



Transboundary screening undertaken by the Planning Inspectorate (the Inspectorate) on behalf of the Secretary of State (SoS)	
Project name:	A585 Windy Harbour to Skippool Improvement Scheme
Address/Location:	Near Poulton-le-Fylde, North West England
Planning Inspectorate Ref:	TR010035
Date(s) screening undertaken:	First screening – 5 April 2018 following the Applicant’s request for a Scoping Opinion
European Economic Area (EEA) States identified for notification:	First screening: None identified

FIRST TRANSBOUNDARY SCREENING	
Document(s) used for transboundary Screening:	A585 Windy Harbour to Skippool Improvement Scheme Environmental Impact Assessment Scoping Report ('the Scoping Report'), dated November 2017
Screening Criteria:	The Inspectorate’s Comments: The review and comments made below are based upon information provided by the Applicant in their Scoping Report.
Characteristics of the Development	<p>The Proposed Development comprises an offline bypass between two existing junctions of the A585 (Windy Harbour and Skippool) and includes:</p> <ul style="list-style-type: none"> • 4.86km of new dual carriageway capacity between the two junctions (to the south of the existing route), bypassing the village of Little Singleton; • new junctions at Skippool, Skippool Bridge and Poulton; • demolition and replacement of the existing Skippool Bridge; • construction of a new bridge to carry the B5260 Lodge Lane over the bypass; • potential construction of a new footbridge (known as the 'Grange Footbridge'); • construction of four new retaining walls and potential strengthening works to the existing Skippool Clough Culvert; and • de-trunking of the existing A585 between Windy Harbour and Skippool, which would be retained as a local route. <p>As part of the Proposed Development there are also four sub-</p>

	<p>options, as described in paragraph 2.4.1 of the Scoping Report, which include the potential for a new Grange junction and an offline road link (between Mains Lane at the tie-in with the new bypass and Shard Road).</p> <p>An alternative arrangement for the Lodge Lane Bridge (where the proposed bypass is put in tunnel for approximately 100m) is described in paragraph 2.7.2 of the Scoping Report.</p> <p>Construction is anticipated to last for approximately two years and commence in March 2020.</p> <p>Materials including aggregates, concrete and steel would be utilised during construction of the Proposed Development. Waste would be produced during demolition and construction, with only minor quantities of waste anticipated to be produced during operation.</p> <p>The Scoping Report identifies potential for construction and operation of the Proposed Development to produce pollution or nuisances from the following:</p> <ul style="list-style-type: none"> • emissions to air and water; • dust; • noise and vibration; and • traffic.
<p>Location of Development (including existing use) and Geographical area</p>	<p>The application site is located in North West England, within the boroughs of Fylde and Wyre and the county of Lancashire. A site location plan is provided as Figure 1.1 of the Scoping Report.</p> <p>The location of the Proposed Development is low lying and coastal comprising arable fields, pasture, drainage ditches and small to medium sized blocks of mixed woodland (paragraph 1.2.5 of the Scoping Report).</p> <p>Chapter 17 of the Scoping Report considers cumulative effects with other plans/projects, with Table D1 listing projects identified for inclusion in the assessment at this stage. Their locations are shown on Figure 17.1 of the Scoping Report.</p> <p>Table C-1 of the Scoping Report identifies the Republic of Ireland as the nearest EEA state to the Proposed Development (approximately 200km to the west).</p>
<p>Environmental Importance</p>	<p>The Scoping Report (Table 9-2) identifies the following European sites as potentially being affected by the Proposed Development:</p> <ul style="list-style-type: none"> • Morecambe Bay and Duddon Estuary Special Protection Area (SPA); and • Morecambe Bay Ramsar site. <p>These sites are located immediately to the north of the Proposed Development (as illustrated on Figure 9.1 of the Scoping</p>

	<p>Report) and include marine areas.</p> <p>Paragraph 1.4.2 of the Scoping Report explains that the Proposed Development is located on land which is potentially functionally linked to these European sites.</p> <p>Table 9-2 of the Scoping Report identifies that these European sites include European and internationally important populations and assemblages of over-wintering and passage birds.</p>
Potential impacts and Carrier	<p>The Scoping Report identifies European sites in proximity to the Proposed Development and explains that during construction and operation of the Proposed Development, adverse impacts could occur. The potential impacts would likely be via air (e.g. emissions), water (e.g. polluted run-off), disturbance (e.g. noise and vibration), or loss of functionally linked land. However paragraph 9.7.6 of the Scoping Report states that a Habitats Regulations Assessment screening report prepared in relation to the Proposed Development suggests that there would be no direct effect on the European sites or on qualifying features using these sites.</p>
Extent	<p>The Scoping Report has not identified any impacts which would be likely to significantly affect the environment in another EEA State.</p>
Magnitude	<p>The Scoping Report has not identified any impacts which would be likely to significantly affect the environment in another EEA State.</p>
Probability	<p>The Scoping Report has not identified any impacts which would be likely to significantly affect the environment in another EEA State.</p>
Duration	<p>The Scoping Report has not identified any impacts which would be likely to significantly affect the environment in another EEA State.</p>
Frequency	<p>The Scoping Report has not identified any impacts which would be likely to significantly affect the environment in another EEA State.</p>
Reversibility	<p>The Scoping Report has not identified any impacts which would be likely to significantly affect the environment in another EEA State.</p>
Cumulative impacts	<p>The Applicant's cumulative impact assessment has not yet been undertaken and the Applicant has not identified any likely significant cumulative effects at this stage.</p>
<p><u>Transboundary screening undertaken by the Inspectorate on behalf of the SoS</u></p> <p>Under Regulation 32 of The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the 2017 EIA Regulations) and on the basis of the current information available from the Applicant, the Inspectorate is of the view that the Proposed Development is not likely to have a significant effect on the environment in another EEA</p>	

State.

In reaching this view the Inspectorate has applied the precautionary approach (as explained in its Advice Note Twelve: Transboundary Impacts), and taken into account the information currently supplied by the Applicant.

Action: No further action required at this stage.

Date: 5 April 2018

Note: The SoS' duty under Regulation 32 of the 2017 EIA Regulations continues throughout the application process.

Note:

The Inspectorate's screening of transboundary issues is based on the relevant considerations specified in the Annex to its Advice Note Twelve, available on our website at

<http://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/advice-notes/>