tr><tr><td colspan="3"> </td></tr><tr><td colspan="3">Receptor V-P-07</td></tr><tr><td>Con</td><td>OP1</td><td>OP15</td></tr><tr><td>(4) 3</td><td>(4) 3</td><td>4</td></tr></table>	Receptor V-R-13			Con	OP1	OP15	(4) 3	(4) 3	(5) 4				Receptor V-P-07			Con	OP1	OP15	(4) 3	(4) 3	4	Assessment associated with the dwarf wall.
Receptor V-R-13																								
Con	OP1	OP15																						
(4) 3	(4) 3	(5) 4																						
Receptor V-P-07																								
Con	OP1	OP15																						
(4) 3	(4) 3	4																						
6.9.1	ES Appendix 9.3 Visual Effects Schedule	Updates to ES Appendix 9.3: Visual Effects Schedule are provided within Appendix B.	As a result of updates to the Flood Risk Assessment associated with the dwarf wall.																					
6.9	ES Chapter 9: Landscape	Paragraph 9.7.5 Skippool Bridge (TCA3) is dominated by the existing road network and busy roundabout junction between the A585 Mains Lane / Amounderness Way, Breck Road and Skippool Road. The junction is overlooked by residential properties on the south side. Construction activities at this western end of the application site would be clearly visible from the surrounding area, and these activities would clearly alter the perceived character of the TCA. These would include the removal of a the existing mature road bounding vegetation including the hedgerow (which provides a containing feature of this TCA), and vegetation around Horsebridge Dyke on the northern boundary of the Scheme, together with the construction site compound north of the existing highway, and the construction activities associated with the new second Skippool	As a result of updates to the Flood Risk Assessment associated with the dwarf wall.																					

Document Reference Number	Document Name	Amendment Required	Reason
		<p>bridge structure, and the new Skippool Bridge junction at the eastern edge of the character area. The magnitude of impact is therefore assessed as major adverse, reducing to negligible moderate adverse as the construction phase is completed and the roundabout junction is replaced with a light-controlled junction. With low sensitivity this would result in a moderate adverse significant effect, reducing to neutral slight adverse (and not significant) as the construction phase finishes.</p> <p>Paragraph 9.7.14 For the Skippool Bridge TCA (TCA3), the operational phase of the Scheme is assessed as having a minor negligible adverse magnitude of impact at opening year on the local townscape character as a result of the short to medium term loss of the mature road bounding hedgerow located along the northern edge of the Scheme including vegetation at Horsebridge Dyke which currently provides a strongly defining edge to the character area. In the short to medium term and especially by the design year (year 15), this replanted linear planting feature would have re-established to provide a visual screen and notable feature reflective of its current form which with the character of the proposed light-controlled junction would not being fundamentally different to that of the existing roundabout at opening year. With low sensitivity this would result in a negligible magnitude of impact neutral effect. With low sensitivity this would result in a slight adverse significance of effect at opening year reducing to a neutral effect by year 15 which are is not considered significant. This effect would not noticeably change over time.</p>	

Document Reference Number	Document Name	Amendment Required			Reason									
6.9	ES Chapter 9: Landscape	Update to Figure 9.10, Photomontage at viewpoint location 2, view from residential properties on Breck Road provided within Appendix C.			As a result of updates to the Flood Risk Assessment associated with the dwarf wall.									
6.9	ES Chapter 9: Landscape	Update to Figure 9.10, Photomontage at viewpoint location 10, view from the B5260 Lodge Lane provided within Appendix C.			Updated to show the 3m high acoustic barrier to the north of the cutting.									
6.9	ES Chapter 9: Landscape	Update to Figure 9.10, Photomontage at viewpoint location 9, view from the A585 Garstang New Road provided within Appendix C.			Updated to show the additional linear planting adjacent to Grange Footbridge, as a result of request from Fylde Borough Council (document reference TR010035/APP/7.9).									
6.9	ES Chapter 9: Landscape	Update to Table 9-16 <table><tr><th>Resource</th><th>Value</th><th>Criteria and Reasoning</th></tr><tr><td colspan="3">Landscape Character Resources</td></tr><tr><td colspan="3">Local/Scheme-Level Landscape Character Areas</td></tr></table>			Resource	Value	Criteria and Reasoning	Landscape Character Resources			Local/Scheme-Level Landscape Character Areas			As a result of updates to the Flood Risk Assessment associated with the dwarf wall.
Resource	Value	Criteria and Reasoning												
Landscape Character Resources														
Local/Scheme-Level Landscape Character Areas														

Document Reference Number	Document Name	Amendment Required			Reason
		LCA3: Wyre Estuary Farmed Hinterland	Moderate	Undesignated small to medium scale agricultural landscape influenced by the linear urban edge along Mains Lane to the south and the Wyre Estuary to the north. Gappy hedgerows are a common and defining feature	
6.9	ES Chapter 9: Landscape	<p>New paragraph inserted after paragraph 9.7.4 stating:</p> <p>During the construction phase of the Scheme, a small geographical area (approx. 8473m²) to the very western edge of LCA3: Wyre Estuary Farmed Hinterland would experience a short-term loss of pastoral agriculture and a short to medium term loss of a notable character area bounding landscape feature (located in the adjacent Townscape Character Area (TCA 3: Skippool Bridge)) due to the presence of a construction compound and removal of a prominent hedgerow feature. The effect will be experienced in an isolated portion of the landscape character area resulting in a slight damage to its overall character. The magnitude of impact on the overall character of LCA3 during the main construction phase is assessed as minor adverse, and with moderate sensitivity, this is assessed as resulting in a slight adverse effect which is not considered significant.</p>			As a result of updates to the Flood Risk Assessment associated with the dwarf wall.

Document Reference Number	Document Name	Amendment Required	Reason
		<p>New paragraph inserted after paragraph 9.7.14 stating:</p> <p>Post-construction, the compound (located within LCA 3: Wyre Estuary Farmed Hinterland) would be removed, with the land reinstated as agricultural land, removing the short-term uncharacteristic features, alongside the hedge replanting. At opening year, the replanted hedgerow (located in the adjacent Townscape Character Area (TCA 3: Skippool Bridge)) would still be re-establishing in its new position and its function as a defining bounding hedgerow would be suppressed resulting in a minor adverse magnitude of impact and a slight adverse (and not significant) effect on LCA 3. In the short to medium term and by the design year (year 15), this feature would have re-established to provide a visual screen and notable linear feature reflective of its current form. The magnitude of impact would reduce to negligible resulting in a neutral and not significant effect.</p>	
6.9	ES Chapter 9: Landscape	<p>Update to the summary section 9.9, as a result of the above changes:</p> <p>Paragraph 9.9.5 The national and county-level LCTs and LCAs cover relatively large areas and a Scheme-specific character study has, therefore, been undertaken as part of the assessment in order to add local detail to the character descriptions. The Scheme-specific character study has identified 6 local LCAs and 9 local TCAs, of which 3 4 LCAs and 3 TCAs would potentially be affected by the proposed development: LCA3 Wyre Estuary Farmed Hinterland (moderate sensitivity), LCA4 Main Dyke Farmland (moderate sensitivity); LCA5</p>	As a result of updates to the Flood Risk Assessment associated with the dwarf wall.

Document Reference Number	Document Name	Amendment Required	Reason
		<p>Singleton Farmland (moderate sensitivity); LCA6 Singleton Hall and Parkland (high sensitivity); TCA3 Skippool Bridge (low sensitivity); TCA5 A585 Mains Lane (moderate sensitivity); and TCA7 Little Singleton (low sensitivity).</p> <p>Paragraph 9.9.9 The construction phase effects of the Scheme on landscape and townscape character (and features) have been assessed as:</p> <ul style="list-style-type: none"> • A slight adverse effect on NCA32: Lancashire and Amounderness Plain • A slight adverse effect on LCA 15d: The Fylde and on LCA 18c: Wyre Marshes • A large adverse effect on LCAs 4, 5 (Main Dyke Farmland and Singleton Enclosed Farmland), and LCA6 (Singleton Hall and Parkland) • A moderate adverse, reducing to neutral slight adverse effect on TCA3 (Skippool Bridge) • A moderate adverse, reducing to minor beneficial effect on TCA5 (A585 Mains Lane) • A slight adverse, reducing to slight beneficial effect on TCA7 (Little Singleton) • A slight adverse effect on LCA 3 (Wyre Estuary Farmed Hinterland) <p>Paragraph 9.9.10</p>	

Document Reference Number	Document Name	Amendment Required	Reason
		<p>Only the effects on LCAs 4, 5 and 6 and TCAs 3 and 5 are considered to be significant in terms of the EIA Regulations.</p> <p>Paragraph 9.9.12 Significant adverse construction phase effects on local visual amenity would be experienced at 13⁴ of the 21 representative viewpoints. Of these, 2 representative viewpoints would undergo very large adverse effects during the construction phase, with 10 viewpoints undergoing a large effect and 4² undergoing moderate adverse effects. All of the representative viewpoints where receptors would undergo significant adverse effects during the short-term construction phase are within 500m of the draft order limits, with many being within the draft order limits.</p> <p>Paragraph 9.9.13 In addition, 28³¹ individual or groups of visual receptors have been identified within the VES as experiencing significant adverse effects during the Construction Phase. These all lie within 300m of the draft order limits.</p> <p>Paragraph 9.9.14 The worst-case operation phase effects of the Scheme on landscape and townscape character (and features) have been assessed as:</p> <ul style="list-style-type: none"> • A neutral effect on NCA32: Lancashire and Amounderness Plain 	

Document Reference Number	Document Name	Amendment Required	Reason
		<ul style="list-style-type: none"> A slight adverse to neutral effect on LCA 15d: The Fylde and no discernible effect on LCA 18c: Wyre Marshes A large adverse effect on LCAs 4, 5 and 6 (Main Dyke Farmland, Singleton Enclosed Farmland, and Singleton Hall and Parkland) at Year 1, reducing to moderate adverse over time as the mitigation planting develops and by Year 15 A slight adverse effect on LCA 3 (Wyre Estuary Farmed Hinterland), and TCA3 (Skippool Bridge), reducing to neutral over time as the mitigation planting develops and by Year 15 A neutral effect on TCA3 (Skippool Bridge) A slight beneficial effect on TCA5 and TCA 7 (A585 Mains Lane and Little Singleton), as a result of the de trunking of the existing A585 Mains Lane <p>Paragraph 9.9.15 Only the operation phase effects on the landscape character of LCAs 4, 5 and 6 are considered to be significant. Effects on landscape features are not considered to be significant.</p> <p>Paragraph 9.9.16 At year 1 of operation, 911 of the 21 representative viewpoints would continue to undergo significant adverse effects. Of these at worst, 4 viewpoints would undergo a large adverse effect, and 57</p>	

Document Reference Number	Document Name	Amendment Required	Reason
		<p>would undergo an adverse moderate effect. All the representative viewpoints where receptors would undergo significant adverse effects at year 1 of the operation phase are within 450m of the centre line of the new road.</p> <p>Paragraph 9.9.17 In addition, 47-20 of the 29 31 individual or groups of visual receptors reported in the Visual Effects Schedule (Appendix 9.3 (document reference TR010035/APP/6.9.3) to experience significant adverse construction phase effects would continue to experience significant effects at year 1 of operation. These all lie within 300m of the draft order limits of the new road.</p> <p>Paragraph 9.9.18 By year 15 of operation, 9 6 of the 21 representative viewpoints would continue to undergo significant adverse effects. Of these, 1 would undergo a large adverse effect and 6 5 would undergo a moderate adverse effect. All the representative viewpoints where receptors would undergo significant adverse effects at year 15 of the operation phase are within 450m of the centre line of the new road.</p> <p>Paragraph 9.9.19 By year 15, 7 8 individual or groups of visual receptors reported to experience significant adverse at opening year would continue to experience significant effects. These all lie within 150m of the draft order limits.</p>	
6.11	ES Chapter 11: Noise and Vibration	Paragraph 11.7.59	As a result of a rounding error

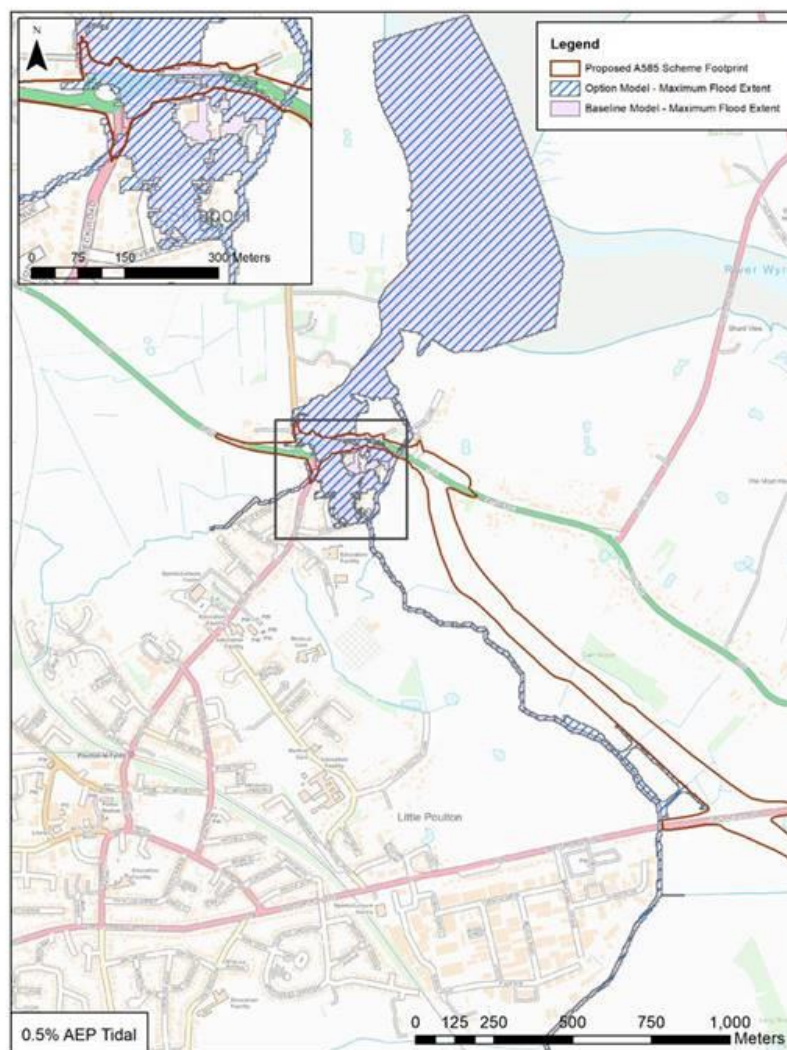
Document Reference Number	Document Name	Amendment Required	Reason
		<p>The results of the NIR assessment presented in Appendix 11.3 (document reference TR010035/APP/6.11.3) indicate that 4 2 residential dwellings would qualify for noise insulation under the NIR Regulations. Theis dwellings are: is identified as:</p> <ul style="list-style-type: none"> North Lodge, Lodge Lane, Singleton, Lancashire, Poulton-Le-Fylde, FY6 8LT The Manor, Lodge Lane, Singleton, Lancashire, Poulton-Le-Fylde, FY6 8LT 	identified.
6.11	ES Chapter 11: Noise and Vibration	<p>Paragraph 11.8.9 Based upon the results of the assessments undertaken only 4 2 dwelling is indicated to qualify for noise insulation under the NIR. As such noise monitoring would be undertaken for a minimum of 10 days at the following locations:</p> <ul style="list-style-type: none"> North Lodge, Lodge Lane The Manor, Lodge Lane, Singleton, Lancashire, Poulton-Le-Fylde, FY6 8LT <p>Paragraph 11.8.10 This requirement shall be secured through the DCO and the results of the post opening noise surveys presented to the Environmental Health Departments of Fylde Council and Wyre Council.</p>	As a result of a rounding error identified.
6.11	ES Chapter 11: Noise and Vibration	Update to Figure 11.1: Noise and Vibration – Noise Monitoring within the Study Area presented at Appendix D to show the locations of the eight attended noise surveys.	Requested by the Inspector within the first round of written questions (document reference

Document Reference Number	Document Name	Amendment Required	Reason
			TR010035/APP/7.10).
6.11	ES Chapter 11: Noise and Vibration	Update to Figure 11.4: Noise and Vibration – Noise Mitigation within the Study Area presented at Appendix D to show heights and locations of earth mounds and acoustic fencing at a larger scale.	Requested by the Inspector within the first round of written questions (document reference TR010035/APP/7.10).
6.11.3	ES Appendix 11.3: Noise Insulation Regulations Assessment	<p>Paragraph 4.1.1 The assessment results for all residential dwellings within 300m indicate the following:</p> <ul style="list-style-type: none"> • There are 494 identified residential dwellings within 300m of the Scheme • 40 of the 494 residential dwellings are predicted to experience a noise level equal to or greater than 68dB LA10 18 hour • 11 of these 40 residential dwellings would experience a change in road traffic noise level greater than 1dB as a result of the Scheme • 24 of these 40 residential dwellings is predicted to have a contribution from the Scheme roads of greater than 1dB <p>4.1.2 The results of the NIR assessment presented above indicate that two one residential dwelling would qualify for noise insulation under the NIR Regulations. This dwelling is identified as:</p> <ul style="list-style-type: none"> • The Manor, Lodge Lane, Singleton, Lancashire, Poulton-Le- 	As a result of a rounding error identified.

Document Reference Number	Document Name	Amendment Required	Reason
		<p>Fylde, FY6 8LT</p> <ul style="list-style-type: none"> North Lodge, Lodge Lane, Singleton, Lancashire, Poulton-le-Fylde, FY6 8LT <p>Paragraph 4.1.3 The results of the NIR assessment at the 494 dwellings is presented in Table 4-1 <i>[refer to Appendix E of this document]</i>.</p>	
6.12	ES Chapter 12: Road Drainage and the Water Environment	<p>Paragraph 12.5.29 Climate change allowances applicable to the design life of the Scheme and reflective of UKCP18 guidance for tidal flooding, have been represented in the quantitative modelling assessments undertaken to inform the Scheme drainage design and FRA (document reference TR00035/APP/5.2 – Rev 1)</p>	As a result of the updates made to the Flood Risk Assessment (document reference TR010035/APP/5.2 – Rev 1).
6.12	ES Chapter 12: Road Drainage and the Water Environment	<p>Paragraph 12.6.6 The FRA (document reference TR010035/APP/5.2 – Rev 1) has demonstrated that the proposed compound located to the north east of the proposed Skippool junction is at risk of flooding during an extreme (0.5% annual chance) tidal event and a compound located immediately to the south of Garstang Road East at the new Poulton junction and laydown area at the proposed Grange-footbridge is situated within the defended floodplain of the Main Dyke.</p>	As a result of the updates made to the Flood Risk Assessment (document reference TR010035/APP/5.2 – Rev 1).
6.12	ES Chapter 12: Road Drainage and the Water Environment	<p>Paragraph 12.6.15 Residual risks of tidal flooding to the Scheme have been identified in 2 small areas, 1 to the east of Skippool junction and 1 to the west of Windy Harbour Junction. At the Skippool junction, it is not possible to fully design out the risk of tidal flooding at these 2</p>	As a result of the updates made to the Flood Risk Assessment (document reference

Document Reference Number	Document Name	Amendment Required	Reason
		locations as it is necessary for the Scheme to tie into existing road levels. Risk would therefore be managed through implementation of actions detailed in a Flood Warning and Evacuation Plan (an outline Plan is provided as Appendix Q to the Outline CEMP (document reference TR010035/APP/7.2 – Rev 1). The Plan centres on notifying road users via appropriate signage and social media posts , with warnings, and where necessary road closures, implemented using intelligence provided by the Environment Agency flood warning service. To mitigate the effects of the Scheme on tidal flood risk to third party lands the design incorporates a section of low (dwarf) walls, immediately to the east of Skippool junction.	TR010035/APP/5.2 – Rev 1).
6.12	ES Chapter 12: Road Drainage and the Water Environment	Paragraph 12.7.22 Flood risk to the Scheme from tidal inundation has also been assessed. Two flood events have been modelled (the 0.5% annual chance and the 0.5% annual chance inclusive of an allowance for climate change) to define baseline flooding and any effects of the Scheme. Climate change allowances have been applied in accordance with UKCP18 guidelines EA (2017) Flood risk assessment climate change allowance guidelines and have been agreed to be appropriate with the EA. Results for the 0.5% event show that during events of this magnitude, the Wyre flood defences are overtopped. Land in some parts of the study area is predicted to be flooded, for example around Skippool junction, where tidal waters propagate up the Horsebridge Dyke, overtopping the existing A585 and inundating existing properties between Breck Road and the Main Dyke. In the UKCP18 scenario baseline flooding is much more widespread.	As a result of the updates made to the Flood Risk Assessment (document reference TR010035/APP/5.2 – Rev 1).

Document Reference Number	Document Name	Amendment Required	Reason
6.12	ES Chapter 12: Road Drainage and the Water Environment	<p>Paragraph 12.7.23</p> <p>During the 0.5% annual chance event, as illustrated in Insert 12-3, with the Scheme in place there is a reduction in flood risk to a number of these properties, that are predicted to be prevented from flooding. This is because an increase in the vertical alignment of the Scheme at this location prevents water from overtopping the road and flowing into this area. Instead, more water pools behind the road embankment to the north and flows upstream (south) along the Horsebridge Dyke dwarf walls included in the Scheme design immediately east of Skippool junction reduce the volume of floodwater overtopping the road and flowing into this area. The magnitude of change is assessed as Moderate Beneficial. Combined with the High value of the flood flow/storage attributes of the tidal floodplain, this results in an effect with an overall significance of Moderate Beneficial. In terms of the EIA Regulations this effect is considered Significant (positive).</p>	As a result of the updates made to the Flood Risk Assessment (document reference TR010035/APP/5.2 – Rev 1).
6.12	ES Chapter 12: Road Drainage and the Water Environment	Replacement Insert 12-3: Road Drainage and the Water Environment - Maximum Flood Extents in Baseline and with Scheme (option model) Scenarios (0.5% AEP tidal event).	As a result of the updates made to the Flood Risk Assessment (document reference TR010035/APP/5.2 – Rev 1).



Document Reference Number	Document Name	Amendment Required	Reason
6.12	ES Chapter 12: Road Drainage and the Water Environment	Paragraph 12.7.24 When climate change allowance is included over the lifetime of the Scheme, model results predict that the development proposals increase baseline flood depths locally by up to 10cm in some locations, whilst offering benefit in other areas. Although baseline flood depths are increased, changes in flood extents are minor due to the nature of the topography and the well-defined tidal floodplain. Also, the increase in the context of baseline floodwater depths of up to over 1m is relatively small.	As a result of the updates made to the Flood Risk Assessment (document reference TR010035/APP/5.2 – Rev 1).
6.12	ES Chapter 12: Road Drainage and the Water Environment	Paragraph 12.7.25 Key mechanisms driving the changes in flood depths in along the tidal floodplain of the Main Dyke are the dwarf walls that reduce the volumes of water that overtop the A585 around the Skippool junction and flow onto the Main Dyke floodplain. an increase in tidal flows propagating upstream through the widened A585 bridge. The magnitude of this change is assessed as Moderate Minor Beneficial Adverse , combined with the High value of the flood flow/storage attributes of the Main Dyke, resulting in an overall significance of Moderate Adverse Slight Beneficial . In terms of the EIA Regulations this effect is considered Not Significant .	As a result of the updates made to the Flood Risk Assessment (document reference TR010035/APP/5.2 – Rev 1).
6.12	ES Chapter 12: Road Drainage and the Water Environment	Paragraph 12.7.26 The key mechanism driving the changes in flood depths along the Horsebridge Dyke and on its floodplain is also the increased flood flows on the Main Dyke through the widened A585 crossing. This in turn increases flood levels on the Main Dyke and restricts the volume of flow which can pass from the Horsebridge Dyke into the Main Dyke via the floodplain more water being directed around the	As a result of the updates made to the Flood Risk Assessment (document reference TR010035/APP/5.2 – Rev 1).

Document Reference Number	Document Name	Amendment Required	Reason
		dwarf walls, across the Skippool roundabout and towards this watercourse. Consequently, flood levels increase in the Horsebridge Dyke and a small increase in floodplain flood depths is observed. The magnitude of this change is assessed as Moderate Adverse , combined with the High value of the flood flow / storage attributes of the Horsebridge Dyke, resulting in an overall significance of Moderate Adverse . In terms of the EIA Regulations this effect is considered Significant	
6.12	ES Chapter 12: Road Drainage and the Water Environment	Paragraph 12.9.7 However, when an EA agreed allowance for climate change is considered over the lifetime of the Scheme, the Scheme proposals are predicted to increase baseline flood depths on the Horsebridge Dyke and Main Dyke by up to 0.1m in some areas . Baseline flood extents are not appreciably increased.	As a result of the updates made to the Flood Risk Assessment (document reference TR010035/APP/5.2 – Rev 1).
6.12	ES Chapter 12: Road Drainage and the Water Environment	Updated Figure 12.2: Road Drainage and The Water Environment – Aquifers provided at Appendix F to show locations of manual and automated readings for groundwater investigations.	Requested by the Inspector within the first round of written questions (document reference TR010035/APP/7.10).
<u>6.19</u>	<u>ES Chapter 19: Environmental Masterplan</u>	<u>Note: Following construction the temporary flood compensation areas will be decommissioned.</u>	<u>To provide clarity to Lancashire County Council.</u>

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APPENDIX A – Updated Table 9-19: Landscape - Construction Phase Effects on Receptors at Representative Viewpoints, Table 9-20: Landscape - Significant Construction Phase Effects on Visual Receptors, Table 9-21: Table 9-21: Landscape - Operation Phase Effects on Receptors at Representative Viewpoints and Table 9-22: Landscape - Significant Operation Phase Effects on Receptors on Visual Receptors within ES Chapter 9: Landscape (document reference TR010035/APP/6.9)

Table 9-19: Landscape - Construction Phase Effects on Receptors at Representative Viewpoints

Viewpoint Ref	Receptor Type	Sensitivity	Existing View	Predicted Changes to the View	Magnitude of Impact	Significance of Effect
VP2	Residential	High	Clear views of the existing roundabout are possible from Breck Road.	Clear views of construction activities would be possible. Furthermore, the loss of mature road bounding vegetation on the northern side of the A585 would be noticeable changes to the baseline view. By the end of the construction phase, the replanted hedgerow would continue to be a noticeable change to the baseline view given its reduced scale and presence as a less defining feature. New new roadside tree planting would offer limited filtering of views from nearby residential properties, however the reduce.	Major Adverse	Large Adverse Effect
	Main road users	Low				Slight Adverse Effect
VP17	Residential	High	Views generally curtailed by intervening vegetation and built form, but some limited visibility of Skippool junction.	Some limited Filtered visibility of construction activities at Skippool junction, including removal of a section of the A585 roadside bounding hedgerow the but most activities generally hidden from view by intervening vegetation and built form.	Minor Adverse	Slight Moderate Adverse Effect
	Promoted route users	High				Slight Moderate Adverse Effect
	Minor road users	Moderate				Slight Adverse Effect

Table 9-20: Landscape - Significant Construction Phase Effects on Visual Receptors

VES Ref	Receptor Type	Sensitivity	Existing View	Predicted Changes to the View	Magnitude of Impact	Significance of Effect
V-R-13	Properties on B5412 and Wyre Road (see VP17)	High	Views generally curtailed by strong perimeter tree planting and other intervening vegetation and built form, but some limited visibility of Skippool junction from properties to the south.	At worst (views from the southern edge of the group of receptors) the receptor would experience partially filtered views (as a result of peripheral residential garden vegetation and vegetation along Skippool Clough) of construction activities, including the removal of a section of the A585 roadside bounding hedgerow. By the end of the construction phase, new roadside planting would offer limited filtering of views from this receptor.	Minor Adverse	Moderate Adverse Effect
V-P-07	Wyre Way as it follows Wyre Road (see VP17)	High	Views from majority of this section of the route are restricted by intervening vegetation, but some limited visibility of Skippool junction	Partially filtered views of construction activities associated with the Skippool junction, including the removal of a section of the A585 roadside bounding hedgerow making the Scheme a more notable feature of the view. By the end of the construction phase, new roadside planting would offer limited filtering of views from this receptor.	Minor Adverse	Moderate Adverse Effect

Table 9-21: Landscape - Operation Phase Effects on Receptors at Representative Viewpoints

View Point	Receptor Type	Sensitivity	Existing View	Predicted Changes to the View	Magnitude of Impact		Significance of Effect	
					Year 1	Year 15	Year 1	Year 15
VP2	Residential	High	Clear views of the existing roundabout are possible from Breck Road.	Views of the replacement light-controlled junction would be broadly the same in nature to the existing situation, however at year 1 the replanted road bounding vegetation would be a noticeable change to the baseline view. In the short to medium term and especially by the design year (year 15), this feature would have re-established to provide a visual screen and notable linear feature reflective of its current form.	Moderate Adverse	Minor Adverse	Moderate Adverse Effect	Slight Adverse Effect
	Main road users	Low					Neutral	Neutral
VP17	Residential	High	Views generally curtailed by intervening vegetation and built form, but some limited visibility of Skippool junction.	There would be some limited filtered visibility of the realigned Skippool junction, with a wider proportion of the Scheme (and highway network) visible as a result of the loss in roadside bounding vegetation. Visibility of traffic on the new road would be reduced over time by the presence of the replacement roadside bounding planting on the north side of the road. but most of the Scheme would be hidden from view by intervening vegetation and built form.	Minor Adverse Negligible-adverse	Negligible Adverse	Moderate Slight Adverse Effect	Slight Adverse Effect Neutral
	Promoted route users	High						
	Minor road users	Moderate					Slight Adverse Effect	Neutral

Table 9-22: Landscape - Significant Operation Phase Effects on Receptors on Visual Receptors

VES Ref	Receptor Type	Sensitivity	Existing View	Predicted Changes to the View	Magnitude of Impact		Significance of Effect	
					Year 1	Year 15	Year 1	Year 15
V-R-13	Properties on B5412 and Wyre Road (see VP17)	High	Views generally curtailed by strong perimeter tree planting and other intervening vegetation and built form, but some limited visibility of Skippool junction from properties to the south	Partially filtered views of the realigned Skippool junction, with a wider proportion of the Scheme (and highway network) visible as a result of the loss in roadside bounding vegetation. Visibility of traffic on the new road would be reduced over time by the presence of the replacement roadside bounding planting on the north side of the road.	Minor Adverse	Negligible Adverse	Moderate Adverse Effect	Slight Adverse Effect
V-R-15	Properties on Breck Road on south side of Skippool junction (see VP2).	High	Clear views of busy Skippool roundabout	There would be clear visibility of the Scheme through intervening vegetation from the front of properties. At year 1 loss of previous road bounding vegetation on the northern side of the carriageway including the translocation of a section of hedgerow would be a noticeable change to the baseline view given its reduced scale and presence as a less defining feature. In the short to medium term and especially by the design year (year 15), this feature would have re-established to provide a visual screen and notable linear feature reflective of its current form.	Moderate	Minor	Moderate Adverse Effect	Slight Adverse Effect
V-P-07	Wyre Way as it follows Wyre Road (see VP17)	High	Views from majority of this section of the route are restricted by intervening vegetation, but some limited visibility	Partially filtered views of the realigned Skippool junction, including the removal of a section of the A585 roadside bounding hedgerow making the scheme a more notable feature of the view. Visibility of	Minor Adverse	Minor Adverse	Moderate Adverse Effect	Slight Adverse Effect

VES Ref	Receptor Type	Sensitivity	Existing View	Predicted Changes to the View	Magnitude of Impact		Significance of Effect	
					Year 1	Year 15	Year 1	Year 15
			of Skippool junction	traffic on the new road would be reduced over time by the presence of the replacement roadside bounding planting on the north side of the road.				

APPENDIX B – Updates to ES Appendix 9.3: Visual Effects Schedule (document reference TR010035/APP/6.9.3)

Visual Receptors – Residential Properties

Residential Properties						Sensitivity	Baseline View Description		Magnitude of Change (with embedded mitigation)			Significance of Effect			Mitigation (embedded)
GIS ID	VED Ref	Address	Type	Approx. distance from draft order limits (m)	No. approx.	Criteria	Summer	Winter	Construction	Winter Year 1	Summer Year 15	Construction	Winter Year 1	Summer Year 15	Please refer to Environmental Masterplan for detail, and locations
N/A	V-R-13	Properties on B5412 and Wyre Road (see VP17)	Linear cluster, 2 Storey	50	10	High	Views generally curtailed by strong perimeter tree planting and other intervening vegetation and built form, but some limited visibility of Skippool junction from properties to the south	May be some (limited) filtered visibility of Skippool junction, particularly from properties to the south	Minor	Negligible Minor	No-Change Negligible	Slight Moderate Adverse Effect	Slight Moderate Adverse Effect	Neutral Slight Adverse Effect	Retention of existing vegetation along eastbound carriageway of A585.

Visual Receptors – Public Rights of Way and Cycle Routes

PRoW / Cycle paths						Sensitivity	Baseline view Description		Magnitude of Change (with embedded mitigation)			Significance of Effect			Mitigation (embedded)
GIS ID	VED Ref	Location	Type	Approx. Length / Area of Receptor affected	Approx. distance from draft order limits (m)		Summer	Winter	Construction	Winter Year 1	Summer Year 15	Construction	Winter Year 1	Summer Year 15	Please refer to Environmental Masterplan for detail, and locations
N/A	V-P-07	Wyre Way as it follows Wyre Road (see VP17)	Minor road section of promoted route	0.25km	10	High	Views from majority of this section of the route are restricted by intervening vegetation, but some limited visibility of Skippool junction	Increased visibility of Skippool junction but still only limited.	Minor	Negligible Minor	Negligible	Slight Moderate Adverse Effect	Slight Moderate Adverse Effect	Slight Adverse Effect	As detail in V-R-13

APPENDIX C – Updated Figure 9.10 Photomontage at viewpoint location 2, view from residential properties on Breck Road, Photomontage at Viewpoint Location 9, view from Footpath 5-11-FP 2 at Junction with A585 Garstang New Road and Photomontage at viewpoint location 10, view from the B5260 Lodge Lane



VIEWPOINT 2 PHOTOMONTAGE: YEAR 1



VIEWPOINT 2 PHOTOMONTAGE: YEAR 15

							<div>Client</div> <div></div>	<div>Project</div> <div>A585 WINDY HARBOUR TO SKIPPOOL IMPROVEMENT SCHEME</div> <div>Drawing Title</div> <div>ENVIRONMENTAL STATEMENT REGULATION 5(2)(a) PHOTOMONTAGE AT VIEWPOINT LOCATION 2 VIEW FROM RESIDENTIAL PROPERTIES ON BRECK ROAD</div>	<div>Status</div> <div>S8 - DEADLINE 2 SUBMISSION</div>		<div>Revision</div> <div>1</div>	
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									<div>Drawn By</div> <div>R.GRUBB</div>			
									<div>Checked By</div> <div>A.CHESTER</div>			
									<div>Approved By</div> <div>N.HENDERSON</div>			
									<div>PINS No.</div> <div>TR010035</div>	<div>FIGURE 9.10</div>		
									<div>Drawing number</div> <div>HE-PRS Originator Version Location Title Revision Number</div> <div>HE548643-ARC-EGN-SZ_ZZ_000-DR-LE-3061</div>			
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P00	S8	OCT 2018	FINAL REVISION	RG	AC	DH						
Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd						



VIEWPOINT 9 PHOTOMONTAGE: YEAR 1



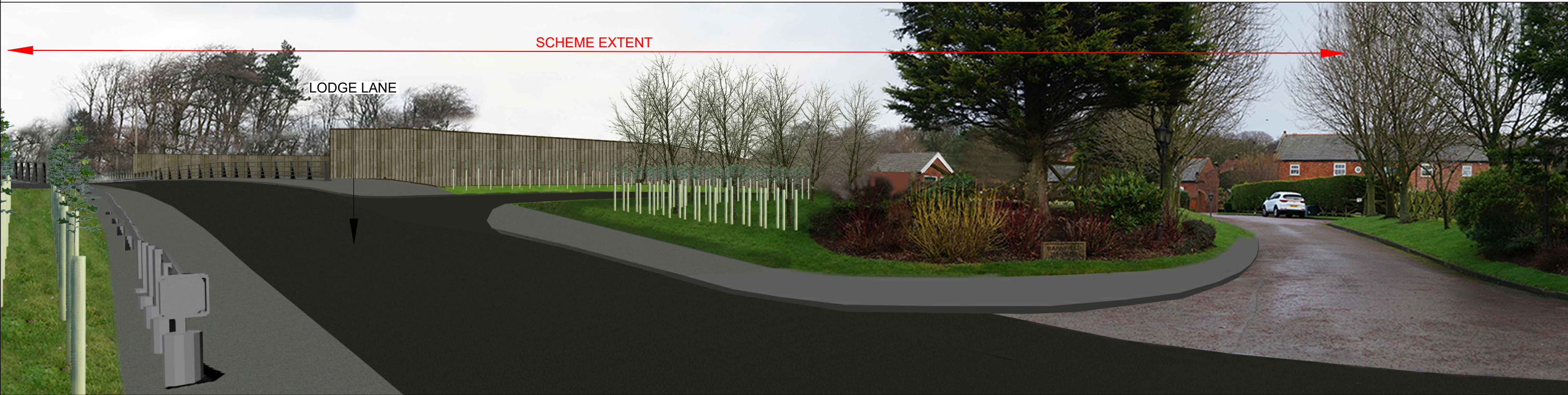
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P00	S8	OCT 2018	FINAL REVISION	RG	AC	DH			
Rev	Status	Rev. Date	Purpose of revision	Drawn	Chk'd	Apprv'd			



Project	A585 WINDY HARBOUR TO SKIPPOOL IMPROVEMENT SCHEME		
Drawing Title	ENVIRONMENTAL STATEMENT REGULATION 5(2)(a) PHOTOMONTAGE AT VIEWPOINT LOCATION 1 VIEW FROM FOOTPATH 5-11-FP 2 AT JUNCTION WITH A585 GARSTANG NEW ROAD		

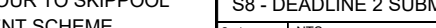
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Drawn By	R.GRUBB			
Checked By	A.CHESTER			
Approved By	N.HENDERSON			
PINS No.	TR010035		FIGURE 9.10	
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HE548643-ARC-EGN-SZ_ZZ_000-DR-LE-3061				



VIEWPOINT 10 PHOTOMONTAGE: YEAR 1

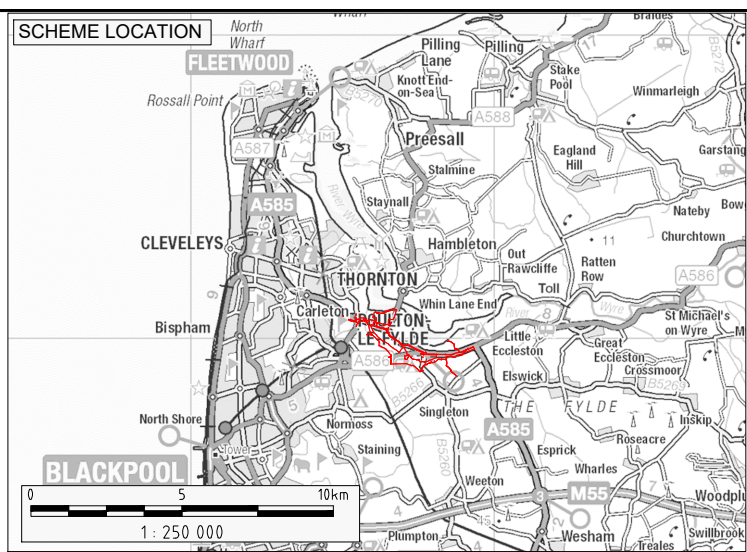
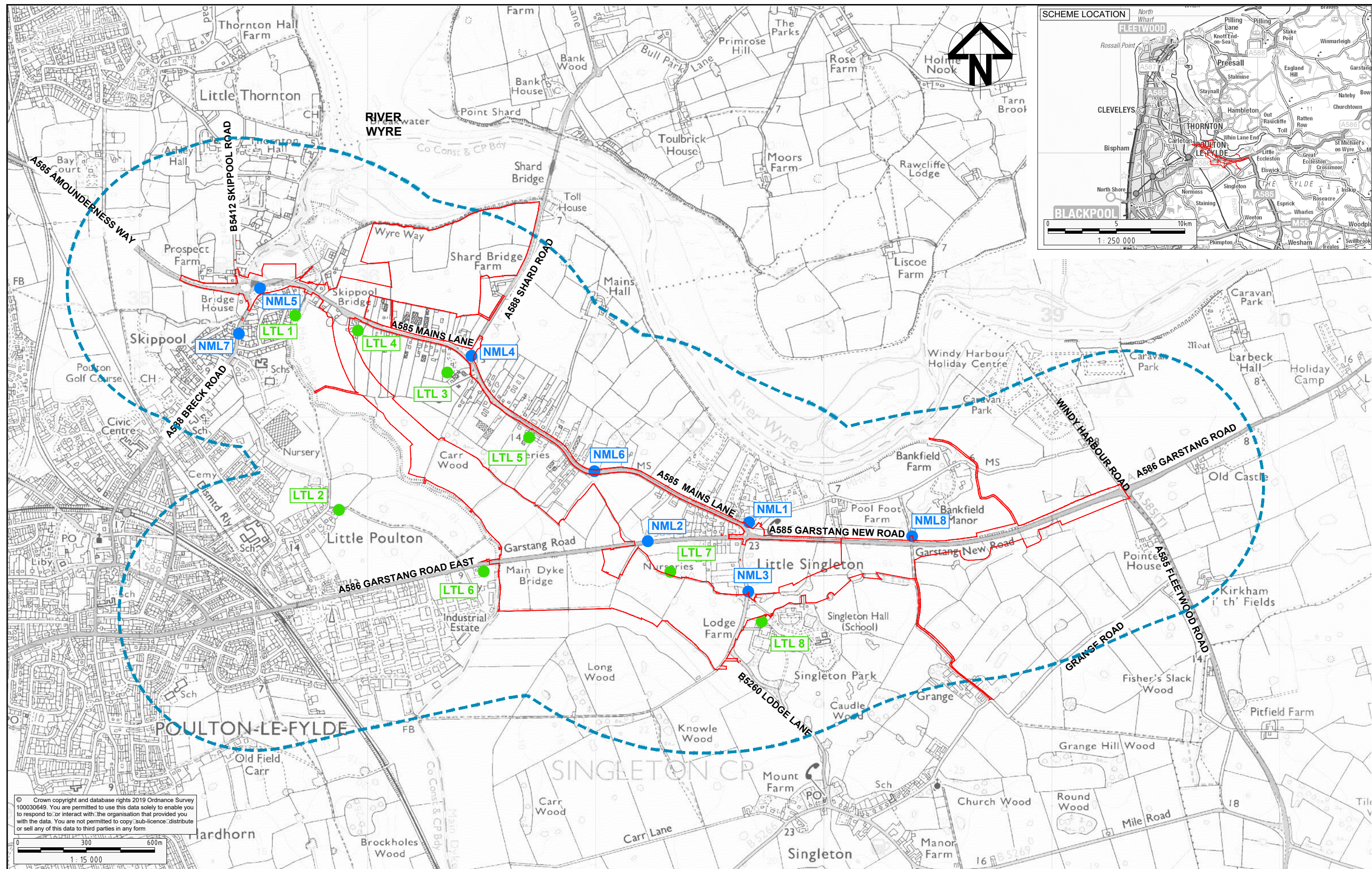


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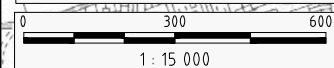
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1	S8	MAY 2019	DEADLINE 2 SUBMISSION	RG	AC	NH
P00	S8	OCT 2018	FINAL REVISION	RG	AC	DH
Rev	Status	Rev. Date	Purpose of revision	Drawn	Chk'd	Apprv'd

APPENDIX D – Updated Figure 11.1: Noise and Vibration – Noise Monitoring within the Study Area and Figure 11.4: Noise and Vibration – Noise Mitigation



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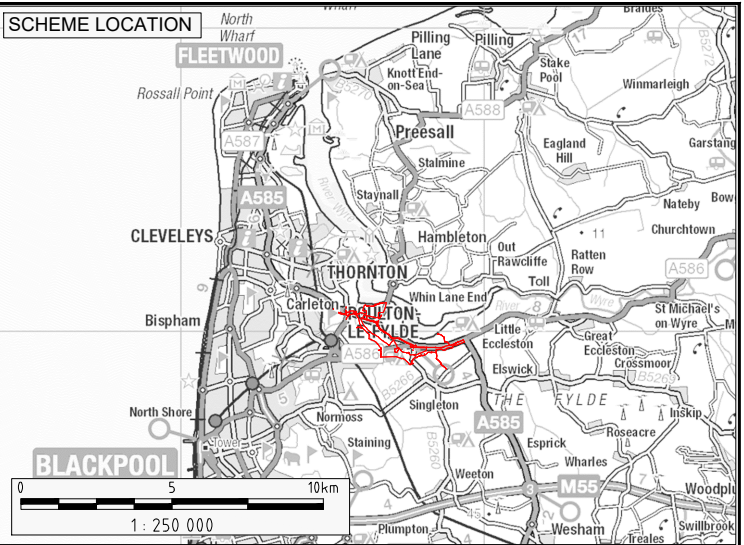
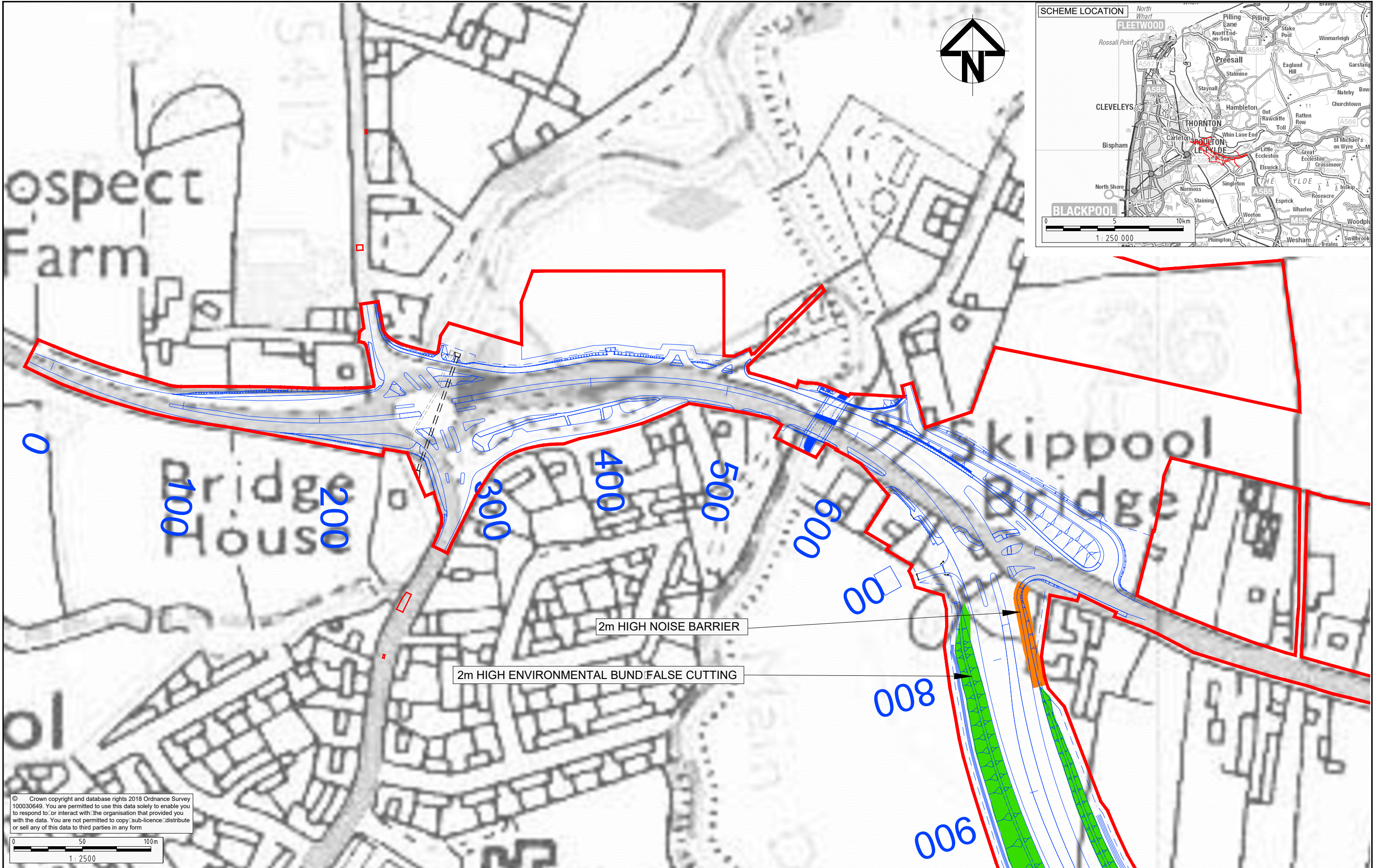
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Rev	Status	Rev. Date	Purpose of revision	Drawn	Check'd	Appr'd
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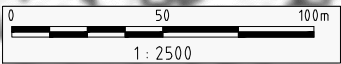
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Project	A585 WINDY HARBOUR TO SKIPPOOL IMPROVEMENT SCHEME		
Drawing Title	ENVIRONMENTAL STATEMENT REGULATION 5(2)(a) NOISE AND VIBRATION: NOISE MONITORING LOCATIONS WITHIN STUDY AREA		

Status	DEADLINE 2 SUBMISSION	Revision	1
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Drawn By	J.NORMAN		
Checked By	K.BURROWS		
Approved By	N.HENDERSON		
PINS No.	TR010035	FIGURE 11.1	
Drawing number	HE548643-ARC-EGN-SZ_ZZ_000-DR-LE-30		



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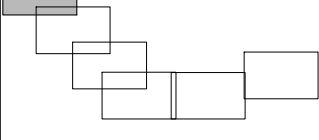


KEY:

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| The Scheme | 2m Noise Barrier |
| Noise Study Area | 3m Noise Barrier |

KEY PLAN

SHEET 1



Client



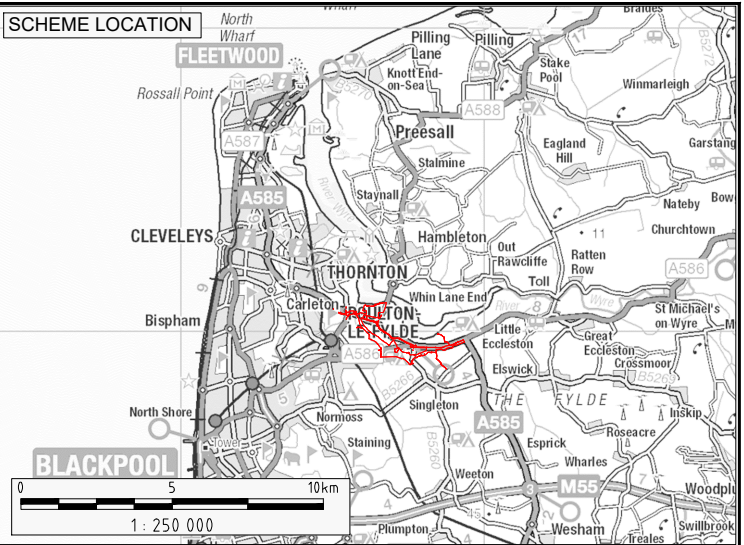
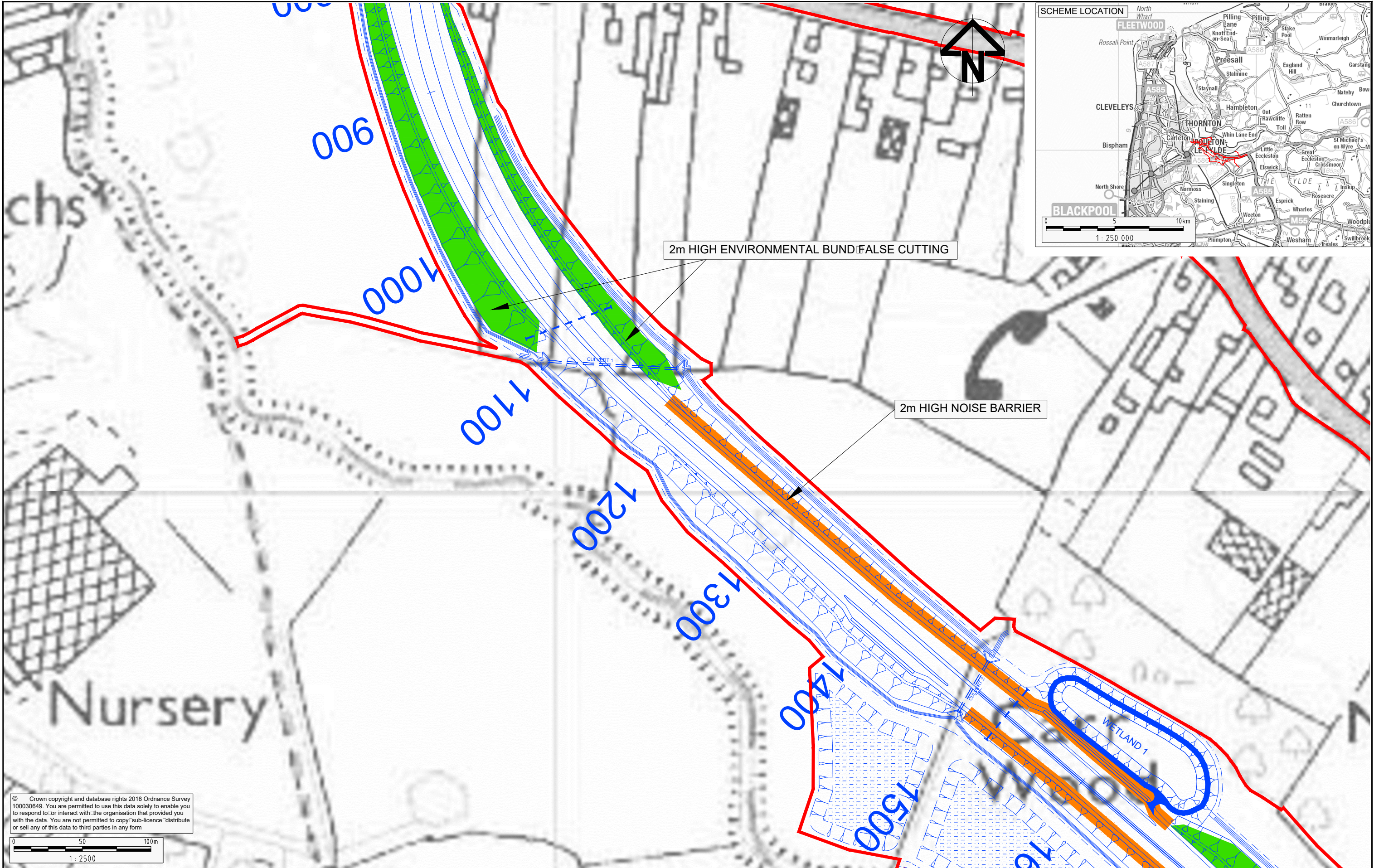
Project A585 WINDY HARBOUR TO SKIPPOOL IMPROVEMENT SCHEME

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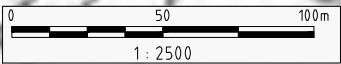
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Checked By	K.BURROWS			
Approved By	N.HENDERSON			
PINS No.	TR010035		FIGURE 11.4	
Drawing number	HE-PIN	Originator	Volume	Location
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Rev	Status	Rev. Date	Purpose of revision	Drawn	Chk'd	Appr'd
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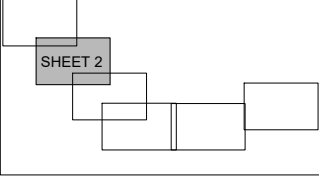
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KEY:

- | | |
|--------------------|--------------------|
| Draft Order Limits | Environmental Bund |
| The Scheme | 2m Noise Barrier |
| Noise Study Area | 3m Noise Barrier |

KEY PLAN



Client



Project A585 WINDY HARBOUR TO SKIPPOOL IMPROVEMENT SCHEME

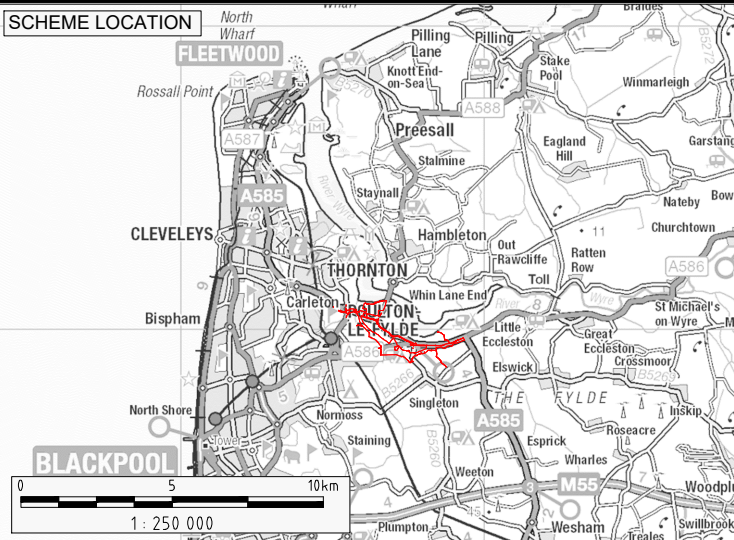
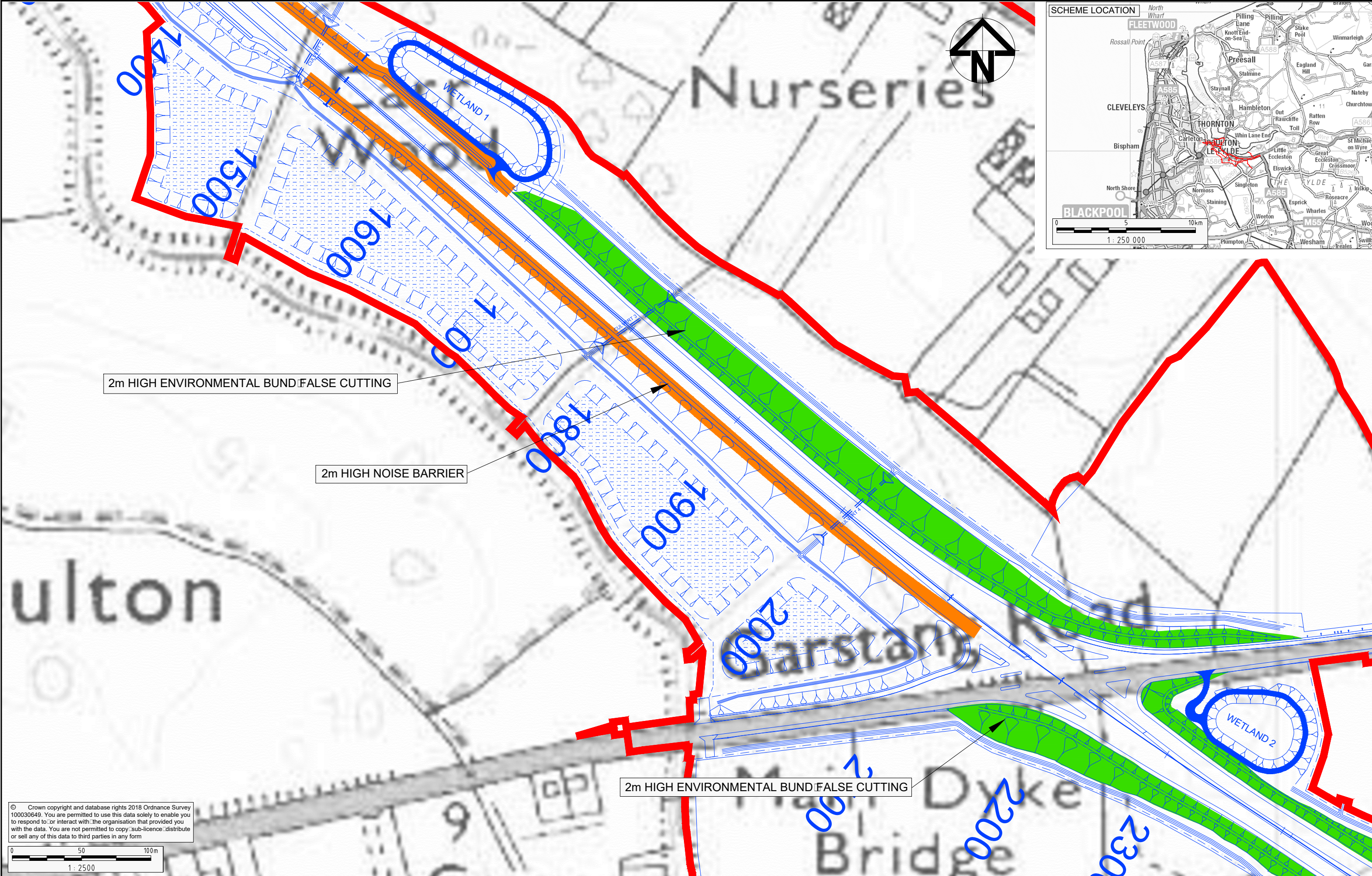
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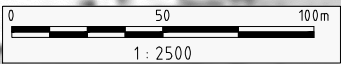
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Checked By K.BURROWS
Approved By N.HENDERSON
PINS No. TR010035

FIGURE 11.4
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Rev	Status	Rev. Date	Purpose of revision	Drawn	Chk'd	Appr'd
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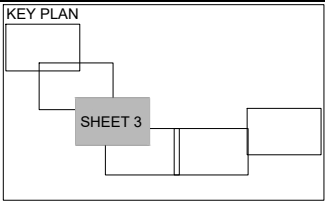


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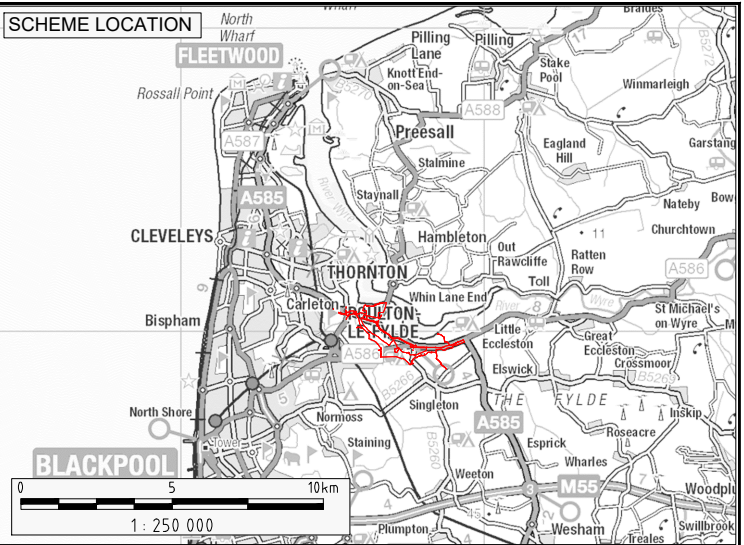
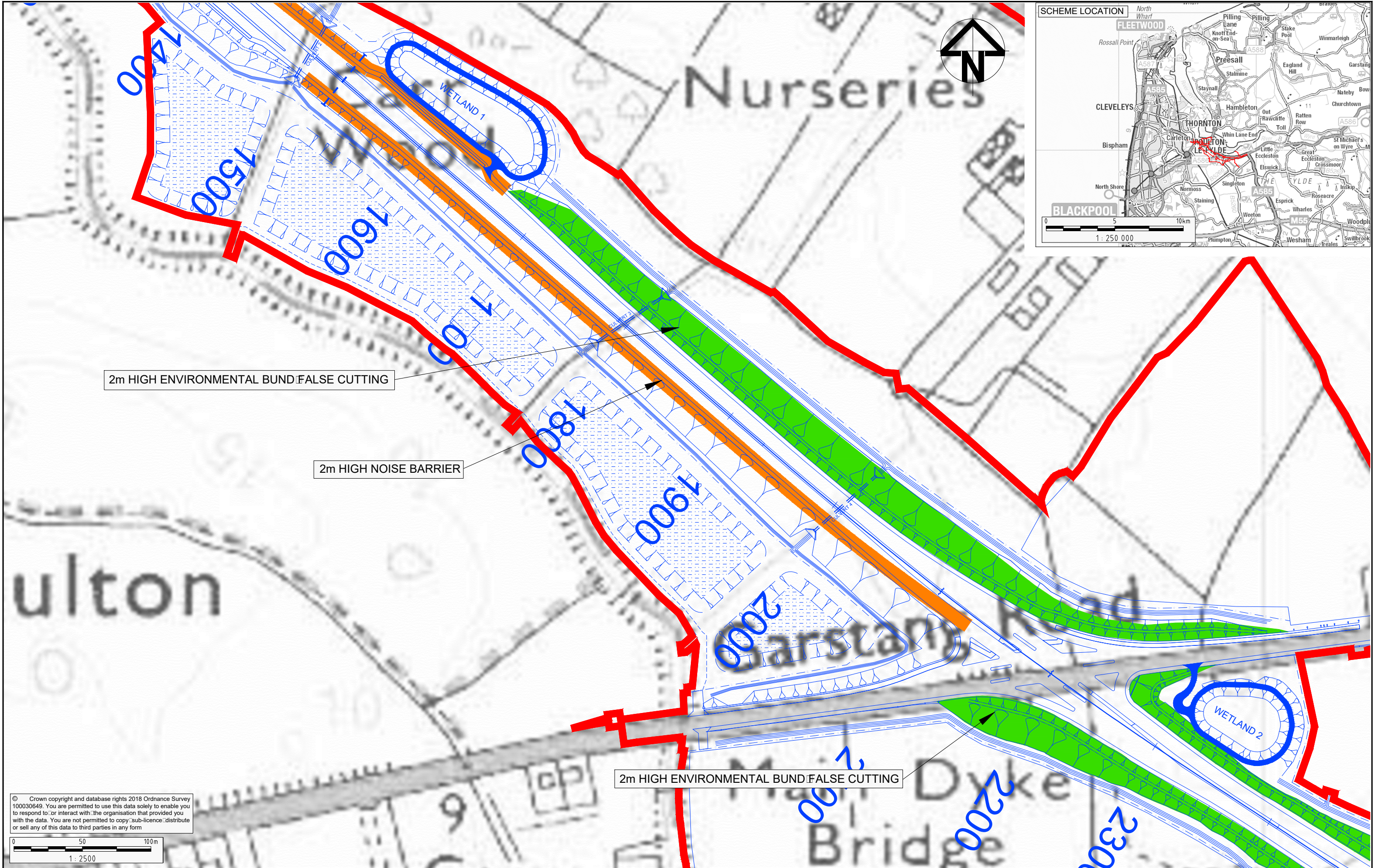
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	Draft Order Limits
	The Scheme
	Noise Study Area
	Environmental Bund
	2m Noise Barrier
	3m Noise Barrier

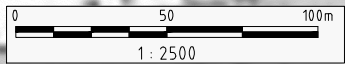


Project	A585 WINDY HARBOUR TO SKIPPOOL IMPROVEMENT SCHEME
Drawing Title	ENVIRONMENTAL STATEMENT REGULATION 5(2)(a) NOISE AND VIBRATION: NOISE MITIGATION SHEET 3 OF 6

Status	DEADLINE 2 SUBMISSION	Revision	1
Scale	1:2500 A3	Date	MAY 2019
Drawn By	J.NORMAN		
Checked By	K.BURROWS		
Approved By	N.HENDERSON		
PINS No.	TR010035	FIGURE	11.4
Drawing number	HE548643-ARC-EGN-SZ_ZZ_000-DR-LE-30		



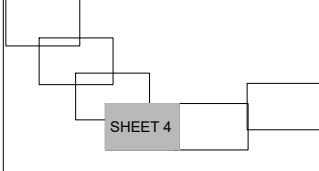
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KEY:

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| The Scheme | 2m Noise Barrier |
| Noise Study Area | 3m Noise Barrier |

KEY PLAN

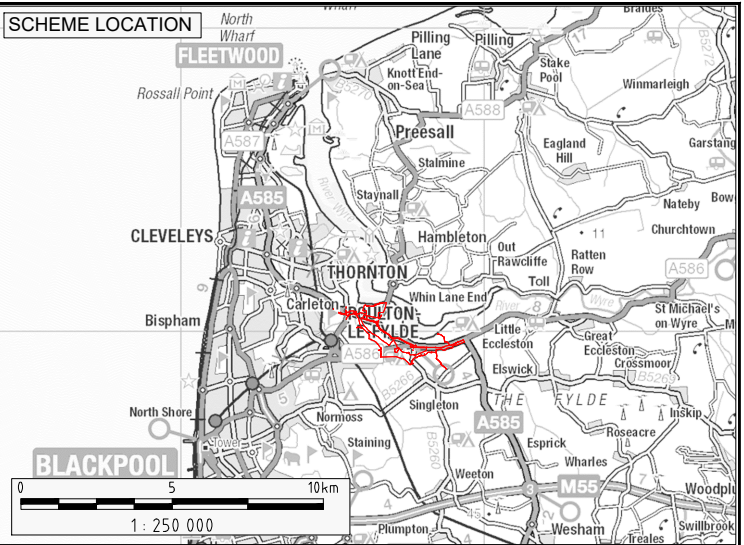
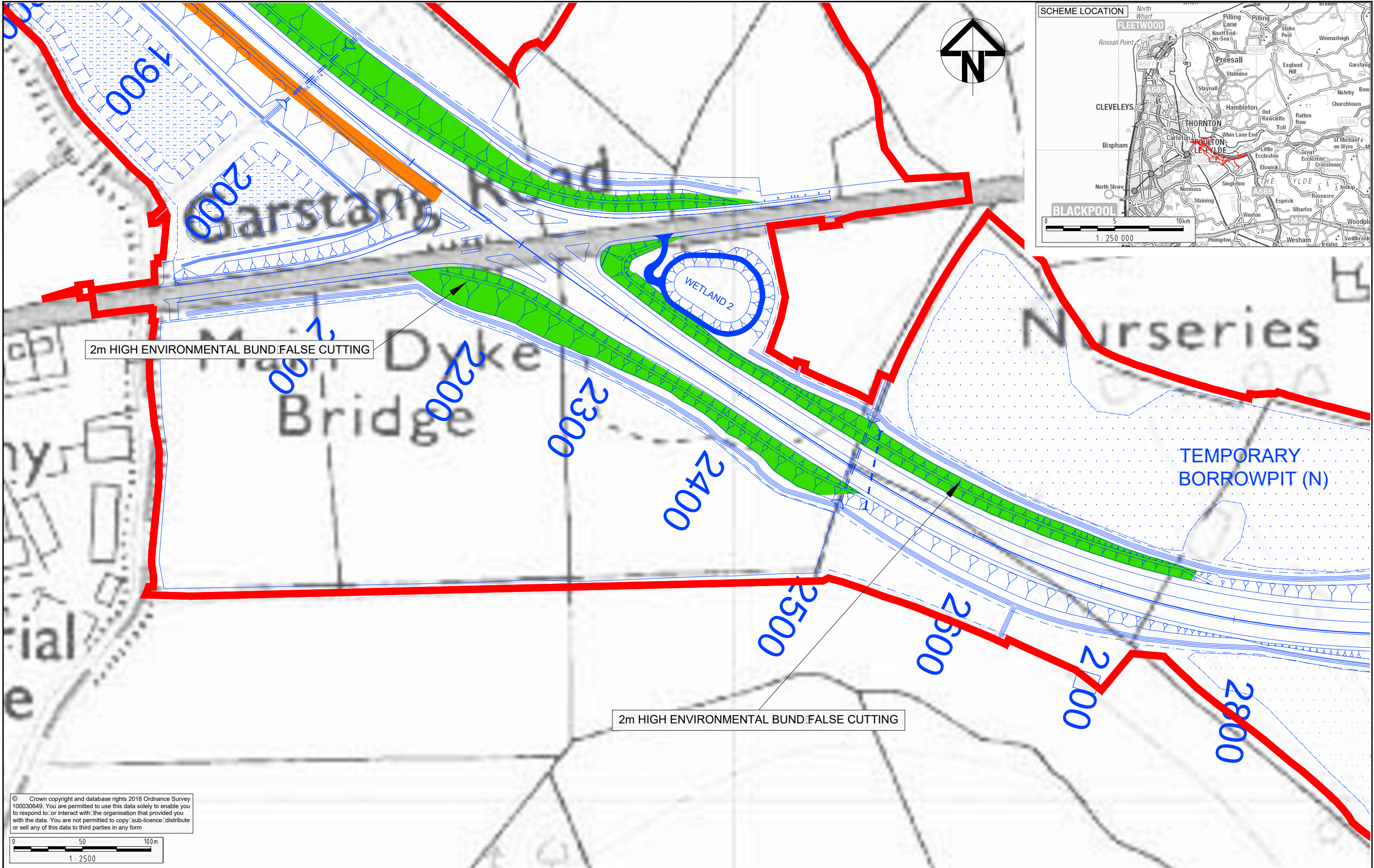


Project A585 WINDY HARBOUR TO SKIPPOOL IMPROVEMENT SCHEME

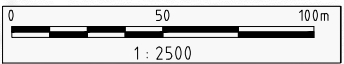
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Drawn By	J.NORMAN		
Checked By	K.BURROWS		
Approved By	N.HENDERSON		
PINS No.	TR010035		FIGURE 11.4
Drawing number	HE548643-ARC-EGN-SZ_ZZ_000-DR-LE-30		

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chk'd	Appr'd
1	SS	MAY19	S8 - DEADLINE 2 SUBMISSION	JN	KB	NH
0	SS	OCT18	S8 - DCO SUBMISSION	JN	KB	NH

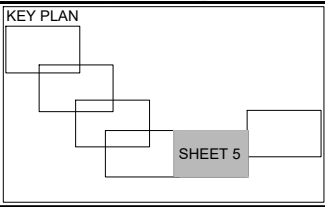


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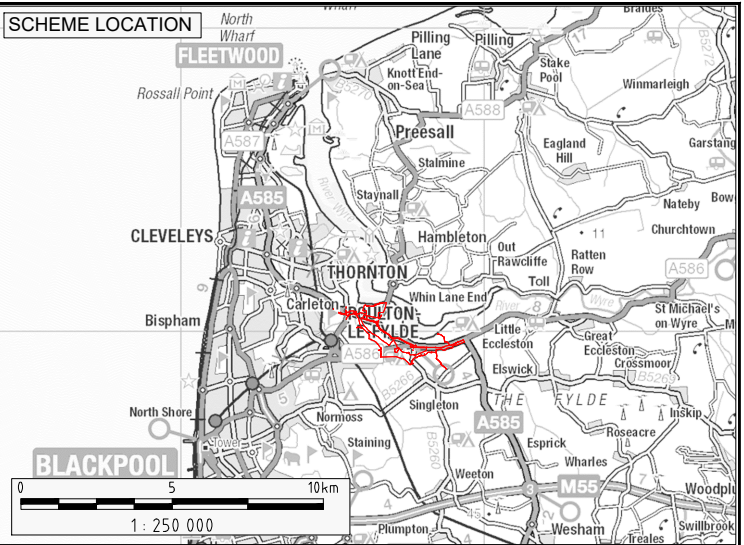
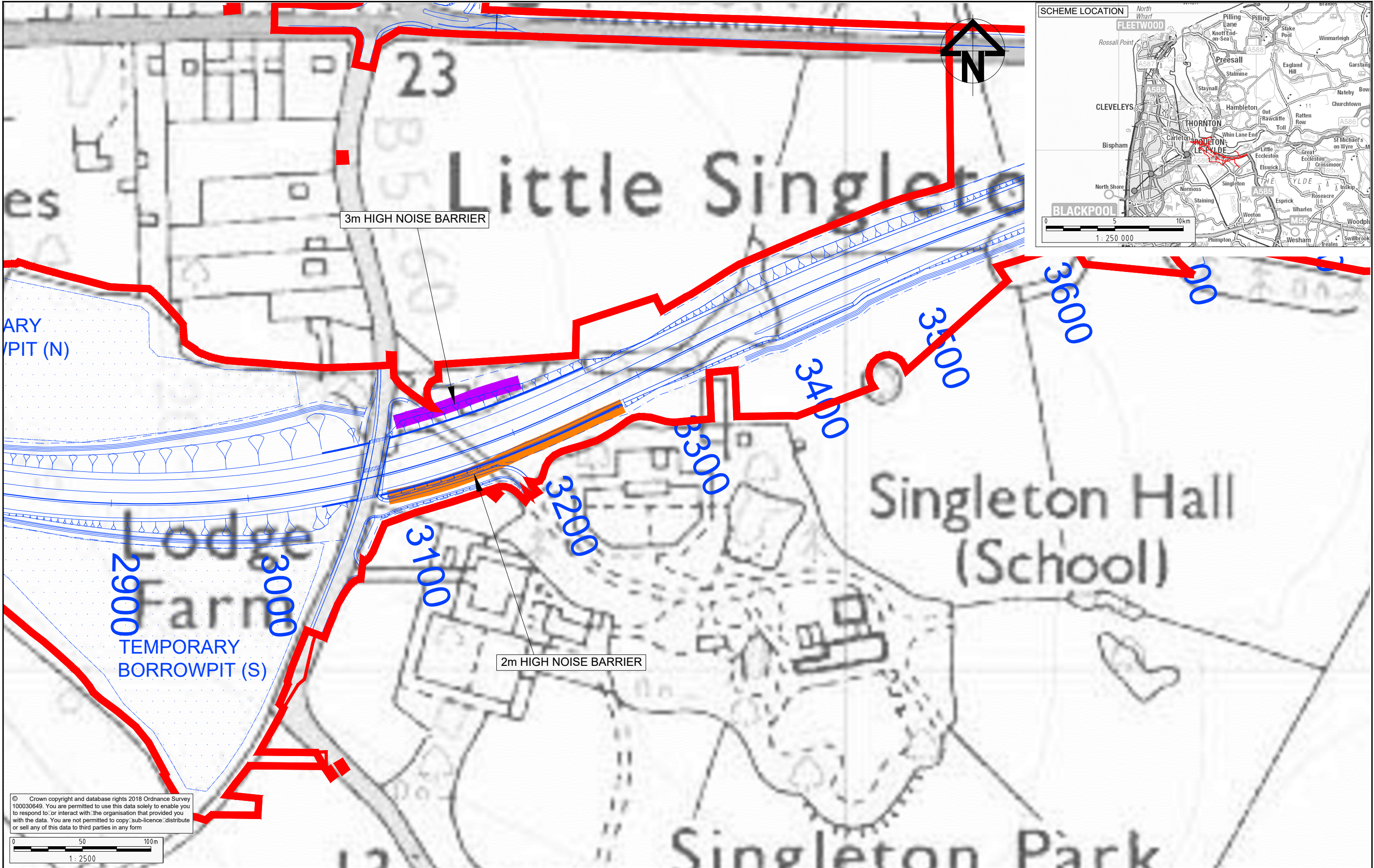
Rev	Status	Rev. Date	Purpose of revision	Drawn	Chk'd	Appr'd
1	SS	MAY19	S8 - DEADLINE 2 SUBMISSION	JN	KB	NH
0	SS	OCT18	S8 - DCO SUBMISSION	JN	KB	NH

KEY:	
	Draft Order Limits
	The Scheme
	Noise Study Area
	Environmental Bund
	2m Noise Barrier
	3m Noise Barrier

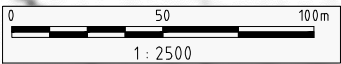


Project	A585 WINDY HARBOUR TO SKIPPOOL IMPROVEMENT SCHEME
Drawing Title	ENVIRONMENTAL STATEMENT REGULATION 5(2)(a) NOISE AND VIBRATION: NOISE MITIGATION SHEET 5 OF 6

Status	DEADLINE 2 SUBMISSION	Revision	1
Scale	1:2500 A3	Date	MAY 2019
Drawn By	J.NORMAN		
Checked By	K.BURROWS		
Approved By	N.HENDERSON		
PINS No.	TR010035	FIGURE	11.4
Drawing number	HE548643-ARC-EGN-SZ_ZZ_000-DR-LE-30		



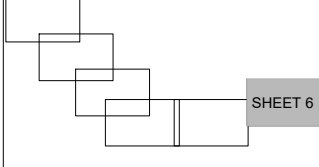
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KEY:

- | | |
|--------------------|--------------------|
| Draft Order Limits | Environmental Bund |
| The Scheme | 2m Noise Barrier |
| Noise Study Area | 3m Noise Barrier |

KEY PLAN



Client



Project

A585 WINDY HARBOUR TO SKIPPOOL IMPROVEMENT SCHEME

Drawing Title

ENVIRONMENTAL STATEMENT
REGULATION 5(2)(a)
NOISE AND VIBRATION:
NOISE MITIGATION
SHEET 6 OF 6

Status

DEADLINE 2 SUBMISSION
Scale 1:2500 A3
Date MAY 2019

Drawn By

J.NORMAN

Checked By

K.BURROWS

Approved By

N.HENDERSON

PINS No.

TR010035

Figure No.

FIGURE 11.4

HE548643-ARC-EGN-SZ_ZZ_000-DR-LE-30

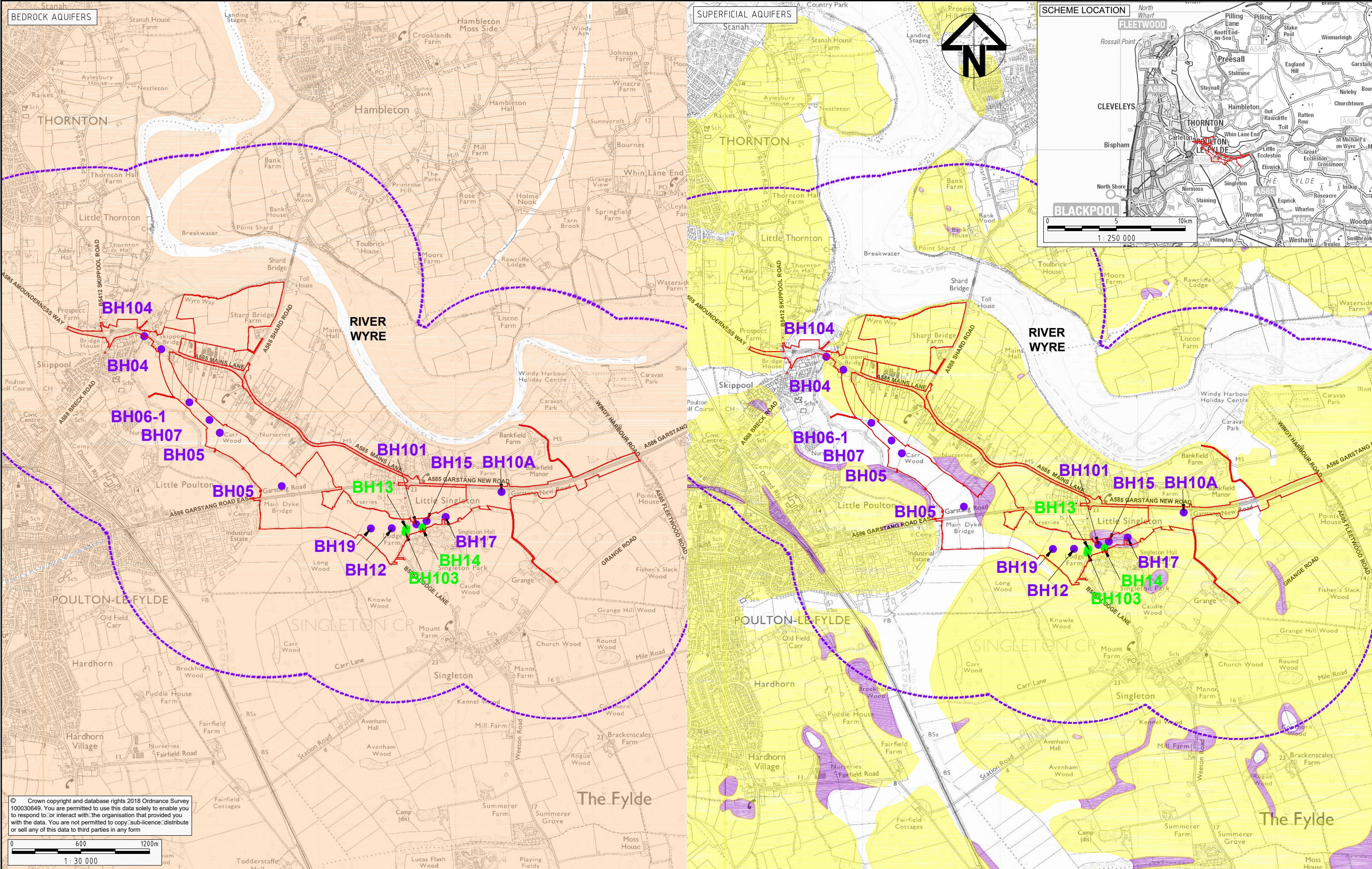
Rev	Status	Rev. Date	Purpose of revision	Drawn	Chk'd	Appr'd
1	SS	MAY19	S8 - DEADLINE 2 SUBMISSION	JN	KB	NH
0	SS	OCT18	S8 - DCO SUBMISSION	JN	KB	NH

APPENDIX E – Updated Table 4-1 within Appendix 11.3 (document reference TR010035/APP/6.11.3)

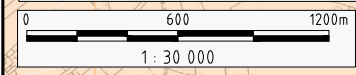
Table 1-2: NIR Assessment for Dwellings within 300m of all New and Altered Roads (note figures quoted are in dB)

Address	DM22	DM37	DS22	DS37	LA	LB	L'A	L'B	RNL >68	RNL Minus PNL	RNL minus L'B	Qualify
The Manor, Lodge Lane, Singleton, Lancashire, Poulton-Le-Fylde, FY6 8LT	58.5	58.9	67.5	67.2	0.0	58.5	67.4	51.1	NO YES	YES	YES	NO YES

APPENDIX F – Updated Figure 12.2: Road Drainage and The Water Environment - Aquifers



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							KEY:			Bedrock A□ifers			Superficial A□ifers											
										Draft Order Limits						Principal						Secondary A		
										500m Study Area						Secondary B						Secondary (Undifferentiated)		
										Manual Reading														
										Automated Readings														
1	S8	MAY19	S8 - DEADLINE 2 SUBMISSION	JN	KB	NH																		
0	S8	OCT18	DCO SUBMISSION	JN	KB	NH																		
Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Appr'd																		
							</																	