

# A585 Windy Harbour to Skippool Improvement Scheme

**TR010035**

## **6.4 Environmental Statement Chapter 4: Alternatives Assessment**

APFP Regulation 5(2)(a)

Planning Act 2008

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

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Infrastructure Planning

Planning Act 2008

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

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**ENVIRONMENTAL STATEMENT CHAPTER 4:  
ALTERNATIVES ASSESSMENT**

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## **4 ALTERNATIVES ASSESSMENT**

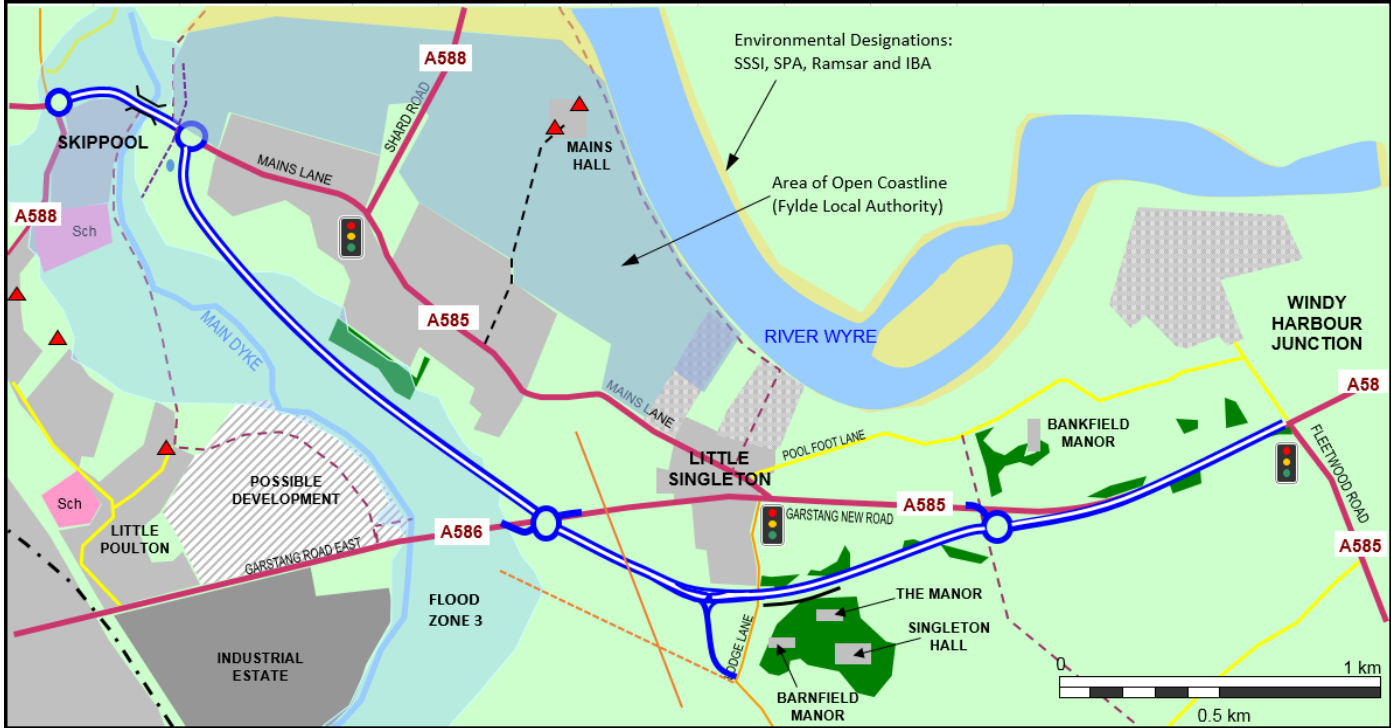
### **4.1 Assessment Methodology**

- 4.1.1 Schedule 4 of the Infrastructure Planning (Environmental Impact Assessment (EIA)) Regulations 2017 requires an Environmental Statement (ES) to provide 'A description of the reasonable alternatives (for example in terms of development design, technology, location, size and scale) studied by the developer, which are relevant to the proposed project and its specific characteristics, and an indication of the main reasons for selecting the chosen option, including a comparison of the environmental effects.' This chapter, therefore, addresses this requirement.
- 4.1.2 During the options stage two Environmental Assessment Reports (EARs) were prepared (one at Project Control Framework (PCF) Stage 1 and one at PCF Stage 2). The EARs provided an environment assessment in accordance with the Design Manual for Roads and Bridges (DMRB): Volume 11, Section 2, Parts 1, 2, 4, 5, 6, 7, 8, 9, 10 and 11 of the alternative options.
- 4.1.3 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 were then used at sifting workshops to help to reject options and inform the selection of the preferred option (the Scheme).

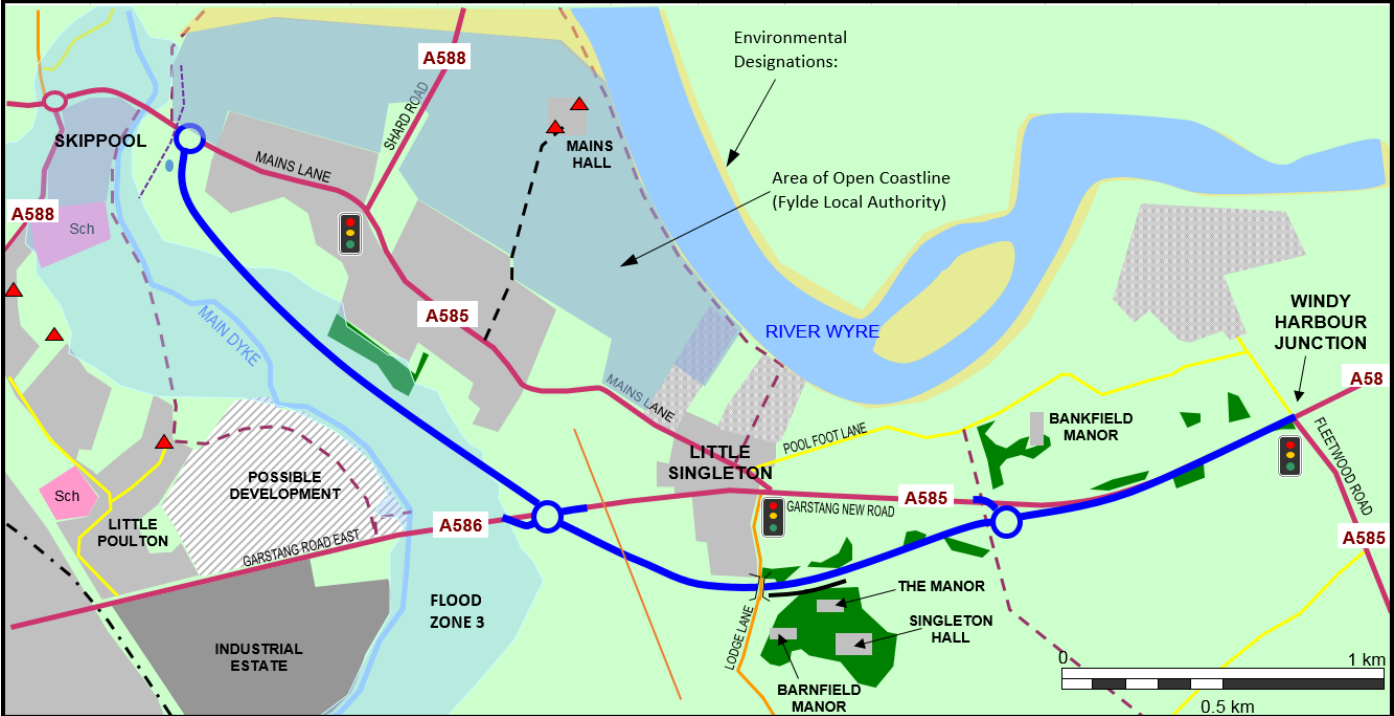
### **4.2 Reasonable Alternatives Studied**

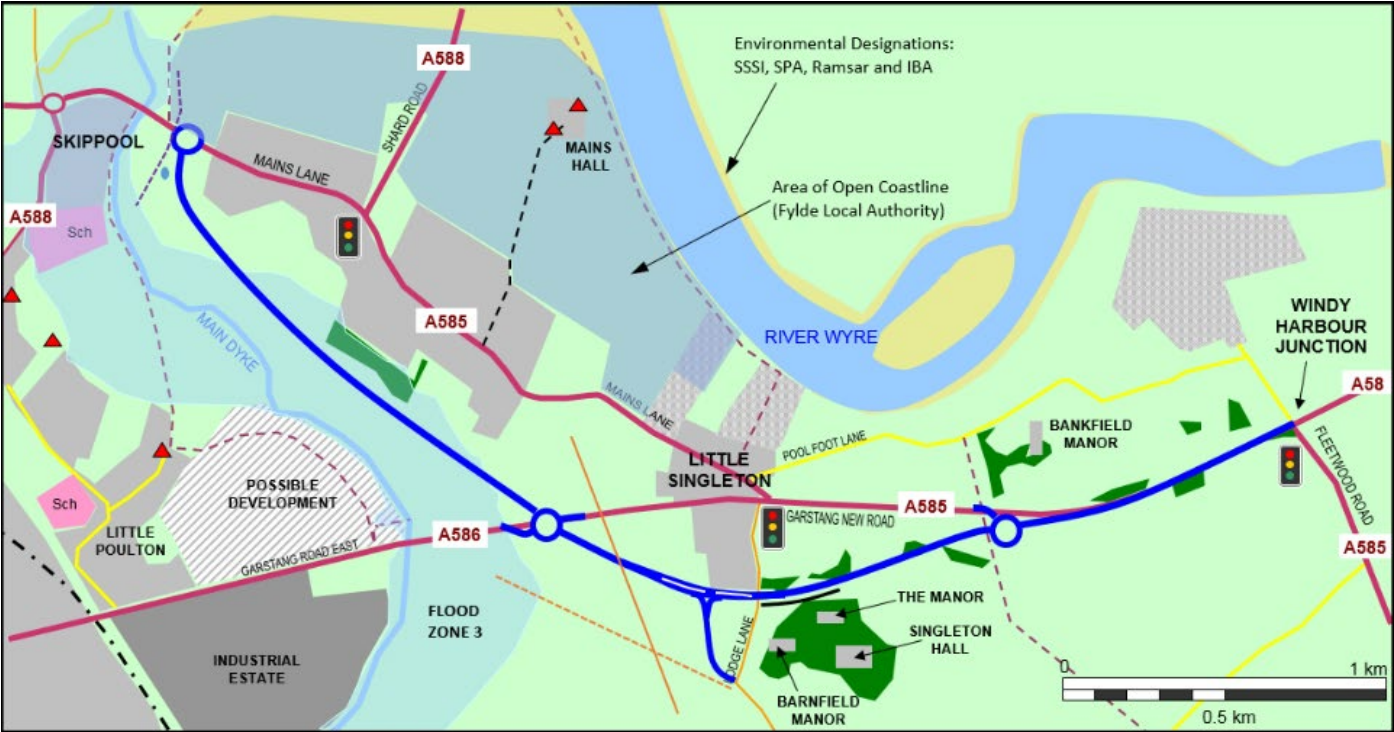
- 4.2.1 Three corridors were considered during Highways England's options stages (PCF Stages 1 and 2), online, southern and northern corridors. Five options were identified for the southern corridor (options S1 - S5), while two options were identified for both the northern (Options N1 and N2) and online corridors (Options 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.
- 4.2.2 A number of alternative arrangements were suggested by the members of public as part of the non-statutory public consultation in 2016 (refer to the Consultation Report (document reference TR010035/APP/5.1)). The main suggestion was for an alternative southern bypass passing much further south between Poulton Junction and Windy Harbour Junction than the proposed Scheme's alignment.
- 4.2.3 Further detail of the rejected options as well as the main reasons for rejecting them is provided in Table 4-1.

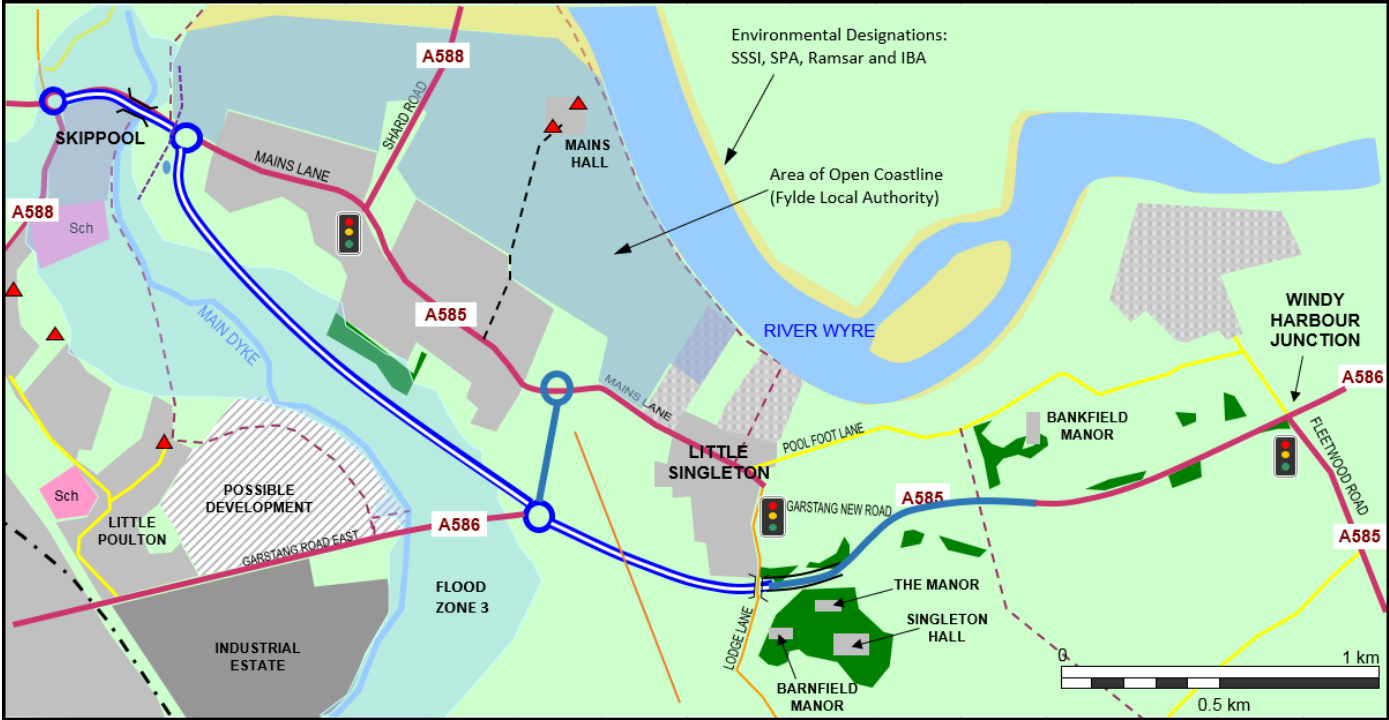
Table 4-1: Alternatives Assessment - Alternative Rejected Options


Option / Description	When Rejected	Main Reasons for Rejecting
<p><b>Southern Bypass – Option S2</b></p> <p>Similar to the Scheme 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.</p>	<p>2016</p>	<p>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.</p> 



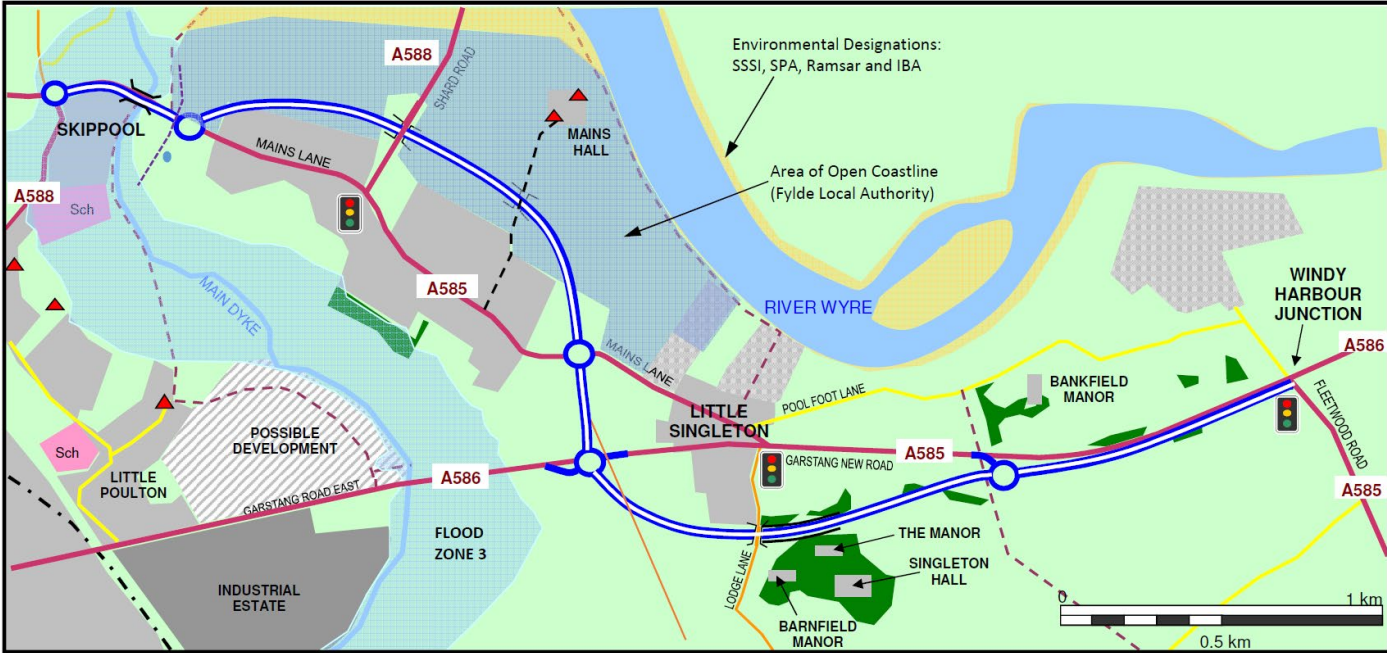
Option / Description	When Rejected	Main Reasons for Rejecting
<p>Southern Bypass – <b>Option S3</b></p> <p>Single carriageway version of the Scheme</p>	<p>2016</p>	<p>Rejected as would not have had sufficient capacity to cope with predicted future traffic growth and would potentially be less safe than a dual carriageway option.</p> 

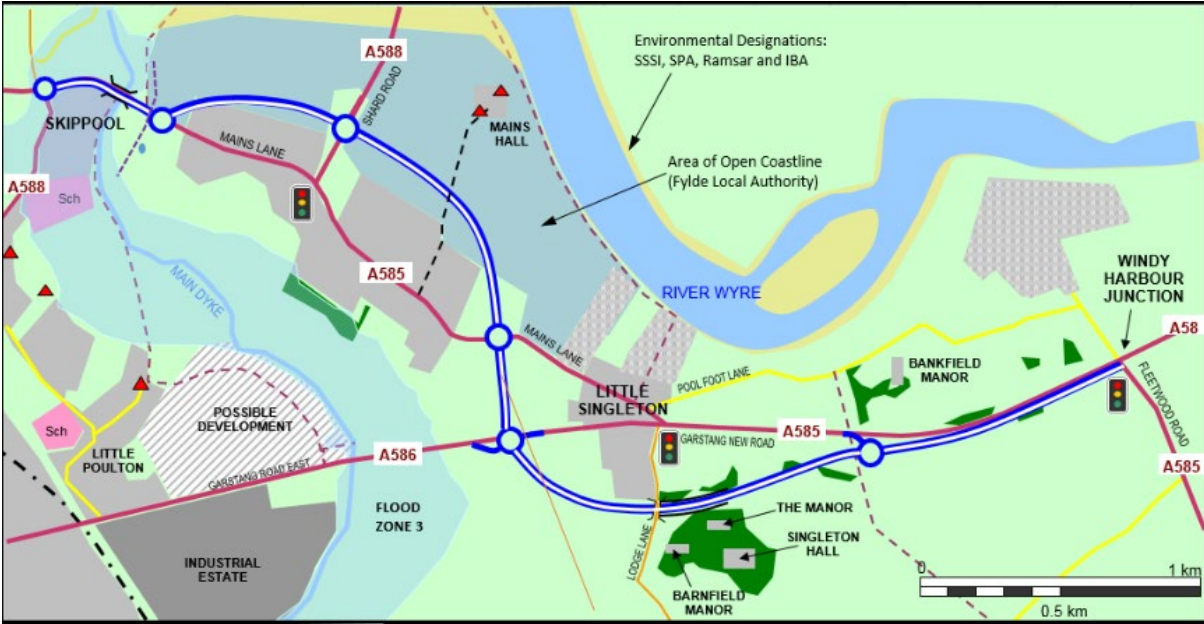
Option / Description	When Rejected	Main Reasons for Rejecting
<p>Southern Bypass – <b>Option S4</b></p> <p>Single carriageway version of Option S2.</p>	<p>2016</p>	<p>Rejected as would not have had sufficient capacity to cope with predicted future traffic growth and would potentially be less safe than a dual carriageway option.</p> 

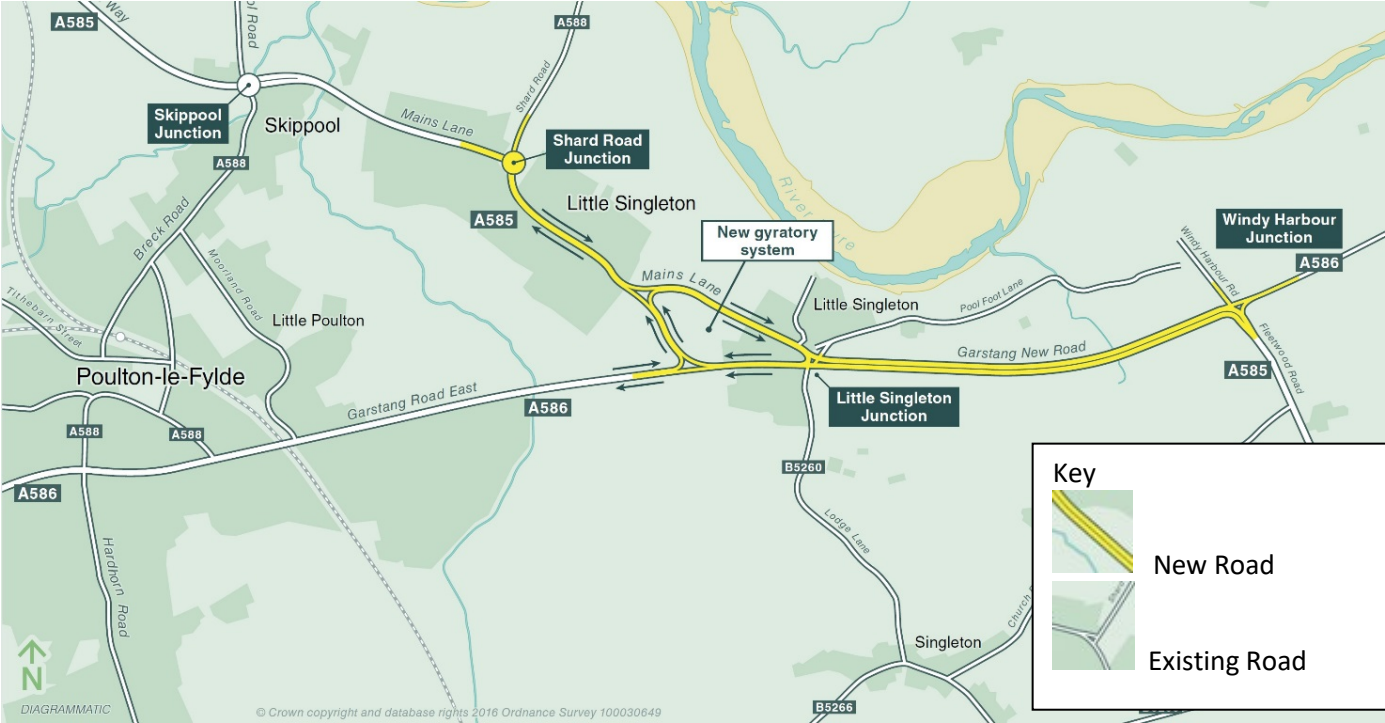
Option / Description	When Rejected	Main Reasons for Rejecting
<p><b>Southern Bypass – Option S5</b></p> <p>Variation of the Scheme but with section of existing Garstang New Road removed east of Little Singleton with no provision of a junction on the proposed bypass east of Little Singleton.</p>	<p>2016</p>	<p>Rejected as was similar to the Scheme but included the additional link to the north-west of Little Singleton – therefore, reduced journey time benefits.</p> 

Option / Description	When Rejected	Main Reasons for Rejecting
Alternative Southern Bypass (Shown in Red)	2017	<p>Rejected as is longer than the Scheme with additional structures and costs, increased journey times and would result in increased severance of Singleton Park.</p> 

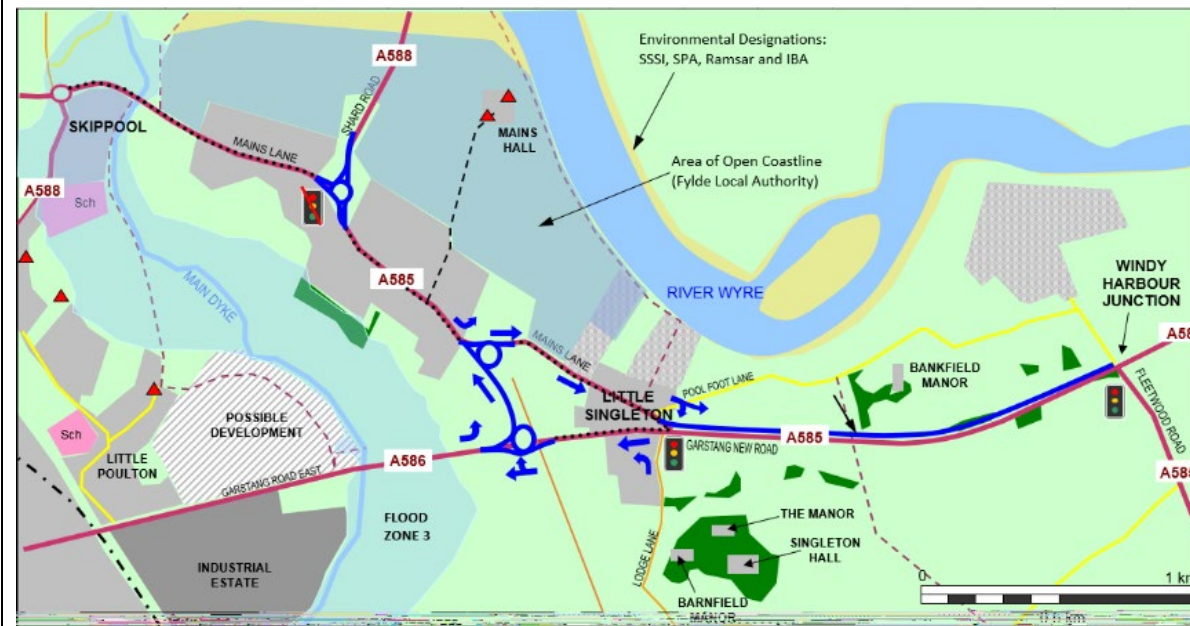
**Comparison of environmental effects of Southern Options:** Environmental effects of the southern options would largely be similar to those for the Scheme. The southern options pass through an area of Flood Zone 3, associated with Main Dyke, may potentially have effects on wildfowl and waders associated with the Special Protection Area (SPA) and Ramsar site, may have effects on heritage assets and may result in adverse landscape effects. Air quality and noise would improve along Mains Lane but some properties to the south may experience an increase in noise. The alternative southern bypass route shown in red above would have greater environmental impacts due to its increased footprint, it would have a greater visual and noise effect on Singleton village properties and the setting of the Conservation Area and it would increase severance of Singleton Park.

Option / Description	When Rejected	Main Reasons for Rejecting
<p><b>Northern Bypass – Option N1</b></p> <p>Dual carriageway passing to the north of Mains Lane but re-joining the Scheme 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</p>	<p>2016</p>	<p>Rejected as was longer than the Scheme and with an additional junction would have increased journey times.</p> 

Option / Description	When Rejected	Main Reasons for Rejecting
<p>Northern Bypass – <b>Option N2</b></p> <p>As Option N1 but with an at-grade junction with Shard Road.</p>	<p>2015</p>	<p>Rejected as was longer than the Scheme and has two additional junctions which would have increased journey times.</p> 
<p><b>Comparison of environmental effects of Northern Options:</b> The northern options were closer to the Morecambe Bay Ramsar site and SPA than other options, therefore, the indirect effects are likely to be greater than for the online and southern options. The northern options were also considered to have potential effects on three Grade II Listed Buildings (more than for the Scheme) together with greater negative effects on the landscape compared to the other options. No significant effects were identified with regards to the water environment.</p>		

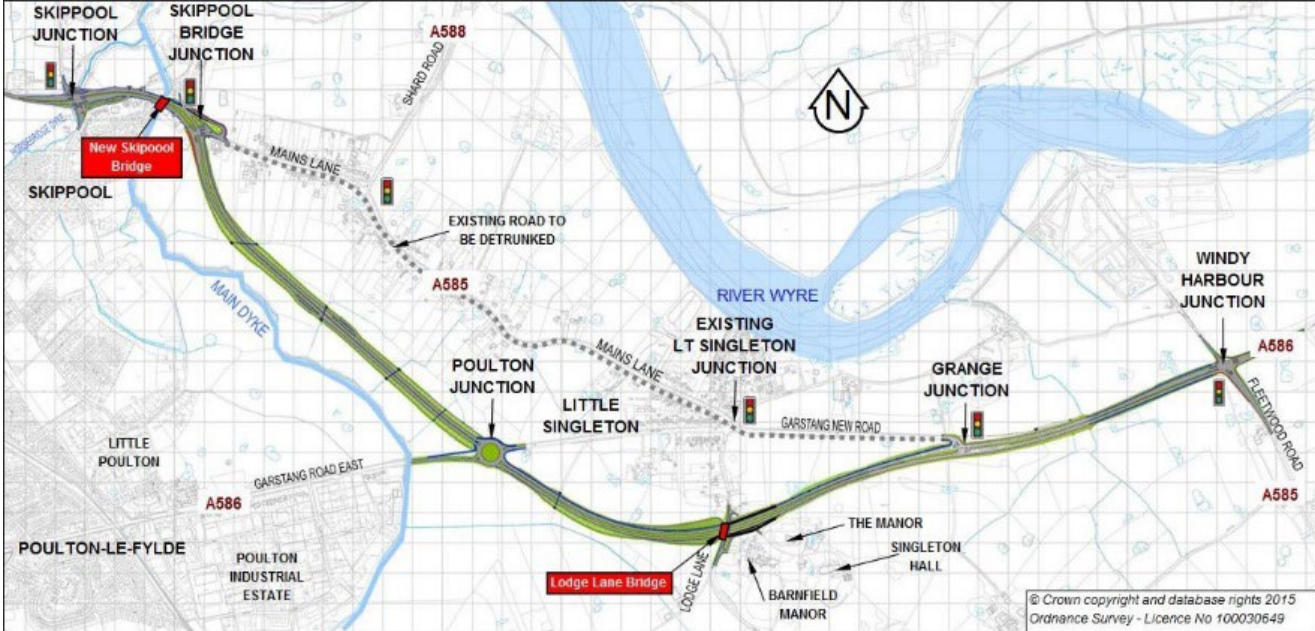
Option / Description	When Rejected	Main Reasons for Rejecting
Online – <b>Option O1</b>	2017	<p>Rejected as it did not meet all the Scheme Objectives. The option would not meet the predicted future aspirations for the region as it would not improve connectivity significantly.</p> 

Option / Description	When Rejected	Main Reasons for Rejecting
<p>Online – <b>Option O2</b> Variant of Option O1 with roundabouts on the one-way gyratory around Little Singleton.</p>	<p>2015</p>	<p>Rejected as was less efficient in dealing with traffic flows than Option O1 and consequently did not meet the Scheme Objectives.</p>

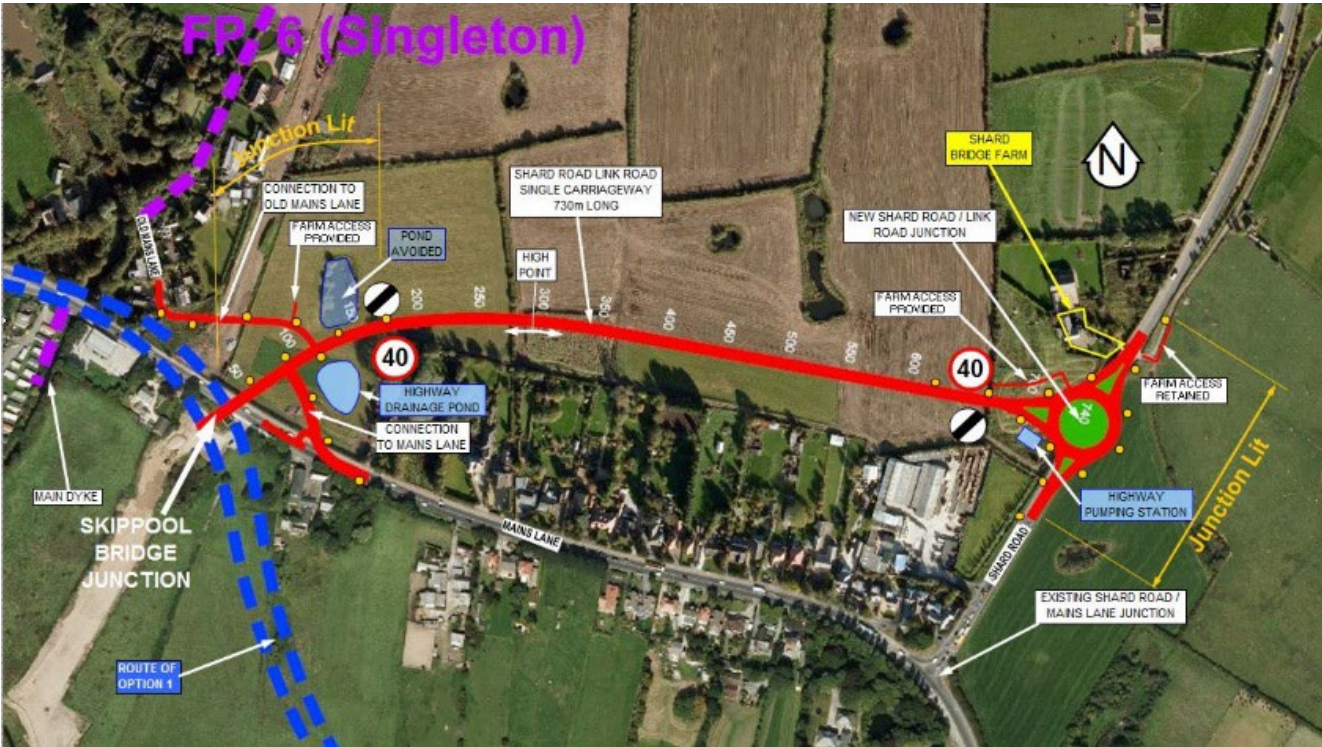


**Comparison of environmental effects of Online Options:** The online options would result in the smallest environmental effects compared to the offline options as they would require the least land-take outside the existing highway boundary. Effects on the local landscape, historic environment and water environment were all considered to be minor (and smaller than the off-line options) 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. Air quality and noise benefits along Mains Lane would be smaller than the off-line options.



Option / Description	When Rejected	Main Reasons for Rejecting
<p><b>Option 1A</b> Provision of a junction linking the new bypass with Garstang New Road</p>	<p>2017</p>	<p>Rejected as it could encourage users to use the existing route through Little Singleton as a rat run. In addition, a new junction would be provided on the bypass which would increase journey times.</p> 

**Comparison of environmental effects of Option 1A:** Similar to the Scheme, however, the option would have reduced noise benefits at the front of properties along Mains Lane.

Option / Description	When Rejected	Main Reasons for Rejecting
<p><b>Southern Bypass addition of Shard Road Link</b></p>	<p>2017</p>	<p>Rejected as would have increased costs, noise and landscape effects. There would also be greater risks to the European Sites.</p>  <p><b>Summary of environmental effects of Shard Road Link:</b> 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 and an increased risk to birds from the Morecambe Bay Ramsar and SPA which use the fields to the north.</p>

### 4.3 **Comparison of Environmental Effects**

4.3.1 The online options would result in fewer environmental effects than the northern and southern options as the majority of works would be undertaken within the highway boundary and would require minimal additional land take. The northern and the southern options would result in similar environmental effects as they both propose an offline bypass solution which would require additional land take largely through agricultural fields and require new structures over several watercourses.

### 4.4 **Justification for the Chosen Option**

4.4.1 On the 24 October 2017 Highways England announced that the southern bypass (specifically the option formerly known as Option S1B) for improving the A585 between Windy Harbour and Skippool was the preferred Scheme.

4.4.2 Highways England's Preferred Route Announcement document (2017) stated that Scheme was the most expensive option, however, it reduced congestion, journey times and improved overall safety. It was also found to better support proposed developments further north on the Fylde Peninsula by increasing the overall capacity of the road. The Scheme also provides the most improvements to pedestrians and cyclists, as it will take traffic away from the existing A585.

### 4.5 **References**

Arcadis (2016) *A585 Windy Harbour to Skippool Improvement Scheme, Environmental Assessment Report (Stage 1)*

Arcadis (2016) *A585 Windy Harbour to Skippool Improvement Scheme, Environmental Assessment Report (Stage 2)*

Highways England (2017) *A585 Windy Harbor to Skippool Improvement Scheme, Preferred Route Announcement*