

# **A585 Windy Harbour to Skippool Improvement Scheme**

**TR010035**

## **5.1 Consultation Report**

APFP Regulation 5(2)(q)

Planning Act 2008

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

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Infrastructure Planning

Planning Act 2008

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

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

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**CONSULTATION REPORT**

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<b>Planning Inspectorate Scheme Reference</b>	TR010035
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## ABBREVIATIONS

Abbreviation	Full text
<i>APFP</i>	<i>Application: Prescribed Form and Procedure</i>
<i>BMV</i>	<i>Best and Most Versatile</i>
<i>Ch</i>	<i>Chainage</i>
<i>DCLG</i>	<i>Department for Communities and Local Government</i>
<i>DfT</i>	<i>Department for Transport</i>
<i>DCO</i>	<i>Development Consent Order</i>
<i>DML</i>	<i>Deemed Marine Licence</i>
<i>ES</i>	<i>Environment Statement</i>
<i>EIA</i>	<i>Environmental Impact Assessment</i>
<i>GDPR</i>	<i>General Data Protection Regulations 2018</i>
<i>HGV</i>	<i>Heavy Goods Vehicle</i>
<i>km</i>	<i>Kilometres</i>
<i>MHWS</i>	<i>Mean High Water Springs</i>
<i>MMO</i>	<i>Marine Management Organisation</i>
<i>MP</i>	<i>Member of Parliament</i>
<i>MPG</i>	<i>Miles Per Gallon</i>
<i>NSIP</i>	<i>Nationally Significant Infrastructure Project</i>
<i>NTS</i>	<i>Non-Technical Summary</i>
<i>The Act</i>	<i>Planning Act 2008</i>
<i>s42</i>	<i>Planning Act 2008 – Section 42: Duty to consult</i>
<i>s46</i>	<i>Planning Act 2008 – Section 46: Duty to notify Commission of proposed application</i>
<i>s47</i>	<i>Planning Act 2008 – Section 47: Duty to consult local community</i>
<i>s48</i>	<i>Planning Act 2008 – Section 48: Duty to publicise</i>
<i>s49</i>	<i>Planning Act 2008 – Section 49: Duty to take account of responses to consultation and publicity</i>
<i>s55</i>	<i>Planning Act 2008 – Section 55: Acceptance of applications</i>
<i>The Inspectorate</i>	<i>Planning Inspectorate</i>

Abbreviation	Full text
<i>PRA</i>	<i>Preferred Route Announcement</i>
<i>PEIR</i>	<i>Preliminary Environmental Information Report</i>
<i>RIS</i>	<i>Road Investment Strategy</i>
<i>RBS</i>	<i>Route Based Strategy</i>
<i>RSPB</i>	<i>The Royal Society for the Protection of Birds</i>
<i>SPRS</i>	<i>South Pennines Route Strategy</i>
<i>SPA</i>	<i>Special Protection Area</i>
<i>SoCC</i>	<i>Statement of Community Consultation</i>
<i>SRN</i>	<i>Strategic Road Network</i>
<i>TPO</i>	<i>Tree Preservation Order</i>

## 1 SUMMARY

### 1.1 Purpose and Scheme Overview

1.1.1 This Consultation Report relates to the A585 Windy Harbour to Skippool Improvement Scheme near Poulton-le-Fylde in west Lancashire. In seeking the legal powers to construct the Scheme, Highways England is making an application for a Development Consent Order to the Secretary of State. This Consultation Report will explain how we have complied with the Section 42 consultation requirements set out in Planning Act 2008.

1.1.2 The A585 Windy Harbour to Skippool Improvement Scheme is to provide an improvement to 4.85 kilometres 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.

### 1.2 Consultations

1.2.1 A non-statutory consultation ran in Autumn 2016 for 42 days and presented two options, Option 1 (Southern Bypass) and Option 2 (On-line improvements), the preferred being Option 1. This provided an opportunity for stakeholders, the general public, the road user and other interested parties to be informed and provide their views on the options being considered. A number of publicity documents for this consultation were included and are listed in Chapter 3.1.6 of this report.

1.2.2 Whilst this consultation was non-statutory, regard was had to all consultation responses received during the consultation period. A number of responses received from the public at this time resulted in alternative options being taken forward for further consideration as detailed in Section 3.2.11. All the information gathered from this consultation informed the decision on the preferred route that was announced on the 24 October 2017.

1.2.3 A statutory consultation ran for seven weeks from 21 March to 8 May 2018 in accordance with the Statement of Community Consultation as detailed in Chapter 4.3 of this report. This included consultation under Sections 42, 43, 44, 47 and 48 of the Planning Act 2008. This consultation provided more detail of the single preferred route option. A number of consultation events and meetings were undertaken which are summarised in the consultation activities table (Table 2-1: Summary of consultation activities) in Chapter 2 of this report. The consultation material was available to view online and at deposit locations around the A585 Windy Harbour to Skippool Improvement Scheme. Section 42 letters were sent in accordance with the requirements of the Planning Act 2008, a Section 46 notification letter was sent to the Planning Inspectorate and four public consultation events were held in March and April 2018 in accordance with Section 47 of the Planning Act 2008.

1.2.4 As a result of comments received relating to the safe operation of the Poulton Junction roundabout during the statutory consultation, the junction design was changed to a traffic signal-controlled crossroads with pedestrian crossings. Highways England considered it appropriate to update the relevant parties as outlined in section 4.8.2 of this report on the design change by undertaking an information sharing exercise (non-statutory) in August 2018. Identified parties were sent a letter and a flyer, copies can

be found in **Appendix P**. All comments made to the project team following distribution of this information are outlined in Section 5.26 of this report.

- 1.2.5 An additional statutory consultation event was also undertaken in between August and September 2018. This was to ensure that the commitment in the Statement of Community Consultation that all members of the public who had previously contacted Highways England regarding the A585 Windy Harbour to Skippool Improvement Scheme received the public consultation brochure. It became apparent after a record check that a small number of customers may not have received this document. Copies of the public consultation brochure were sent via email where details were held or by Royal Mail and can be found in **Appendix Q**. Responses were received online or via post and accepted until the end date of the consultation. Full details of the analysis can be found in Section 5.26 to 5.43 of this report.

### 1.3 **Analysis of Responses**

- 1.3.1 A total of 329 Consultation Response Forms were completed and returned during the first statutory consultation period and analysed in terms of the responses to the closed and free text questions.

- 1.3.2 The closed question responses (questions 1-14, 16, 17) were analysed in a spreadsheet and summarised in a number of graphs shown in Chapter 5 of this report. The free text responses (questions 7-11, 15, 18-19) were analysed, and answers were assigned to a category and counted. Each category was cross-referenced to a possible design change as a result of the response. These are presented in **Appendix S**.

- 1.3.3 In addition, numerous written responses were received from members of the public. The subjects raised in these were categorised and analysed using the same methodology as for the free text responses. These were also considered and are presented in **Appendix S**.

- 1.3.4 The responses received in regard to the information sharing event for the design change at Poulton Junction were collated and responses analysed in Section 5.26 of this report. These have also been categorised and are presented in **Appendix T**.

- 1.3.5 A total of 31 Consultation Response Forms were completed and returned in addition to a number of written responses during the additional statutory consultation period. These were analysed in the same way as the first statutory consultation. The categorised written responses are presented in **Appendix T**.

### 1.4 **Amendments to Scheme**

- 1.4.1 All comments raised during statutory consultation were analysed and those that made suggestions relating to design were further examined. A summary of A585 Windy Harbour to Skippool Improvement Scheme changes as a result of consultation can be found in Table 6-1 of this report.

- 1.4.2 The full analysis of free text and written responses for both rounds of statutory consultation can be found in **Appendix S** and **Appendix T**.

## 2 INTRODUCTION

### 2.1 Purpose of this Document

2.1.1 This Consultation Report relates to the A585 Windy Harbour to Skippool Scheme Improvement Scheme (“the Scheme”). In seeking the legal powers to construct the Scheme, the Applicant is making an application for a Development Consent Order (DCO) to the Secretary of State. Section (s) 37(3)(c) of the Act requires the Applicant to submit this Consultation Report as part of the application. This Consultation Report will explain how the Applicant has complied with the consultation requirements set out in the Planning Act 2008 (“the Act”).

2.1.2 This Report has been developed following the information presented in the Planning Inspectorate’s (“the Inspectorate”) Advice Note 14: Compiling the Consultation Report (v2 April 2012) and the Department for Communities and Local Government (DCLG) Planning Act 2008 Guidance on the Pre-Application Process (March 2015).

### 2.2 Scheme Description and Objectives

2.2.1 The general arrangement of the Scheme is shown in the General Arrangement Plans (document reference TR010035/APP/2.5). The Scheme consists of:

- A 4.85km (3 miles) long dual 2-lane carriageway bypass from Windy Harbour Junction to the 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 signal-controlled crossroads connecting the new bypass to A586 Garstang Road East and modification to Little Singleton Junction (also known as Five Lane Ends) to accommodate U-turning traffic including buses. Between Skippool Bridge Junction and Poulton Junction the bypass is on embankment. East of Poulton Junction through to east of Lodge Lane the bypass is mostly in cutting.
- Three new major structures including: replacement of Skippool Bridge; Lodge Lane Bridge and Grange Footbridge.
- Alterations to the existing road network on completion of the bypass include: detrunking the A585 between Skippool Bridge Junction and the end of Garstang New Road east of Little Singleton; applying a reduction in speed limit to 30mph and providing a combined footway/cycleway along Mains Lane between Shard Road Junction and Little Singleton; altering Garstang New Road east of Little Singleton to allow restricted access to farmers’ fields and provide a shared footway/cycleway route between Windy Harbour Junction and Little Singleton; applying a reduced speed limit of 30mph along Garstang Road East between the proposed Poulton Junction and Little Singleton and upgrading the lighting along Mains Lane and Garstang Road East.

2.2.2 The description above relates to the Scheme as submitted to the Secretary of State and includes design changes which have resulted from consultation. A description of

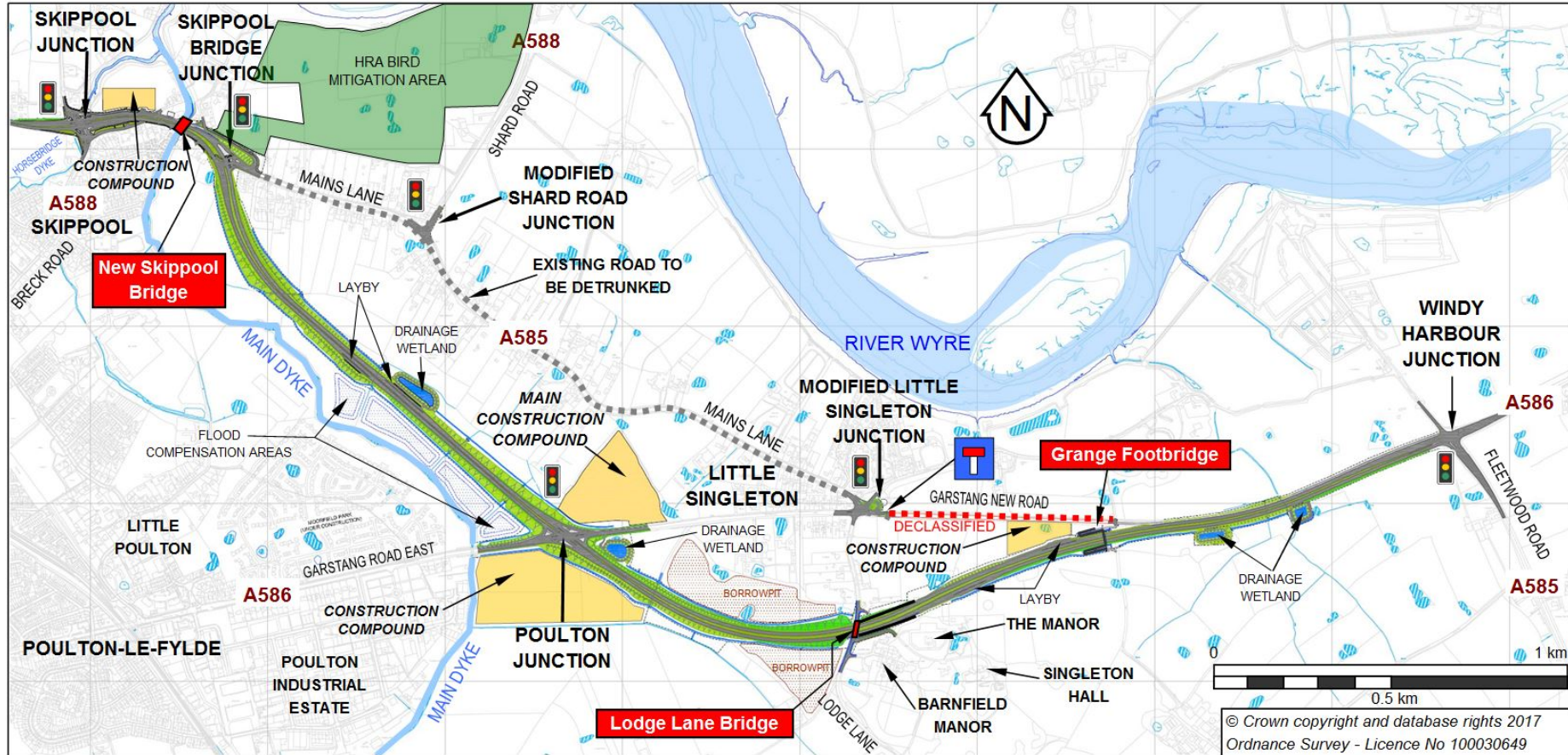
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the scheme at the time of consultation can be viewed in the Consultation Brochure in **Appendix M**.

- 2.2.3 The fundamental differences between the final scheme and that consulted on are the layouts of the Poulton Junction and Little Singleton Junction. During consultation, both junctions were shown to be roundabouts. In the final design, Poulton Junction is a signal-controlled crossroads and Little Singleton Junction accommodates U-turning traffic including buses, as described in Section 2.2.



Figure 2-1: Scheme plan showing the key Scheme features



## 2.3 Summary of Consultation Activities

2.3.1 The pre-application consultation activities are summarised in Table 2-1 below.

Table 2-1: Summary of consultation activities (Figures shown in brackets relate to Sections in this report)

Consultation Activity Undertaken:	Date:
Pre-Non-Statutory Consultation 10 September 2015 to 5 September 2017	
<i>Local Authority Meeting (Lancashire County Council, Fylde Borough Council and Wyre Council)</i>	10 September 2015
<i>Pre-consultation meetings have been held during 2016/7 that have included representatives from the local councils, residents' associations and some of the local interest groups (3.1.8)</i>	6 May 2016 7 June 2016 6 July 2016 7 July 2016 15 July 2016 22 July 2016 28 July 2016 9 August 2016
<i>Liaison via a letter followed by face-to-face meeting, where requested, with landowners potentially affected by land take as a result of Option 1 (3.1.12)</i>	10 August 2016
Non-Statutory Consultation: 5 September to 17 October 2017 (Pre-PRA)	
<i>Start of non-statutory consultation (3.1.1)</i>	5 September 2016
<i>Consultation brochures delivered to the households in closest proximity to the Scheme and local Members of Parliaments (MPs), councillors and local authorities. Flyers distributed to homes in key areas surrounding the Scheme. Brochures also deposited at points close to the Scheme including garden centres, libraries, village hall and civic centre (3.1.6)</i>	5 September 2016
<i>Press release (3.1.6)</i>	5 September 2016
<i>Advertisement of consultation for options on Twitter @HighwaysNWEST</i>	5 September 2016
<i>Advertisement of public consultation events on Twitter @HighwaysNWEST</i>	16 September 2016 20 September 2016 21 September 2016
<i>Public exhibition event on options for the Scheme (3.1.7)</i>	16 September 2016 17 September 2016 21 September 2016
<i>First meeting of the Scheme Community Reference Group (3.1.10)</i>	4 October 2016



<b>Consultation Activity Undertaken:</b>	<b>Date:</b>
<i>End of non-statutory consultation period</i>	<i>17 October 2016</i>
<i>2<sup>nd</sup> Meeting of Community Reference Group (3.4)</i>	<i>17 January 2017</i>
<i>3<sup>rd</sup> Meeting of Community Reference Group (3.4)</i>	<i>1 August 2017</i>
<i>Meetings with Councillors, residents, landowners, businesses and where requested (3.1.8)</i>	<i>Numerous throughout non-statutory consultation / non-consultation period</i>
<b>Preferred Route Announcement (PRA): 24 October 2017</b>	
<i>Letters to potentially affected landowners alerting them to forthcoming PRA and inviting them to a targeted event to discuss the potential implications of the announcement on them (3.1.11)</i>	<i>17 October 2017</i>
<i>PRA (3.3)</i>	<i>24 October 2017</i>
<i>Distribution of PRA literature (3.3.2)</i>	<i>24 October 2017</i>
<i>Singleton Parish Council Meeting (3.1.8)</i>	<i>26 October 2017</i>
<i>PRA landowner event (3.3.3)</i>	<i>31 October 2017</i>
<b>Statutory Consultation: 21 March to 8 May 2018</b>	
<i>Section 47 Notice Publications (4.6)</i>	<i>14 and 21 March 2018</i>
<i>Newspaper adverts for public consultation exhibition (Section 47/48) (Table 4-8)</i>	<i>14 and 21 March 2018</i>
<i>SoCC notice published in newspapers</i>	<i>14 and 21 March 2018</i>
<i>Press Release (4.2.11)</i>	<i>15 March 2018</i>
<i>Letters to Prescribed Consultee, Section 42(1)(a) (4.4.2)</i>	<i>16 March 2018</i>
<i>Letters to Marine Management Organisation, Section 42(1) (aa) (4.4.1)</i>	<i>16 March 2018</i>
<i>Letters to Local Authority Statutory Consultation, Section 42(1)(b) (4.4.1)</i>	<i>16 March 2018</i>
<i>Letters to Category 1 and 2, Section 42(1)(d) (4.4.1)</i>	<i>16 March 2018</i>
<i>Letters to Category 3, Section 42(1)(d) (4.4.1)</i>	<i>16 March 2018</i>
<i>Letter to the Inspectorate, Section 46(2) (4.5.1)</i>	<i>20 March 2018</i>
<i>Additional adverts placed in local newspapers (4.2.6)</i>	<i>21 and 28 March 2018</i>

<b>Consultation Activity Undertaken:</b>	<b>Date:</b>
<i>Consultation brochure and flyer distribution to residential and commercial properties within a defined boundary surrounding the Scheme (Section 47/48) (4.2.2)</i>	19 – 21 March 2018
<i>Start of Statutory Consultation Period (Section 42/47) (4.2.1)</i>	21 March 2018
<i>Section 48 Notice Publications (4.7)</i>	21 March 2018
<i>Scheme Webpage updated with consultation materials including the brochure with Consultation Response Form, the PEIR and NTS, SoCC, fly-through visualisation of the Scheme and the Section 47 &amp; 48 notices <a href="http://roads.highways.gov.uk/projects/a585-windy-harbour-to-skipool/">http://roads.highways.gov.uk/projects/a585-windy-harbour-to-skipool/</a>, (Section 42/47) (4.2.4)</i>	21 March 2018
<i>Statutory Consultation material available in deposit locations in the vicinity of the Scheme (Section 47) (4.2.4)</i>	21 March 2018
<i>Advertisement of consultation period on Twitter @HighwaysNWEST (4.2.12)</i>	21 March 2018
<i>The public consultation was also advertised on the Applicant's North West Twitter feed @highwaysNWEST. (4.2.12)</i>	23 March 2018 7 April 2018 10 April 2018 11 April 2018
<i>Public exhibition event, (Section 42/47) (Table 4-6)</i>	23 March 2018 7 April 2018 10 April 2018 11 April 2018
<i>Council briefings, (Section 42(1)(b)) (4.2.9)</i>	23 March 2018
<i>Community Reference Group Meeting (Section 42/47) (4.3.2)</i>	19 April 2018
<i>End of Statutory Consultation</i>	8 May 2018
<b>Poulton Junction Information Sharing Event:</b>	
<i>Letter and a flyer which contained details of the proposed new layout of a traffic signal-controlled crossroads and pedestrian crossings sent to residents in the vicinity of the junction and those who had previously completed a Consultation Response Form</i>	17 August 2018
<b>Statutory Consultation Event 28 August – 25 September 2018</b>	
<i>Consultation brochures were sent to all of the individuals who had previously</i>	28 August – 25 September 2018

Consultation Activity Undertaken:	Date:
<i>registered interest in the scheme. The consultation brochure and an accompanying letter were sent on 24 August 2018 and the consultation period ran between 28 August to 25 September.</i>	

2.3.2 Early consultation with the public at the non-statutory stage allowed members of the public to provide feedback at the options stage, inform the PRA and influence the development of the Scheme.

#### 2.4 **Covering Letter and completed s55 Checklist**

2.4.1 A covering letter and completed s55 checklist is submitted within the application documents (document reference: TR010035/APP/1.1).

2.4.2 The completed s55 checklist provides evidence of compliance with the pre-application consultation requirements within the Act.

### 3 NON-STATUTORY CONSULTATION

#### 3.1 Overview of the Non-Statutory Consultation

3.1.1 A non-statutory public consultation on options ran for six weeks from 5 September to 17 October 2016 (42 days).

3.1.2 Two options were presented:

- Option 1: a bypass to the south of the A585 (including a couple of variations within this option).
- Option 2: on-line improvements to the existing A585 (no bypass).

3.1.3 Option 1 was presented as the preferred solution because it was considered to offer the best combination of benefits.

3.1.4 The purpose of holding a non-statutory consultation was to provide an opportunity for stakeholders, the general public, road users and any other interested party to be informed and provide their views on the options being presented. The consultation provided valuable input from the public on any local issues that may have not been previously identified. The feedback received was used to refine and develop the proposals.

3.1.5 The consultation was non-statutory and so not required to meet any statutory obligations under legislation. However, it was conducted using comparable methodology to a statutory process. The Applicant was influenced by government guidance, best practice and lessons learned from other major consultations, and the principles for a lawful consultation that have been established by the courts.

3.1.6 Publicity and documentation for the consultation on options included:

- 2,300 consultation brochures with questionnaires distributed to key stakeholders and properties closest to the Scheme. All affected landowners were included in the distribution.
- 21,000 flyers were distributed to homes in key areas surrounding the Scheme including Skippool, Little Singleton, Poulton-le-Fylde, Carleton, Thornton and Fleetwood.
- Further brochures were sent to local MPs, councillors and the main local authorities.
- Advertisement of the public exhibitions was published in The Blackpool Gazette, Lancashire Evening News, Fleetwood News on the 14 September 2016.
- A press release describing the Scheme, announcing the consultation and providing details of the information available<sup>1</sup> was released.
- Documents, fly-through video and questionnaires were made available on the Applicant's website

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<sup>1</sup> <https://www.gov.uk/government/news/a585-congestion-relief-consultation-launched>



- Brochures were provided in public viewing places in the vicinity of the Scheme including local libraries, civic centre and village hall.
- 3.1.7 Three consultation events were held on 16, 17 and 21 September 2016 where exhibition panels presenting the Scheme options were displayed and the project team members were available to discuss the Scheme and answer questions.
- 3.1.8 Key stakeholders were consulted prior to the PRA. Table 3-1 details each stakeholder, their role and how they have been identified.

Table 3-1: Key Stakeholder Identification

Stakeholder	Role	Identification
<i>Fylde Borough Council Wyre Council Lancashire County Council</i>	<i>Host Local Authority</i>	<i>Primary consultees to provide detailed knowledge of existing infrastructure, environment, potential issues within local community groups and economic growth strategies to inform design</i>
<i>Natural England Environment Agency Historic England The Royal Society for the Protection of Birds (RSPB) Lancashire Wildlife Trust</i>	<i>Statutory and non-statutory environmental organisations</i>	<i>Statutory and non-statutory environmental organisations to inform the EIA Scoping, the ES and overall design.</i>
<i>Cadent (National Grid) Electricity North West Openreach BT United Utilities GTC</i>	<i>Statutory Undertakers</i>	<i>A consultee to provide knowledge on existing land and asset infrastructure, potential issues and requirements for diversions of utilities, protective provisions, health and safety provisions when working near assets</i>
<i>Landowners</i>		<i>Either directly or indirectly affected landowners were contacted to establish a relationship and provide</i>

Stakeholder	Role	Identification
		<i>an overview of the Scheme and process.</i>
<i>Local Community</i>		<i>Interested parties and groups to provide 'on the ground' first-hand knowledge of local issues, concerns, as well as community aspirations. Structured engagement with community is ongoing through the Scheme Community Reference Group</i>
<i>Paul Maynard MP (Blackpool North and Cleveleys)</i> <i>Mark Menzies MP (Fylde)</i> <i>Ben Wallace MP (Wyre and Preston North)</i>	<i>Members of Parliament (MP)</i>	<i>These are the MPs of local constituencies and have a vested interest in effects on their communities</i>

3.1.9 Pre-consultation meetings were held in advance of the formal non-statutory consultation with:

- Councillors (from Fylde Borough Council, Wyre Council 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 Residents' Association on 9 August 2016

3.1.10 Given the early nature of these meetings in the timeframe of the Scheme, they were fundamentally an information sharing exercise intended to engage with relevant parties early in the design process. Queries were raised regarding subjects including mitigation plans, provisions included for cyclists and whether the Scheme could have impacts elsewhere in the area. These pre-consultation meets were valuable for increasing the Applicant's understanding of the concerns and priorities of the residents.

3.1.11 During the non-statutory consultation period, a decision was made by the Applicant to assemble the A585 Windy Harbour to Skippool Improvement Scheme Community Reference Group, comprised of representatives from across the community including local residents and businesses. This enabled a wider transect of the community

including businesses, local councils and landowners and residents to be consulted. The initial meeting of the group was held on 4 October 2016 at which preliminary findings from the consultation responses were presented.

3.1.12 Distribution of the consultation literature to around 23,000 homes surrounding the Scheme was the most significant campaign to engage with the public in the vicinity of the Scheme. A targeted approach to consulting with potentially affected land owners was undertaken using details obtained from Land Registry records.

3.1.13 Liaison with the potentially affected landowners commenced on 10 August 2016. A letter was sent detailing the Scheme, information about forthcoming consultation and contact details for the Scheme project manager and public liaison officer. Following this, several stakeholders contacted the public liaison officer to request more information or to arrange meetings. Where requested, meetings were held with landowners and appropriate members of the project team.

### 3.2 **Non-Statutory Options Consultation**

3.2.1 The 'Options Consultation Brochure' created for consultation purposes is provided in **Appendix A**. This included a questionnaire, which the public were invited to complete, to express their views on the two options. Responses to the questionnaire were accepted online, at public consultation events by completing a paper copy of the questionnaire, by post using the freepost address printed on the questionnaire or by email. In addition to the questionnaires, a number of stakeholders and members of the public provided a written consultation response which were also taken in to consideration.

3.2.2 The non-statutory public consultation asked members of the public for their views on Scheme options. Option 1, the Southern Bypass, 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 turning north to a new junction with Garstang Road East to be 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. Two variants were considered within the option:

- 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

3.2.3 Option 2 involved improvements to the existing A585 (no bypass) which included:

- creating a one-way two lane gyratory system within Little Singleton
- making Garstang New Road from Windy Harbour to Little Singleton a dual carriageway
- a new two lane northbound link within Little Singleton that will form part of the gyratory system that connects to Main Lane

- replace the existing traffic signals at Shard Road with a new junction located to the north-east of the existing junction

3.2.4 A North Bypass option had previously been considered but was rejected prior to the non-statutory consultation due to cost, environmental impact and because it offered no additional benefit to Option 1. The road would be longer than the preferred design and had additional junctions that would affect journey times and increase environmental impacts. The North Bypass option was also in closer proximity to European protected sites (Morecambe Bay Ramsar and Special Protection Area (SPA)) than the other options and was considered to have potential impacts on three Grade II Listed Buildings. It was also considered to have a negative effect on landscape resources.

3.2.5 All responses received by Monday 17 October 2016 were included in the consultation report and postal returns were accepted until Monday 24 October 2016 to allow for postal delays. The online questionnaire was closed on the day the consultation period ended.

3.2.6 A total of 574 completed responses to the consultation questionnaire were received.

3.2.7 The questionnaires were individually processed and underwent a coding process where comments were categorised by subject to draw out 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 expanded because of additional issues identified in the questionnaires and from other correspondence received.

3.2.8 The analysis of the questionnaires included a postcode analysis, age and gender demographics analysis.

- Questions 1-4 enquired why the respondents used the route, mode of transports commonly used and frequency of use of the route.
- Questions 5-9 enquired whether the respondent agreed with the need of the Scheme, whether the respondent understood the different options considered, whether the respondent thought the preferred option (Option 1) would improve journey times, safety and access for cyclists and pedestrians.
- Questions 10 and 11 enquired which options the respondents preferred.
- Question 12 was split into 5 parts and enquired whether participants agreed with the bypass proposals at specific locations. Full analysis results and details can be viewed in the Report on the public consultation (non-statutory consultation report) **Appendix M.**

3.2.9 The information gathered through public consultation found 78% of respondents stated they would prefer a bypass, 49% indicated a preference for Option 1A. Their main reasoning being easier access to Mains Lane, Little Singleton and Over Wyre and a convenient alternative route in case of an accident on the bypass, though it may be used as a cut through between Grange and Poulton Junction. The consultation also found 28% preferred Option 1B, (17% indicating they did not want a bypass and 5% not responding). The results indicated 12% of respondents favoured Option 2.



3.2.10 The comments received from Fylde Council, Wyre Council and Lancashire County Council were all supportive of the Southern Bypass option. It was recognised that Option 1 would be more effective in reducing congestion, journey times and improve safety overall.

3.2.11 Various alternative suggestions to the two proposed Schemes were suggested during the non-statutory consultation. The full list of these is available to view in Chapter 5 of the Report on the public consultation (non-statutory consultation report), a copy of which can be found in **Appendix M**. All of the alternatives were considered and two were taken forward for further feasibility studies:

- Lodge Lane land bridge
- Shard Road link road

### 3.3 Preferred Route Announcement

3.3.1 The information gathered as part of the non-statutory consultation helped to inform the decision on the Preferred Route and the development of the Scheme which was taken to statutory consultation. Information received through the questionnaire was considered as well as alternative suggestions put forward in the questionnaires and in other written consultation responses. All this information was considered alongside other factors including meeting Scheme objectives, cost and compliance with design and safety standards when making decisions about which options to develop.

3.3.2 The PRA was made on the 24 October 2017. The Southern Bypass was selected as the preferred route to be progressed to the next stage of development. While it is the most expensive option, the Southern Bypass does more to reduce congestion, reduce journey time and improve safety overall. It will better support the proposed developments further north on the Fylde peninsula, by increasing the overall capacity of the road. Option 1 also provides the most improvements to pedestrians and cyclists, as it will take traffic away from the existing A585. This announcement was publicised on the Applicant's website, via a brochure at deposit points in the vicinity of the Scheme and delivery of the brochure to households close to the Scheme and all of the individuals who had contacted the Applicant as part of the non-statutory consultation and via a press release<sup>2</sup>. A letter was sent to landowners on the 17 October 2017 to inform them of the upcoming announcement and invite them to an event to discuss the announcement and the implications of this on their property.

3.3.3 A targeted event for landowners who would potentially have land acquired as a result of the Scheme was held in Singleton Village Hall on 31 October 2017. At this evening meeting, the project team (including the District Valuer) were available to discuss the implications of the PRA for these landowners. Where individuals were unable to attend, private meetings were organised to make the information available to these parties.

### 3.4 Community Reference Groups

3.4.1 Ongoing engagement with the community has been undertaken via two further Community Reference Group meetings. These were held on 17 January 2017 and 1 August 2017.

<sup>2</sup> <https://www.gov.uk/government/news/dual-carriageway-bypass-unveiled-for-key-a585-improvement>

- 3.4.2 At the first of these, information from the draft non-statutory consultation report was presented to the members. This provided an update following the presentation of preliminary results at the inaugural meeting and an informal opportunity to provide feedback.
- 3.4.3 At the 3<sup>rd</sup> meeting the final results from the Report on public consultation (non-statutory consultation report) were presented along with an overview of the 9 alternative options which were proposed during the consultation and an outline of which were being developed further and why.
- 3.5 **Environmental Impact Assessment**
- 3.5.1 The proposed Scheme is considered to be Environmental Impact Assessment (EIA) Development under Schedule 2, Regulation 10 (f) Construction of Roads of the Infrastructure Planning (EIA) Regulations 2017. Consequently, an Environmental Statement (ES) has been prepared to support the DCO application (document reference: TR010035/APP/6.1 – 6.20).
- 3.5.2 In accordance with Regulation 8(1)(b) of The Infrastructure (Environmental Impact Assessment) Regulations 2017, a notification letter was issued to the Inspectorate to inform them of the Applicant's intention to issue an ES alongside the DCO application for this Scheme. This notification was issued on 24 October 2017 which was prior to the s42 consultation which commenced in March 2018.
- 3.5.3 A Preliminary Environmental Information Report (PEIR) was produced for the statutory consultation. This informed the parties consulted under s42 of the Act, and the public, of the environmental work undertaken to this point.
- 3.5.4 During the preparation of the ES a number of topic specific consultations have been undertaken with various organisations as part of the baseline data gathering process and to review some early assessment work (both with statutory and non-statutory consultees). All consultation undertaken as part of the EIA is outlined in the Environmental Statement Chapter 3: Consultation of the ES (document reference: TR010035/APP/6.3). This consultation is distinct from the s42 consultation detailed in this report and it therefore not covered here.
- 3.5.5 A copy of the notification letter is provided within **Appendix B**. The Inspectorate provided verbal confirmation of receipt of the notification letter.

## 4 STATUTORY CONSULTATION

### 4.1 Overview of Scheme changes since Non-Statutory Consultation and PRA

4.1.1 Since the non-statutory consultation on options (Q3/Q4 2016) and the PRA (Q4 2017), the Scheme has developed. The two fundamental changes in the Scheme taken to Statutory Consultation were that the following elements would not be progressed:

- Shard Road link road
- Grange Junction (connecting Garstang New Road to the bypass)

4.1.2 Following review of the Shard Road link, which had been developed as a result of a suggestion made during the non-statutory consultation, a decision was made not to progress this feature 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. A plan of the Shard Road link road can be found in **Appendix M** in Figure 5-4 of the Report on the public consultation (non-statutory consultation report).

4.1.3 During the options consultation, an option was presented to include a junction with Garstang New Road east of Little Singleton (Grange Junction). This is no longer being considered as a junction at this location 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.

### 4.2 Overview of the Statutory Consultation

4.2.1 The statutory consultation was an opportunity to seek views on a number of aspects of the Scheme including:

- the proposed designs for the junctions at Skippool, Skippool Bridge, Poulton and Little Singleton
- the options for the bridge which will be provided to carry the existing B5260 Lodge Lane over the new bypass
- the Grange Footbridge
- improvements to the existing section of Mains Lane and Garstang New Road

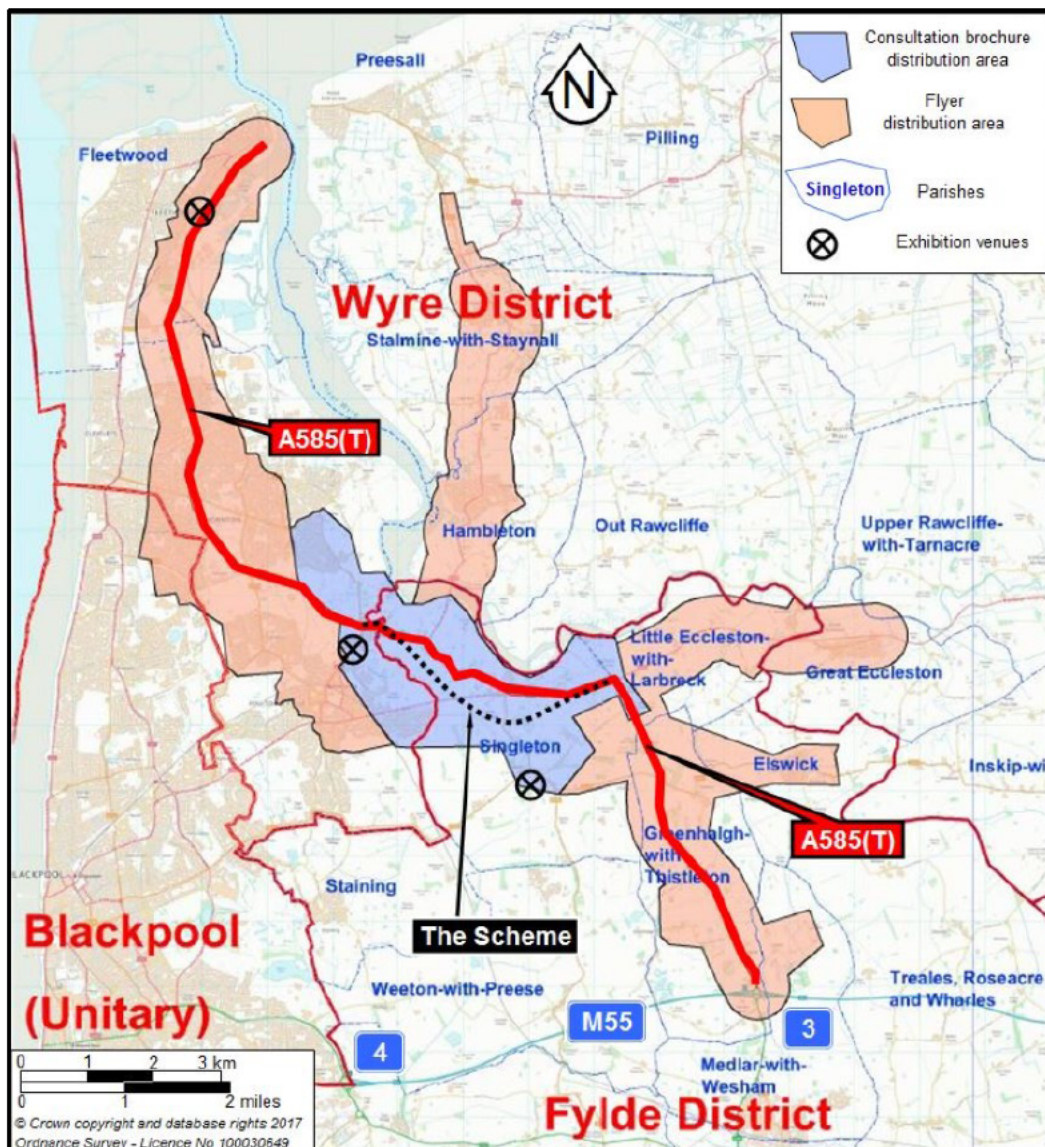
4.2.2 Opinions on how well the Southern Bypass option would achieve the Scheme's objectives and how a number of features would improve safety were also sought.

4.2.3 A statutory consultation ran for seven weeks from 21 March to 8 May 2018 (48 days) in accordance with the SoCC. This was to ensure the local community, residents, local interest groups, businesses, visitors and road users all had the opportunity to fully understand the Scheme and comment on the proposals.



- 4.2.4 At the start of the consultation period, copies of the public consultation brochure were sent directly to residential and commercial properties in close proximity to the Scheme. The brochure outlined the Scheme’s objectives, how proposals have developed and changed since the PRA and details of the elements which we would like views on as well as details for the public exhibitions and how to respond to the consultation. A wider distribution catchment area also received notification of the consultation period, and how to find out more information about the Scheme, via an A4 flyer.
- 4.2.5 The distribution areas for the brochures and flyers can be seen in Figure 4-3 and Appendix 1 of the SoCC in **Appendix F**. These areas were targeted based on the Scheme footprint and likely impacted users.

Figure 4 3: Plan showing the physical extent of the consultation area



- 4.2.6 From the 21 March 2018 the consultation material, including the brochure with the Consultation Response Form, the PEIR and NTS, and the SoCC, was available to view on the dedicated Scheme webpage: <http://roads.highways.gov.uk/projects/a585-windy-harbour-to-skippool/>.

- 4.2.7 The documents were also available from 21 March 2018 at deposit locations around the Scheme which included the following quantities:
- 50 consultation brochures (including the Consultation Response Form)
  - 50 DCO leaflets
  - 50 NTS of the PEIR
  - 2 SoCC (with labels stating DO NOT REMOVE)
  - 1 or 2 PEIR (with labels stating DO NOT REMOVE) number of copies based on individual venues requests and their ability to store/display such a substantial document
  - 2 non-statutory consultation reports (with labels stating DO NOT REMOVE)
  - 2 s48 notices (with labels stating DO NOT REMOVE)
- 4.2.8 Four public consultation events were held on 23 March, 7, 10, 11 April 2018. The attendance at these events can be seen in Table 4-1.

Table 4-1: Number of attendees at public consultation exhibitions

Date / Venue	Attendance
<i>Friday 23<sup>rd</sup> March - Singleton Village Hall</i>	125
<i>Saturday 7<sup>th</sup> April - Singleton Village Hall</i>	89
<i>Tuesday 10<sup>th</sup> April – Wyre Civic Centre</i>	176
<i>Wednesday 11<sup>th</sup> April – Fleetwood Nautical Campus</i>	52

- 4.2.9 The exhibitions gave people an opportunity to view Scheme, talk to the project team and provide comments. The public were informed of the exhibition through channels including advertisements in appropriate local newspapers, via our webpage, the media, direct communications (including brochure/flyer drop) and Scheme updates (if subscribed to on the Scheme website).
- 4.2.10 All responses received by Tuesday 8 May 2018 were included in the consultation and postal returns were accepted until Friday 11 May 2018 to allow for postal delays. The online response form closed on the day the consultation period ended.
- 4.2.11 Councillors from Wyre and Fylde Borough and Lancashire County were invited to a VIP event which was held during the first hour of the first public exhibition event. Five people attended this, representing Wyre Council, Lancashire County Council and the MP's for Lancaster and Fleetwood. A brief presentation was given to attendees followed by the opportunity to view the exhibition and discuss the proposals with the project team.
- 4.2.12 The consultation was advertised in local and national newspapers. This included publication of the s47 and s48 notices in addition to further adverts notifying the public of the consultation, the public exhibitions, how to acquire further information and the deadline for submitting responses. Details of all the s47 and s48 newspaper



publications can be seen in Table 4-4 and Table 4-8, respectively. The additional adverts were placed in the Lancashire Evening Post, Blackpool Gazette, Fleetwood Weekly News and Lytham St Anne's Express on 21 and 28 March 2018 (or nearest day depending on publication day).

- 4.2.13 A press release detailing the consultation and how the community and road users could participate was issued on 15 March 2018 and was available to view on the Highways Industry website. This was available at the time of the consultation but has since been removed from the website.
- 4.2.14 The public consultation was also advertised on the Applicant's North West Twitter feed @highwaysNWEST. Copies of these advertisements can be found in **Appendix M**.
- 4.2.15 All consultation responses received within the consultation period were considered and views raised were used to shape the final design, where possible, whilst still meeting the Scheme objectives and complying with design standards.

### 4.3 Preparation of Statement of Community Consultation

- 4.3.1 In accordance with s47 of the Act, the local community in the vicinity of the Scheme were consulted about the proposed application. The SoCC detailed how this was to be undertaken. Fylde Borough Council, Wyre Council and Lancashire County Council were consulted on the preparation of the SoCC as per S47(2) of the Act. These authorities fall within s43(1) of the Act as the Scheme is situated within land in their jurisdiction.
- 4.3.2 Prior to the development of the SoCC, a non-statutory public consultation on options captured the views of the local community which assisted with the development and refinement of the Scheme. Three Community Reference Group meetings were held during 2016 and 2017 with members including representatives from the local councils, local interest groups, businesses and members of the community. These meetings have provided a forum for the Applicant to update the community on the Scheme's development as well as seeking feedback from members.
- 4.3.3 It was important to ensure the local community, residents, local interest groups, businesses, visitors and road users had the opportunity to fully understand the Scheme in its current state of development and comment on the proposals as part of the statutory consultation process. This was achieved through several methods during the consultation period which included:
- public consultation exhibitions (including VIP event for invited Councillor's)
  - scheme webpage<sup>3</sup>
  - a public consultation brochure
  - Community Reference Group Meeting
  - Consultation Response Forms available as paper copy and online
  - media
  - social media

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<sup>3</sup> <https://highwaysengland.co.uk/projects/a585-windy-harbour-to-skippool/>

- 4.3.4 Documents, including the public consultation brochure with the Consultation Response Forms, PEIR and NTS, Report on public consultation (non-statutory consultation report) and DCO Leaflet were made available for inspection online and at deposit locations as listed in the SoCC and outlined in Table 4-3.
- 4.3.5 The information contained within the SoCC consisted of:
- an introduction to the purpose of the document
  - a description of the Scheme and its objectives
  - details of the previous round of non-statutory consultation and other engagement undertaken
  - details of when the public exhibitions will be held
  - how to obtain further information about the Scheme
  - an overview to the process of applying for DCO
  - the roles of the Inspectorate and Secretary of State
  - a table with an overview to the methods of consultation with the community
- 4.3.6 A copy of the draft SoCC is provided in **Appendix C**.
- 4.3.7 An email was sent to Fylde Borough Council and Wyre Council on 17 January 2018 requesting comments on the draft SoCC by 14 February 2018. The authorities were provided with 28 days to comments on the SoCC, which is compliant with the prescribed number of calendar days by s47(2) of the Act. A copy of the letter is provided in **Appendix D**.
- 4.3.8 An email was sent to Lancashire County Council on the 19 January 2018 requesting comments on the draft SoCC by 16 February 2018, however the SoCC was not attached to the email in error. Lancashire County Council notified the team of this error on the 29 January 2018 and the SoCC was sent through on the same day. The deadline for response was extended to allow for the full 28 days to account for the draft not being attached.
- 4.3.9 The initial contact was followed by a call (Wyre Council, 1 February 2018) or email (Lancashire County Council, 20 February 2018) to confirm receipt of the draft SoCC and ensure comments were received in time for inclusion in the final version. Fylde Borough Council returned their comments on 22 January 2018 so follow up contact was not required.
- 4.3.10 Responses from Fylde Borough Council, Wyre Council and Lancashire County Council were received on 22 January 2018, 8 and 22 February 2018, respectively, and copies are provided within **Appendix E**.
- 4.3.11 Table 4-2 details the suggestions/comments made to improve the SoCC from the local authority's responses, the regard had to these responses and any amendments made to the SoCC as a result.

Table 4-2: SoCC consultation with local authorities

Section of SoCC:	Suggestion/comment made by Local Authority:	Regard had to the suggestion:	Amendment to SoCC (if applicable):
<b>Fylde Borough Council</b>			
<i>Public consultation exhibition (page 4)</i>	<i>The consultation will overlap the Easter holidays and associated school holidays so that will have some impacts in the resident availability to attend but given the intended duration I assume that this will still allow people the chance to be involved.</i>	<i>Noted - The timing of the consultation in relation to the Easter Holidays had been considered prior to publication of the SoCC. The Applicant usually hold 6-week consultations (28 days is statutory requirement) and extended this to 7 weeks to account for the Easter holiday.</i>	<i>Suggestion was already considered and included. No further action was required.</i>
<b>Wyre Council</b>			
<i>Public consultation exhibition (page 4)</i>	<i>I do not consider that the fourth venue identified Fleetwood Cricket and Sports Bar (actually Fleetwood Cricket and Sports Club) is the most appropriate or accessible location for a consultation event. In this area I consider that the most appropriate location with good accessibility and parking is the Fleetwood Nautical Campus FY7 8JZ. Has this venue been considered?</i>	<i>Agreed - Following receipt of the comment, the Nautical Campus was assessed as a potential venue for the Fleetwood Event.</i>	<i>Fourth consultation event venue was amended to Fleetwood Nautical Campus.</i>



Section of SoCC:	Suggestion/comment made by Local Authority:	Regard had to the suggestion:	Amendment to SoCC (if applicable):
<p><i>Public consultation exhibition (page 4)</i></p>	<p><i>Reference is made to the 'project team'. I consider the SoCC needs to have more information on who will be present and their role.</i></p>	<p><i>Noted - At all the events, representatives from the major disciplines which contribute to the Scheme were present. As the Applicant could not guarantee the attendance of all the specialists at the events (due to their availability) we did not wish to name them in case they could not attend. If any concerns or queries were raised at an event which could not be addressed immediately they were taken back to the wider project team and a response provided to the customer via their preferred channel. Including information in the SoCC about who would be present could have introduced a potential safeguarding issue for our staff.</i></p>	<p><i>Further details were not added. An extensive team was present at the events but this did not preclude further information being gathered from the wider team to address any comments raised.</i></p>

Section of SoCC:	Suggestion/comment made by Local Authority:	Regard had to the suggestion:	Amendment to SoCC (if applicable):
<i>public consultation brochure/flyer (page 5)</i>	<i>Will these go to all households within the areas identified in Appendix 1? Will they be sent to business premises within the area or households only? Will these be sent out on a date to coincide with the commencement of the consultation period or before/after?</i>	<i>Extent of flyer distribution shown in Appendix 1 of SoCC. This covered residential and commercial properties within the specified area. Delivery took place over 19, 20, 21 March to coincide with commencement of consultation on 21 March.</i>	<i>Terminology in Appendix 1 amended to reflect that premises/properties in Blue area received a consultation brochure and within red area received a flyer.</i>
<i>Forum briefings and stakeholder groups (page 5)</i>	<i>Will attendance at such meetings be restricted to within the consultation period only or will HE attend forums scheduled to be after the end of the consultation period?</i>	<i>The Applicant attended meeting, where requested and appropriate, at any point.</i>	<i>No amendments required. Requests considered on individual basis.</i>
<i>Appendix 1</i>	<i>The distribution area for the flyer should capture the communities that rely on the A585(T) rather than just a narrow corridor along the route. Thus, it should be extended to include whole of Fleetwood, Thornton and north Cleveleys and also Knott End/Preesall Hill and Preesall. The major Scheme will have a greater impact on these communities in Wyre than</i>	<i>An additional 30,000 flyers would have been required to cover the additional area suggested. The Applicant considered that covering additional areas would not result in a proportionate increase in the level of response or</i>	<i>No amendment made to the SoCC.  The Applicant considered the distribution area for the flyers and brochures to be appropriate given the Scheme footprint and likely impacted users. In addition to the flyer and brochure press releases were issued, media adverts were placed in local</i>

Section of SoCC:	Suggestion/comment made by Local Authority:	Regard had to the suggestion:	Amendment to SoCC (if applicable):
	<p><i>Elswick, Esprick and Greenhalgh in Fylde unless travelling into Wyre. In my view the flyer should be distributed to those communities affected by the operation of the A585(T) especially in circumstances where there isn't a realistic alternative. It is arguable whether the whole Poulton-le Fylde should be included and whether accessing the motorway network at Jct 4 is a realistic alternative.</i></p>	<p><i>attendance at the exhibitions.</i></p>	<p><i>papers and social media updates were made to inform as many road users as possible about the public consultation exercise. It was deemed the numerous methods used to advertise the consultation period was sufficient.</i></p>
<p><i>Appendix 2</i></p>	<p><i>Neighbouring Authorities should include Lancaster City Council especially as Preston City Council is included. The A588 links areas in south Lancaster to the A585(T).</i></p>	<p><i>Noted</i></p>	<p><i>No amendment made to SoCC. Lancaster City Council was consulted as a s42 consultee but is not listed in the Appendix. The neighbouring authorities have been detailed in accordance with the geographical location and popular journey routes. The Applicant communicated this decision to Wyre Council in their response and no further request for inclusion was made.</i></p>



Section of SoCC:	Suggestion/comment made by Local Authority:	Regard had to the suggestion:	Amendment to SoCC (if applicable):
Lancashire County Council			
	<i>I assume all relevant County Councillors, including the Cabinet Members for Economic Development, Environment and Planning (Cllr Michael Green) and Highways and Transport (Cllr Keith Iddon) will be invited to the VIP preview on 23rd March. How soon will invites be sent out?</i>	<i>Invites were sent out [14/19 March 2018] to Councillors for Wyre, Fylde and Lancashire including Cllr Michael Green and Cllr Keith Iddon.</i>	<i>No amendments required.</i>

4.3.12 A copy of the published SoCC is provided in **Appendix F**.

4.3.13 The SoCC was made available in the vicinity of the proposals, the locations of which are detailed in Table 4-3. Copies of the SoCC were made available from Wednesday 21 March 2018 until 8 May 2018. During this time, the deposit location was contacted by the Applicant every Monday or Tuesday to check stock levels of the consultation brochure, NTS, and DCO leaflet. If copies had ran out or were running low, supplies were replenished. Any copies remaining after consultation closed on 8 May 2018 remained at the venue.

Table 4-3: Availability of the SoCC in the vicinity of the proposals

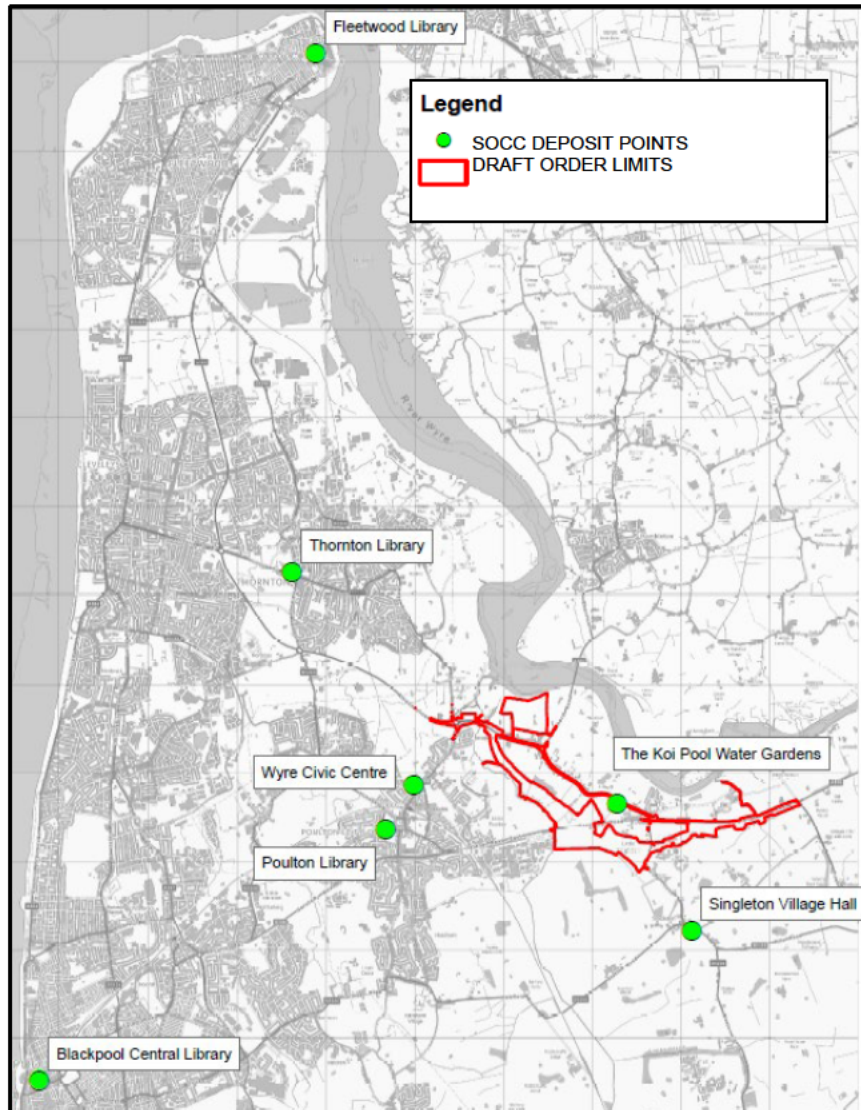
Dates Available from	Location
<i>Wednesday 21 March 2018</i>	<b>Citizen Space</b> <a href="https://highwaysengland.citizenspace.com/he/a585-windy-harbour-to-skipool-statutory-consultat/">https://highwaysengland.citizenspace.com/he/a585-windy-harbour-to-skipool-statutory-consultat/</a>
<i>Wednesday 21 March 2018 Monday and Friday 09:00-17:00 Tuesday and Thursday 09:00-19:30 Wednesday 09:00-12:30 Saturday 09:00-13:00</i>	<b>Poulton Library</b> 5, Blackpool Old Road, Poulton-Le-Fylde FY6 7DH <a href="https://www.wyre.gov.uk/directory_record/2387/poulton_library">https://www.wyre.gov.uk/directory_record/2387/poulton_library</a>
<i>Wednesday 21 March 2018 Opening times vary depending on events held at venue.</i>	<b>Singleton Village Hall</b> The Village, Great Singleton FY6 8LL <a href="http://www.singletonvillagehall.org/">http://www.singletonvillagehall.org/</a>
<i>Wednesday 21 March 2018 Monday to Friday 08:30-17:00</i>	<b>Wyre Civic Centre</b> High Street, Garstang PR3 1FU

Dates Available from	Location
	<a href="http://www.wyre.gov.uk/info/200305/council_and_decisions/66/civic_centre">http://www.wyre.gov.uk/info/200305/council_and_decisions/66/civic_centre</a>
Wednesday 21 March 2018 Monday to Wednesday 09:30-17:00 Thursday 09:30-19:00 Friday 09:30-17:00 Saturday 09:30-16:00	<b>Blackpool Central Library</b> Queen Street, Blackpool FY1 1PX <a href="https://www.blackpool.gov.uk/Residents/Libraries-arts-and-heritage/Libraries/Libraries-and-opening-times/Central-library.aspx">https://www.blackpool.gov.uk/Residents/Libraries-arts-and-heritage/Libraries/Libraries-and-opening-times/Central-library.aspx</a>
Wednesday 21 March 2018 Monday 09:00-19:00 Tuesday, Wednesday, Friday 09:00-17:00 Thursday and Saturday 09:00-13:00	<b>Thornton Library</b> Victoria Road East, Thornton-Cleveleys, FY5 3SZ <a href="http://www.lancashire.gov.uk/libraries-and-archives/libraries/find-a-library/thornton-library/">http://www.lancashire.gov.uk/libraries-and-archives/libraries/find-a-library/thornton-library/</a>
Wednesday 21 March 2018 Monday and Friday 09:00-17:00 Tuesday and Thursday 09:00-19:00 Wednesday 09:00-12:30 Saturday 09:00-16:00	<b>Fleetwood Library</b> 4 North Albert Street, Fleetwood FY7 6AJ <a href="http://www.lancashire.gov.uk/libraries-and-archives/libraries/find-a-library/fleetwood-library/">http://www.lancashire.gov.uk/libraries-and-archives/libraries/find-a-library/fleetwood-library/</a>
Wednesday 21 March 2018 Monday to Saturday 09:00-17:30 Sunday 09:00-16:30	<b>The Koi Pool Water Gardens</b> Mains Lane, Poulton-Le-Fylde FY6 7LJ <a href="http://thekoipool.co.uk/">http://thekoipool.co.uk/</a>

4.3.14 The deposit locations are shown against the draft order limits of the Scheme in Figure 4-1.



Figure 4-1 The deposit locations of the SoCC against the draft order limits of the Scheme



4.3.15 The SoCC notice was published in newspapers as outlined in Table 4-4. Copies of the final SoCC notices are provided within **Appendix F**.

Table 4-4: Section 47 Notice publication dates

Date published:	Newspapers:
<i>14 and 21 March 2018</i>	<i>Blackpool Gazette</i>
<i>14 and 21 March 2018</i>	<i>Fleetwood Weekly News</i>
<i>14 and 21 March 2018</i>	<i>Lancashire Evening Post</i>

4.4 **Section 42 (Letters and Consultation Documents)**

4.4.1 In accordance with s42 of the Act, the Applicant has consulted with the following:

- prescribed consultees
- the Marine Management Organisation
- each local authority within s43
- each person who is within one or more of the categories set out in s44 (Category 1, 2 or 3 landowner).

**Prescribed Consultees**

4.4.2 A list of prescribed consultees has been identified which are provided in **Appendix J**. The list of prescribed consultation bodies and relevant statutory undertakers was issued to the Applicant by the Inspectorate within the Scoping Opinion. The Applicant has cross-checked the list provided by the Inspectorate with Schedule 1 of the Infrastructure Planning (APFP) Regulations 2009 and agrees with the list of prescribed consultees identified. A statutory consultation letter was prepared and sent out to the identified prescribed consultees on 16 March 2018. This included a copy of the s48 notice which was sent in accordance with Regulation 13 of The Infrastructure (Environmental Impact Assessment) Regulations 2017. An example of this letter is provided in **Appendix K**.

**Local Authorities**

4.4.3 The relevant local authorities were identified and sent a s42 consultation letter. A list of the relevant local authorities can be seen in Table 4-5, including their classification as an 'A, B, C or D' authority as per s43 of the Act. A plan identifying the boundaries of these local authorities can be seen in Figure 4-2.

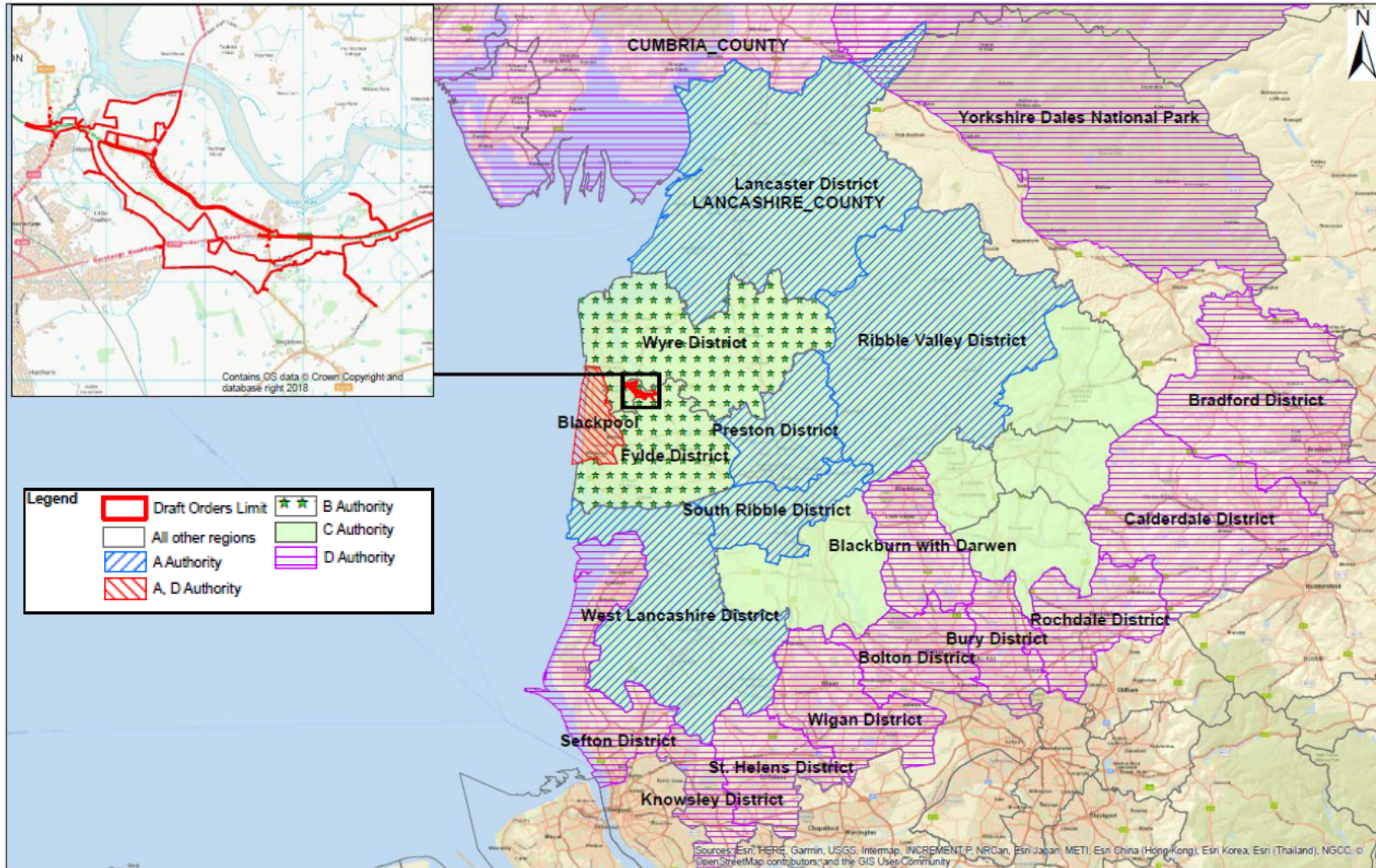
Table 4-5: Identification of relevant local authorities

<b>Name:</b>	<b>A, B, C or D Authority:</b>	<b>Criteria for identification:</b>
<i>Fylde Borough Council</i>	<i>B</i>	<i>This is a lower-tier district council in which the development is situated, - host authority.</i>
<i>Wyre Council</i>	<i>B</i>	
<i>Lancashire County Council</i>	<i>C</i>	<i>This is an upper-tier county council in which the development is situated – a host authority.</i>
<i>Blackpool Council</i>	<i>A / D</i>	<i>This council is a neighbouring local authority (s43(3)) that shares a boundary with a unitary council or lower-tier district council within whose area development is situated.</i>
<i>Preston City Council</i>	<i>A</i>	
<i>Lancaster City Council</i>	<i>A</i>	

Name:	A, B, C or D Authority:	Criteria for identification:
<i>South Ribble Borough Council</i>	A	
<i>Ribble Valley Borough Council</i>	A	
<i>West Lancashire Borough Council</i>	A	
<i>Yorkshire Dales National Park Authority</i>	D	<i>This council is a neighbouring local authority (s43(2A)) that shares a boundary with a an upper-tier county council in which the development is situated.</i>
<i>North Yorkshire County Council</i>	D	<i>This council is a county council (s43(2A) that shares a boundary with an upper-tier county council in which the development is situated</i>
<i>Cumbria County Council</i>	D	
<i>Bury Council</i>	D	<i>This council is a neighbouring unitary council (s43(2A) that shares a boundary with an upper-tier county council in which the development is situated.</i>
<i>Blackburn with Darwen Council</i>	D	
<i>Knowsley Council</i>	D	
<i>Sefton Council</i>	D	
<i>Wigan Council</i>	D	
<i>Bradford Metropolitan District Council</i>	D	
<i>Calderdale Council</i>	D	
<i>Rochdale Borough Council</i>	D	
<i>St Helens Council</i>	D	
<i>Bolton City Council</i>	D	



Figure 4-2: Plan showing the local authorities consulted



### Person with Interest in Land

- 4.4.4 The methodology for identifying land interests as defined in s42(d) and s44 of the Act is described further in the Statements of Reasons (document reference: TR010035/APP/4.1).
- 4.4.5 A list of land interests consulted (noting their interest in the land) during the statutory consultation phase is provided in **Appendix I**. The people consulted were those identified in the Book of Reference (document reference TR010035/APP/4.3) at the time of contact.
- 4.4.6 The letters which were sent to all consultees under s42 of the Act provided an overview of the Scheme, an explanation around the classification of the Scheme as a NSIP and the requirement to apply for a DCO. The duty to consult and the statutory consultation process during the pre-application period is also further explained. The consultee is advised of the public consultation events and the opportunity to provide feedback and opinions on the Scheme. A web link was provided to the consultation documents and the methods of providing a response. The consultation documents comprised of:
- the consultation brochure
  - the Consultation Response Form
  - the PEIR accompanied by an NTS
  - the SoCC
  - the s47 notice
  - the s48 notice
  - the DCO leaflet
  - the report on non-statutory consultation
  - associated plans/drawings
- 4.4.7 The consultation letters and documents were served on 16 March 2018 and the deadline provided for responses to the consultation as midnight on 8 May 2018. All consultees had over the minimum prescribed 28 days to respond.
- 4.4.8 Whilst the information contained within the s42 letters is essentially the same, for some aspects the information was tailored to be appropriate for the audience. Taking the letter to the Prescribed Consultees as the standard, the following differences were noted:
- For the local authorities: a paragraph was added, as appropriate, to indicate whether the authority was being contacted as the host authority for the development or because they are an authority which shares a boundary with the host authority. Clear stipulation of this in the letter enables the authority to clearly identify their interest in the development and respond accordingly.
  - For Category 1 & 2 land interests: text was added to the letter to outline why the individual was being contacted, to outline that compulsory powers may be used to acquire the land and to outline entitlement to compensation and the location of appropriate guidance documents relating to these subjects. Persons falling into



these categories also received a land plan to details where their property is situated in relation to the Scheme and a land interest questionnaire. Details about the public exhibitions were provided and recipients were invited to make an appointment with the project team to discuss their situation either at an event or privately.

- For Category 3 land interests: text was added to indicate that recipients may be entitled to make a relevant claim for compensation. Suitable guidance documents in relation to compensation were outlined and detail of the public exhibitions were provided.

4.4.9 Copies of the letters provided to each strand of s42 consultees are provided within **Appendix K**.

#### 4.5 **Section 46 (Notifying the Inspectorate)**

4.5.1 A letter was sent to the Inspectorate on 20 March 2018 notifying of intent to submit under s37 of the Act for a DCO for the Scheme. It contained the same information on consultation arrangements as the letter to consultees identified under s42. An acknowledgement of receipt of the s46 notification was received from the Inspectorate via email on 11 April 2018. A copy of the letter and acknowledgement email is provided in **Appendix B**.

#### 4.6 **Section 47 (Local Community Consultation)**

4.6.1 The activities undertaken during the consultation with the local community included public consultation events as detailed in Table 4-6. The public were informed about the exhibitions through channels including advertisements in local newspapers, via the Applicant's webpage and direct communications.

4.6.2 Responses to the consultation were requested to be submitted by midnight on 8 May 2018.

4.6.3 A Community Reference Group meeting was held during week 5 of the consultation period. Group members were updated on how the Scheme had developed since the last meeting and preliminary data from the Consultation Response Forms was presented. The presentation given at the meeting and a record of the minutes are included in **Appendix H**.

Table 4-6: Events undertaken within the local community

Event:	Date:	Location:
<i>Public Exhibition Event                      (* VIP preview held during first hour of exhibition for statutory consultees to attend by invitation)</i>	<i>Friday 23 March 2018*                      14:00 – 20:00</i>	<i>Singleton Village Hall,                      Station Road,                      Singleton, FY6 8LL</i>
	<i>Saturday 7 April 2018                      10:00-16:00</i>	<i>Singleton Village Hall,                      Station Road,                      Singleton, FY6 8LL</i>
	<i>Tuesday 10 April 2018                      15:00-20:00</i>	<i>Wyre Civic Centre, Breck Road,                      Poulton-le-Fylde, FY6 7PU</i>
	<i>Wednesday 11 April 2018                      13:00-19:00</i>	<i>Fleetwood Nautical Campus, Broadwater,                      Fleetwood, FY7 8JZ</i>
<i>Community Reference Group</i>	<i>Thursday 18 April 2018                      19:00-21:00</i>	<i>Singleton Village Hall,                      Station Road,                      Singleton, FY6 8LL</i>

4.6.4 The physical extent of the consultation area is shown in Figure 4-3. This shows the areas which received a copy of the brochure or flyers and the locations at which public exhibitions were held. Consultation with any interested party was welcomed and was not restricted to these areas. The areas shown in Figure 4-3 detail the locations targeted due to their proximity to the Scheme and reliance on the road.

4.6.5 Copies of the material used at the public exhibition events outlined in Table 4-6 are provided within **Appendix M** and include:

- public consultation brochure
- Consultation Response Form
- SoCC
- PEIR
- NTS of the PEIR
- Scheme Layout Plan and Red Line Boundary (with aerial photography)
- s48 notice
- DCO leaflet
- exhibition panels
- 3D visualisation fly through<sup>4</sup>

<sup>4</sup> Available to view at: <https://highwaysengland.citizenspace.com/he/a585-windy-harbour-to-skipool-statutory-consultat/>

- 4.6.6 These documents provided information about various topics including the proposed route and strategy, works to the existing road (“de-trunking”), environmental assessment works including potential environmental impacts and mitigation measures during construction of the Scheme.
- 4.6.7 The consultation brochures and flyers were distributed from 19-21 March 2018. The extent of the distribution area for these two items are shown in Figure 4-3.
- 4.6.8 A copy of the brochure and flyer is provided within **Appendix M**.
- 4.6.9 The public consultation was advertised on the Applicant’s North West Twitter feed @highwaysNWEST. Screenshots of the Twitter feed is provided in **Appendix M**.
- 4.6.10 Evidence that consultation with the community adheres with those commitments made in the SoCC is outlined in Table 4-7.

Table 4-7: SoCC Compliance Table

Commitment within the SoCC:	Accordance with commitment:
<i>Commitment to consult people living in the vicinity of the proposed Scheme</i>	<i>People living with vicinity of the proposed Scheme were sent either a consultation brochure, letter or flyer. The extent is shown in the distribution area in Figure 4-3. This information is also shown <b>Appendix F</b>.</i>
<i>Media and social media advertising of the statutory consultation, document deposit locations and public consultation events.</i>	<i>Notices and press adverts were placed in 1 national newspaper (Guardian) and 3 local locally circulating newspapers (Blackpool Gazette, Lancashire Evening Post and Fleetwood News) as outlined in Table 4-4 and Table 4-8. A copy of the final s48 notice can be found in <b>Appendix O</b>. The notices and adverts were placed in newspapers at the launch of the consultation and contained details on the Scheme and the dates, deposit locations consultation and the associated public events. Copies of the newspaper advertisements can be found in <b>Appendix N</b>.  <i>The statutory consultation was also advertised via on the Applicant’s North West Twitter feed. Screenshots of these adverts can be found in <b>Appendix M</b>.</i></i>
<i>Hold the statutory consultation between March and May 2018.</i>	<i>The statutory period ran 21 March 2018 to 8 May 2018 as advertised (47 days). Responses received within this period were recorded, collated and analysed and used to inform this consultation report.</i>
<i>The public consultation brochure will be sent to directly affected</i>	<i>The public consultation brochure was sent to directly affected residents and stakeholders at the start of the first statutory consultation</i>



Commitment within the SoCC:	Accordance with commitment:
<i>residents, stakeholders and those who previously made contact.</i>	<i>period. It was later identified that there was a possibility not all who previously made contact received the public consultation brochure. This was corrected in an additional consultation period as explained in Section 4.8.4.</i>
<i>Consultation documents will be available for inspection by members of the public.</i>	<i>All the consultation documents were available to view at the deposit locations detailed in Table 4-3 (<b>Appendix N</b>). They were also available to view on the Scheme website from the start of the consultation period.</i>
<i>Public exhibitions will be held and will give people an opportunity to view Scheme proposals, talk to the project team and provide comments.</i>	<i>These events were held as per the schedule shown in Table 4-6 of this report. Consultation Response Forms were available at the events for members of the public to record their comments. Collection boxes were available at the event for completed forms or these could be returned via the Freepost address.</i>
<p><i>Offer Council and community / area forum briefings</i></p> <p><i>Attend stakeholder forum briefings</i>  <i>Establish a stakeholder group where appropriate</i></p>	<p><i>The details of the meetings can be found in Table 2-1. Early engagement with the relevant councils commenced in 2015. Ongoing communication and meetings have continued throughout the project to date.</i></p> <p><i>A community reference group meeting was held during on 19 April 2018 (week 5 of the statutory consultation period). A copy of the minutes of these meetings and presentation can be found in <b>Appendix H</b>.</i></p>
<p><i>Provide consultation information on various issues including:</i></p> <ul style="list-style-type: none"> <li><i>• Proposed route and strategy</i></li> <li><i>• Works to the existing road (“detrunking”)</i></li> <li><i>• Environmental assessments and potential environmental impacts</i></li> <li><i>• Potential environmental mitigation measures</i></li> </ul>	<p><i>All consultation information was made available during the consultation period between March – May 2018 online at <a href="http://roads.highways.gov.uk/projects/a585-windy-harbour-to-skippool/">http://roads.highways.gov.uk/projects/a585-windy-harbour-to-skippool/</a>. Documentation was made available at deposit locations as detailed in Table 4-3 of this report as well as at the public exhibition events. All consultation material is included in <b>Appendix M</b>.</i></p>

Commitment within the SoCC:	Accordance with commitment:
<ul style="list-style-type: none"><li data-bbox="295 304 751 376"><i>Arrangements during construction of the Scheme</i></li></ul>	
<i>Consider and influence where possible, any further refinements to the Project and approach to environmental mitigation.</i>	<i>All comments and feedback received by 8 May 2018 (11 May 2018 for postal responses) have been collated and analysed. This is discussed further in Chapter 5.</i>



4.6.11 Further information relating to compliance with the SoCC commitments, and the additional statutory consultation undertaken to fulfil these, is outlined in Section 4.8.3.

#### 4.7 Section 48 (Newspaper Notices)

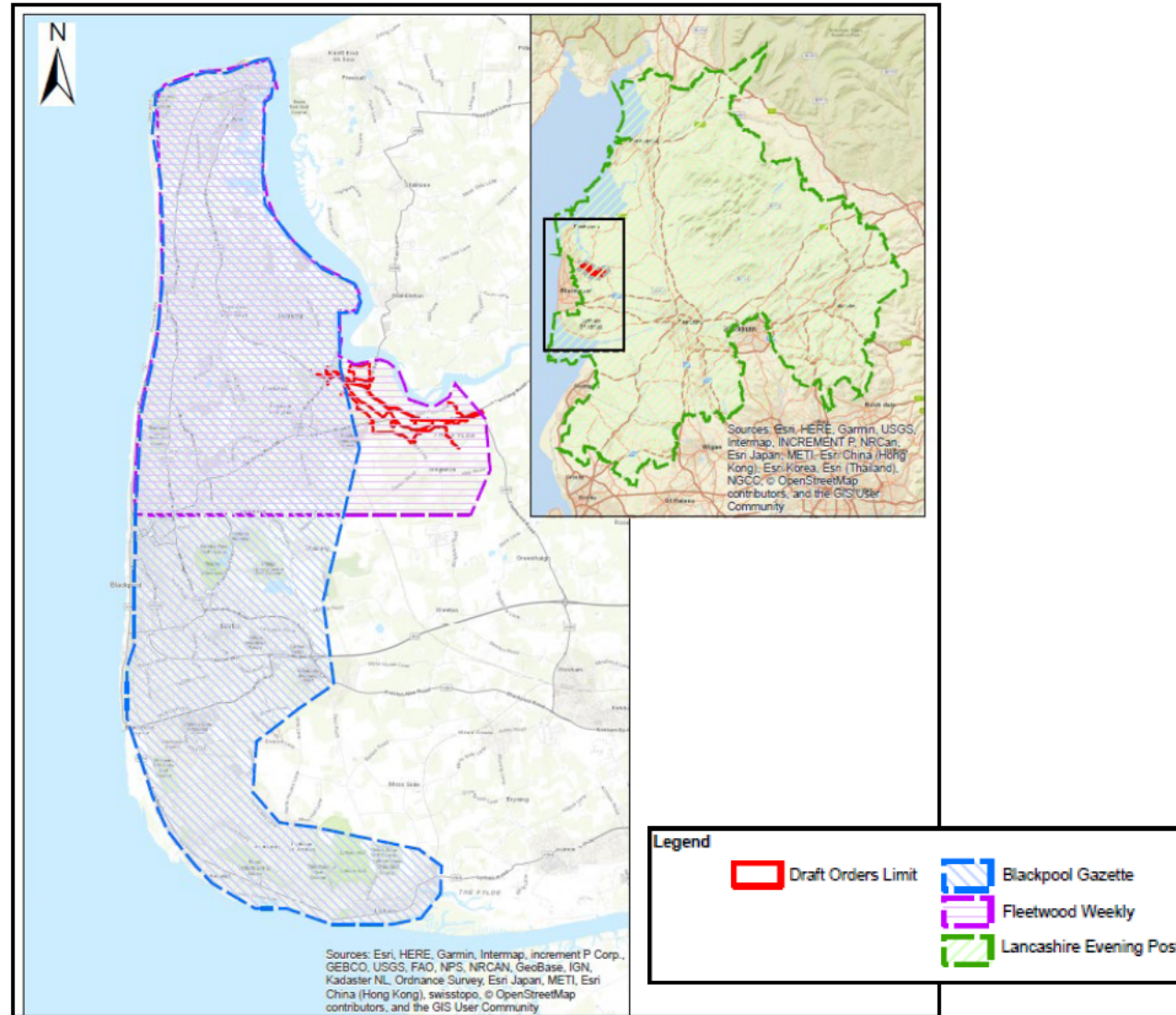
4.7.1 The names of the newspapers used to publicise the proposed application, including national, local and the London Gazette are provided in Table 4-8 below.

Table 4-8:Newspaper notices table

National Newspaper		
Name	Week 1	Week 2 (local only)
<i>The Guardian</i>	<i>21 March 2018</i>	
<i>The London Gazette</i>	<i>21 March 2018</i>	
Local Newspaper(s)		
<i>Blackpool Gazette</i>	<i>14 March 2018</i>	<i>21 March 2018</i>
<i>Lancashire Evening Post</i>	<i>14 March 2018</i>	<i>21 March 2018</i>
<i>Fleetwood Weekly News</i>	<i>14 March 2018</i>	<i>21 March 2018</i>

4.7.2 Figure 4-4 shows the approximate collective circulation extent of the local/regional newspapers used, reflected against the draft order limits of the Scheme.

Figure 4-3: Approximate circulation extent of the local/regional newspapers used



4.7.3 Copies of the newspaper notices as detailed in Table 4-8 above are provided within **Appendix N**. A copy of the s48 notice can be found in **Appendix O**.

#### 4.8 **Additional Statutory Consultation and Information Sharing Exercise**

4.8.1 Following the initial statutory consultation period, two further exercises were undertaken.

##### Information Sharing Exercise (Non-statutory)

4.8.2 The first Information Sharing Exercise was in relation to Poulton Junction. During the initial statutory consultation, a number of comments were received from members of the public relating to the safe operation of the Poulton Junction roundabout. Under Section 49 of the Act, the regard had to these responses have led to a design change with the junction becoming a traffic signal-controlled crossroads with pedestrian crossings. As the public had been asked their opinion in the Consultation Response Form on the original roundabout design proposed, the Applicant considered it appropriate to update these individuals on the design change by undertaking an information sharing exercise. Residents in the vicinity of the scheme who the Applicant considered were most likely to use this junction to access the bypass were also contacted along with relevant prescribed consultees. All people included in this information sharing exercise are listed in **Appendix R**. A figure illustrating the distribution area can be found in **Appendix P**. The design change did not result in land take from any additional land owners so there was no requirement for the Applicant to contact any parties in this respect. The identified parties were sent a letter and a flyer which contained details of the proposed new layout, copies of which can be found in **Appendix P**. Distribution was via a courier service and were delivered on 17 August 2018. In the communication, customers were advised that they would have further opportunity to comment on this change and the scheme once the application has been submitted to the Inspectorate later this year. All comments made to the project team following the distribution of this information are outlined in Section 5.26 this report.

4.8.3 This design change has resulted from comments made during statutory consultation however as the amendment is not considered a material change the amendments do not trigger the need for further consultation (para 75 - DCLG Guidance on the pre-application process). In accordance with the DCLG Guidance, the Applicant shared details of the changes, as outlined in Section 4.8.2, with affected statutory consultees and local communities.

##### Additional Statutory Consultation

4.8.4 The second supplementary piece of work undertaken was in relation to ensuring the commitments made in the SoCC were fulfilled. The SoCC stated that members of the public who had previously made contact with the Applicant regarding the Scheme would receive a copy of the public consultation brochure. The majority of people who came into this category were captured within s42(1(d)) of the Act or would be receiving a brochure or flyer due to their proximity to the Scheme (areas as shown in Figure 4-3). However, after checking all records of the individuals who had received a consultation brochure at the start of the consultation (March 2018) the Applicant became aware that a small number of customers who had previously expressed an interest in the Scheme may not have received this document.

- 4.8.5 To ensure that all individuals who had previously expressed an interest in the scheme had the opportunity to engage in the statutory consultation, brochures (including a Consultation Response Form) accompanied by a covering letter were sent to the customers the Applicant identified may have been missed during the initial consultation period. The distribution of the materials was made on the 25 August 2018 either by Royal Mail or email, depending on the details held. Statutory consultation was reopened for these individuals and ran between 28 August and 25 September 2018 (28 days). Copies of these documents issued as part of this additional statutory consultation can be found in **Appendix Q** along with images capturing the reopened consultation webpage. The link to the Consultation Response Form and the documents available to view online can be seen in **Appendix Q**. The reissued consultation brochure contained the same information as the original document to maintain continuity and to ensure that regardless of the time of receipt, recipients were in an equal position. The only changes between the versions relate to the dates of the consultation period and changes in relation to the General Data Protection Regulations 2018 (GDPR).
- 4.8.6 Completed Consultation Response Forms were accepted during the consultation period via online submission using the link on the Applicant's website (and included in the letter) or via paper copies returned using the freepost address. All responses received during the consultation period will be considered and included in this consultation report (data analysed and reported separately from the main consultation).

#### [Additional Statutory Consultation with People with a Category 2 Interest in Land](#)

- 4.8.7 At the start of the first statutory consultation period (March 2018), all people listed in the Book of Reference (document reference TR010034/APP/4.3) as having an interest in land which would be affected by the Scheme were contacted under s42 of the Act. These interests were derived from desk-based studies (rural payments, company house searches etc) and through stakeholder liaison. These interests were sent a Land Interest Questionnaire and Plan of the Scheme highlighting the area which the Applicant considered them to have an interest in. Information was sought from these parties to complete the Book of Reference (document reference TR010034/APP/4.3) with the most detailed and accurate information possible.
- 4.8.8 A number of these documents were returned to the scheme unopened having not reached the intended recipient. To ensure these interests were fully informed of the scheme and that the Applicant has the most relevant information for the Book of Reference, a specialist consultancy was employed to reissue the Land Interest Questionnaires and undertake a door knocking exercise to assist with completion of the documents. The customers were able to return their questionnaires to the consultants directly or return them to the Scheme using the Freepost address provided. All information gathered by the Applicant was used to update the Book of Reference (document reference TR010035/APP/4.3).



## 5 RESPONSE TO CONSULTATION TO DEMONSTRATE HOW WE HAVE HAD REGARD TO RESPONSES

### 5.1 Analysis of First Statutory Consultation Period Responses

5.1.1 A total of 329 Consultation Response Forms were received by the end of the consultation period on the 8 May 2018. Of these, 160 were returned paper copies which were completed at the public consultation events or returned using the freepost address provided. The remaining 169 were completed online.

5.1.2 In addition to receiving feedback via the Consultation Response Form, a number of stakeholders and members of the public provided a written consultation response or called the Scheme via the dedicated phone number to express their views or request more information. These have also been considered and details of the topics raised are outlined later in this report along with the responses which have been received from local authorities (s42(1)(b)) and prescribed consultees (s42(1)(a) & (aa)).

5.1.3 This section of the report presents and analyses the consultation responses to summarise the views on the Scheme and the regard had to the comments received.

### 5.2 Consultation Response Form Analysis

#### Collation of Responses

5.2.1 All of the 329 completed questionnaire responses (including the duplicates) were analysed both in terms of the responses and the postcode information provided by the respondents.

#### Postcode Analysis

5.2.2 The postcode analysis allowed the location of the responses to be viewed in relation to the draft order limits. This information is presented in Figure 5-1. The size of the circles indicates the number of responses from a particular postcode unit. This gives an overview of the locations the responses for those respondents who provided postcode information.

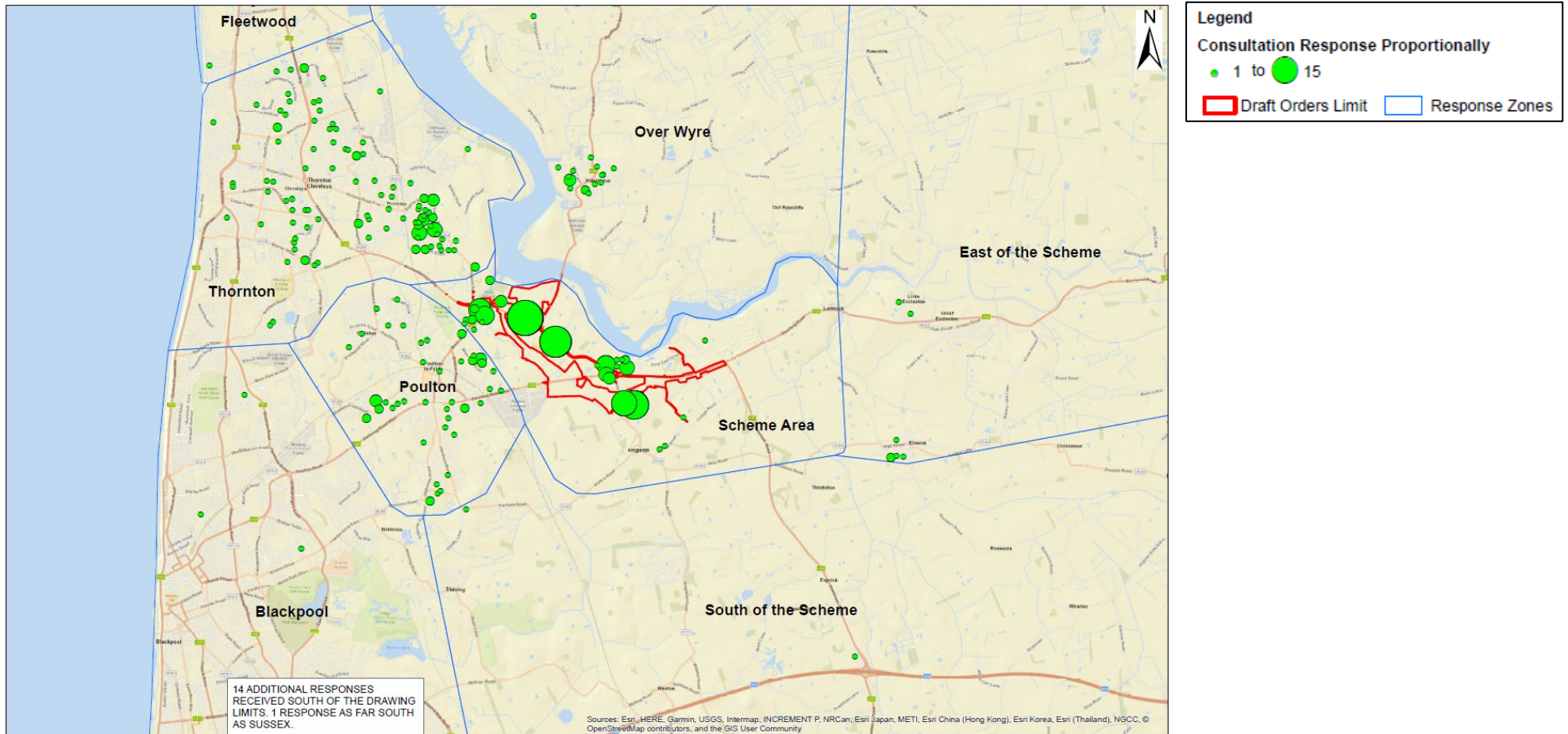
5.2.3 The postcode analysis allowed the responses to be split into “zones” as shown in Table 5-1 below.

Table 5-1: Total questionnaire responses by zone

Zone	Total Number of Responses
<i>Scheme area</i>	101
<i>Poulton</i>	52
<i>Thornton Cleveleys</i>	113
<i>Fleetwood</i>	9
<i>Over Wyre</i>	24
<i>South of the Scheme</i>	12
<i>Blackpool</i>	3
<i>East of the Scheme</i>	7
<i>No Postcode or Outside Area</i>	8



Figure 5-1: Consultation Response Forms postcode analysis

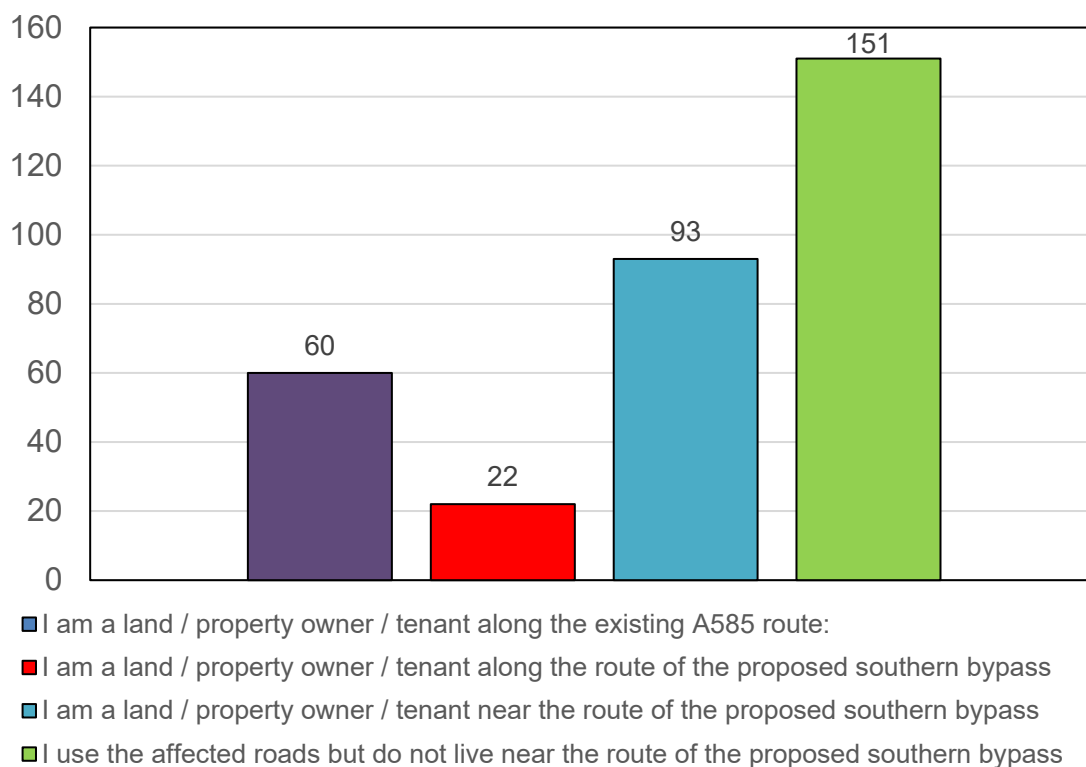


## Questionnaire Analysis

- 5.2.4 The responses to the closed questions were analysed using a spreadsheet. It was not compulsory to answer all the questions and respondents were free to complete as much or as little as they wanted.
- 5.2.5 The free text responses were accepted for a number of the questions, allowing the respondent to explain their views. Open questions were also included to seek respondent’s views on whether the bypass will achieve the Scheme’s objectives, their opinions on safety improvements and any suggestions for improvements to the existing roads. The final question gave respondent the opportunity to make any further comment on the A585 route.
- 5.2.6 The free text analysis which is for explaining a response to a closed question is included with the statistical representation of this information. The final question on the Consultation Response Form asked respondents for any other comments about the A585 route. The most common theme’s emerging from this question are outlined within this chapter and a full list of all comments and the regard the Applicant has had to them can be found in **Appendix S**.
- 5.3 **Question 1. What is your interest in the Southern Bypass based on?**

- 5.3.1 Question 1 investigated the respondent’s interest in the Southern Bypass based on their location. The results are shown in Figure 5-2. The most common interest, with 151 respondents’ selection this option, was “I use the affected roads but do not live near the route of the proposed Southern Bypass”. Five respondents selected two options for this question, both of which were counted.

Figure 5-2 Question 1 responses

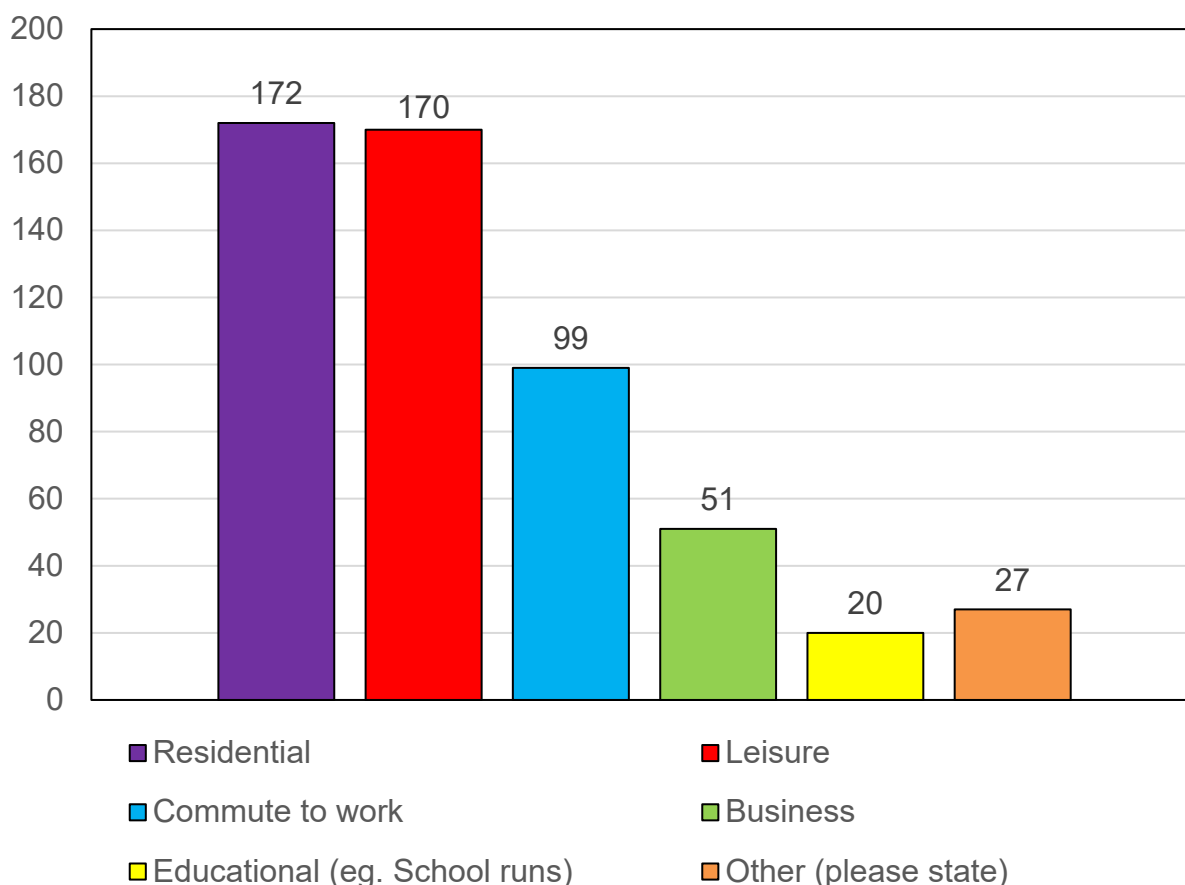


5.3.2 Questions 1-5 sought to provide the Applicant with an overview of the responder's circumstances, interest, usage of the road and how they perceive the changes will impact them. As these questions do not query the respondent's thoughts on the scheme and the answers do not relate to scheme design they are considered for interest and no regard has been had to these questions with respect to s49 of the Act.

#### 5.4 **Question 2. What is the main reason you use the A585 route?**

5.4.1 Question 2 sought to investigate the respondent's main reason for using the existing A585 route. The results are shown in Figure 5-3. The most common uses stated were leisure and residential which received 170 and 166 responses respectively. A number of people stated uses which had not been listed. Of these the most frequently recorded response was visiting family (10) and shopping (4).

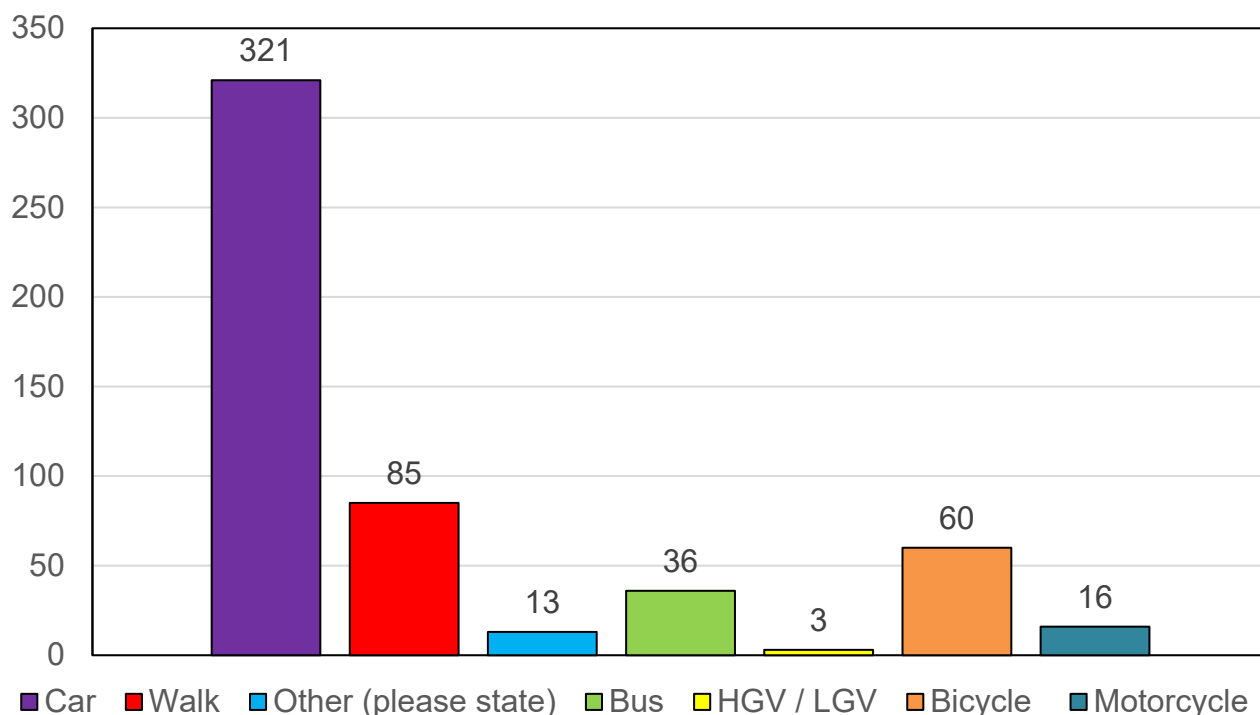
Figure 5-3: Question 2 responses



#### 5.5 **Question 3. How do you travel on this route?**

5.5.1 Question 3 investigated the respondent's main mode of transport on the existing A585. Participants were asked to select all answers relevant to them. The results are shown in Figure 5-4. The most common mode of transport used was car, receiving 321 responses. A number of respondents stated that they use another mode of transport to those stated. The most commonly recorded response here was van (4) and others included running (2) and horse (2).

Figure 5-4: Question 3 responses

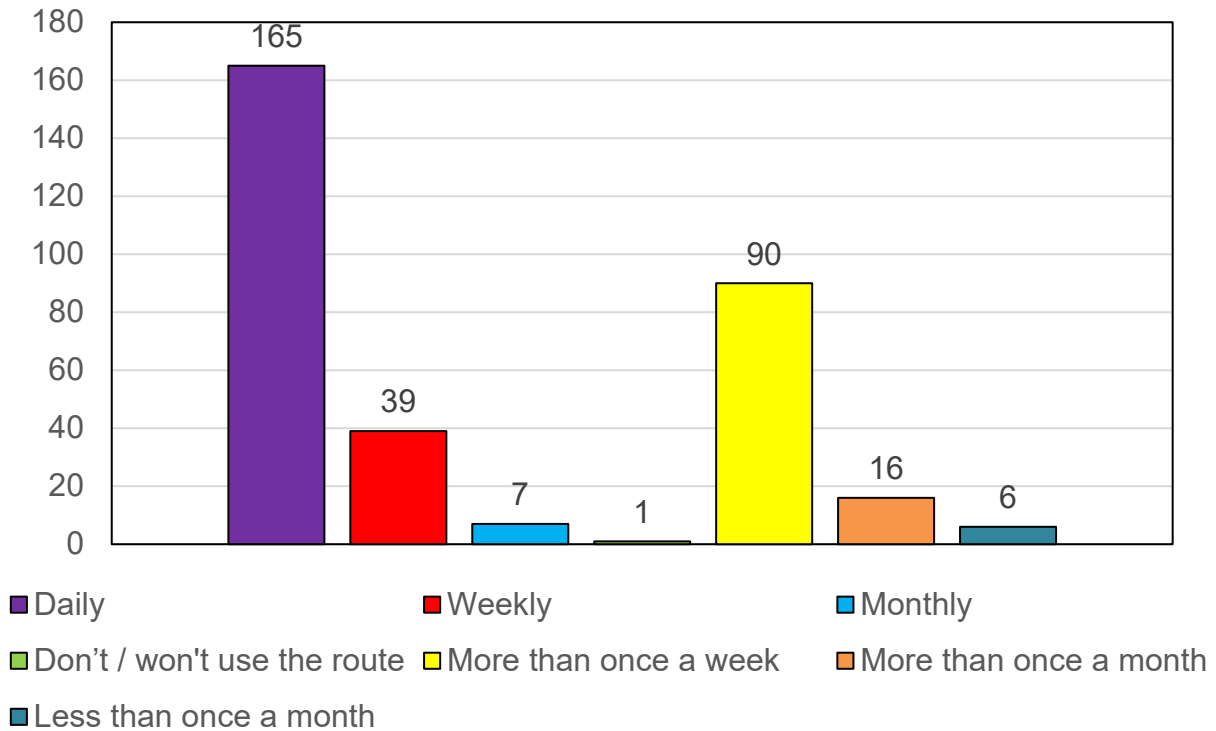


## 5.6 Question 4. How often do you travel on this route?

5.6.1 Question 4 sought to investigate the level of the respondent's usage of the Windy Harbour to Skippool route. The results are shown in Figure 5-5. The results indicate that the most frequently selected response was daily, with 165 respondents selecting this answer.



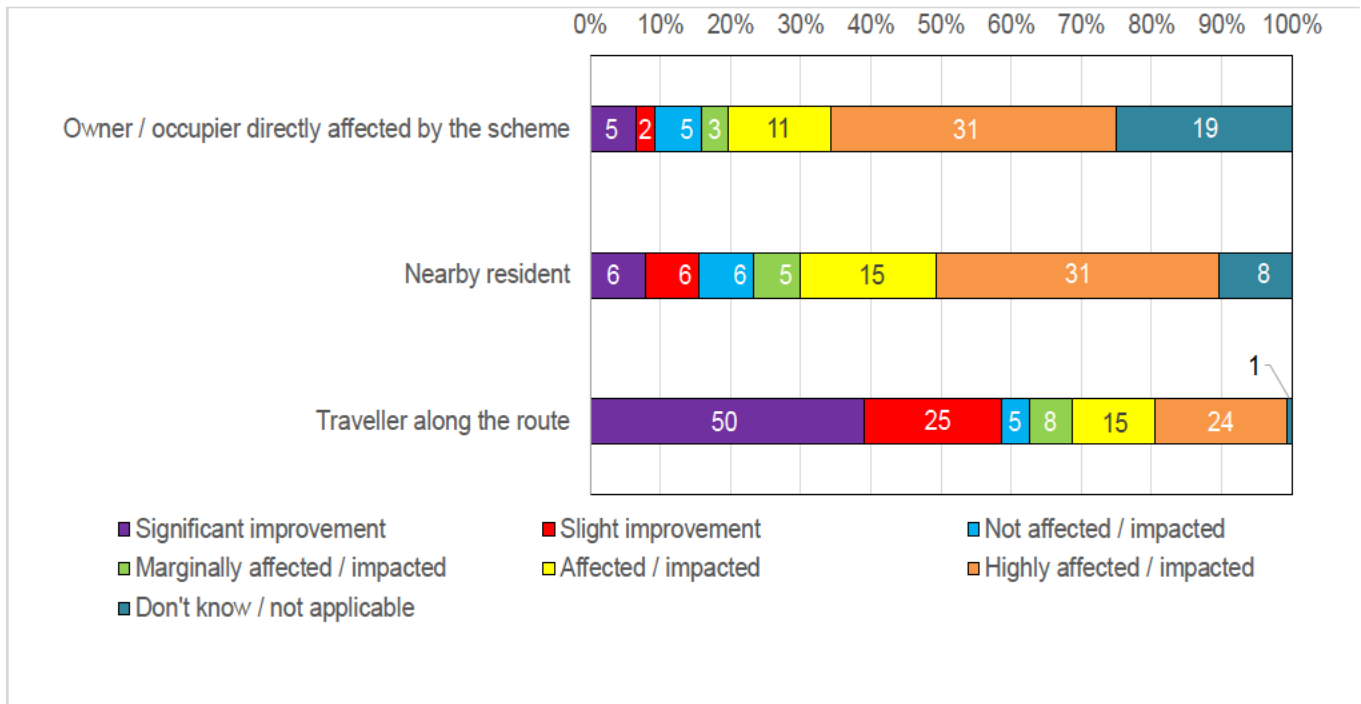
Figure 5-5: Question 4 responses



5.7 **Question 5. To what extent do you believe the Southern Bypass will impact you?**

5.7.1 Question 5 investigated the respondent’s belief that the Southern Bypass Scheme will impact them. The results are shown in Figure 5-6. Due to an issue with data collection, only hardcopy responses are reported for this question. It can be seen from the data that owner / occupiers directly affected by the Scheme and nearby residents foresee a high affected / impact from the Southern Bypass whereas travellers along the route see a significant improvement.

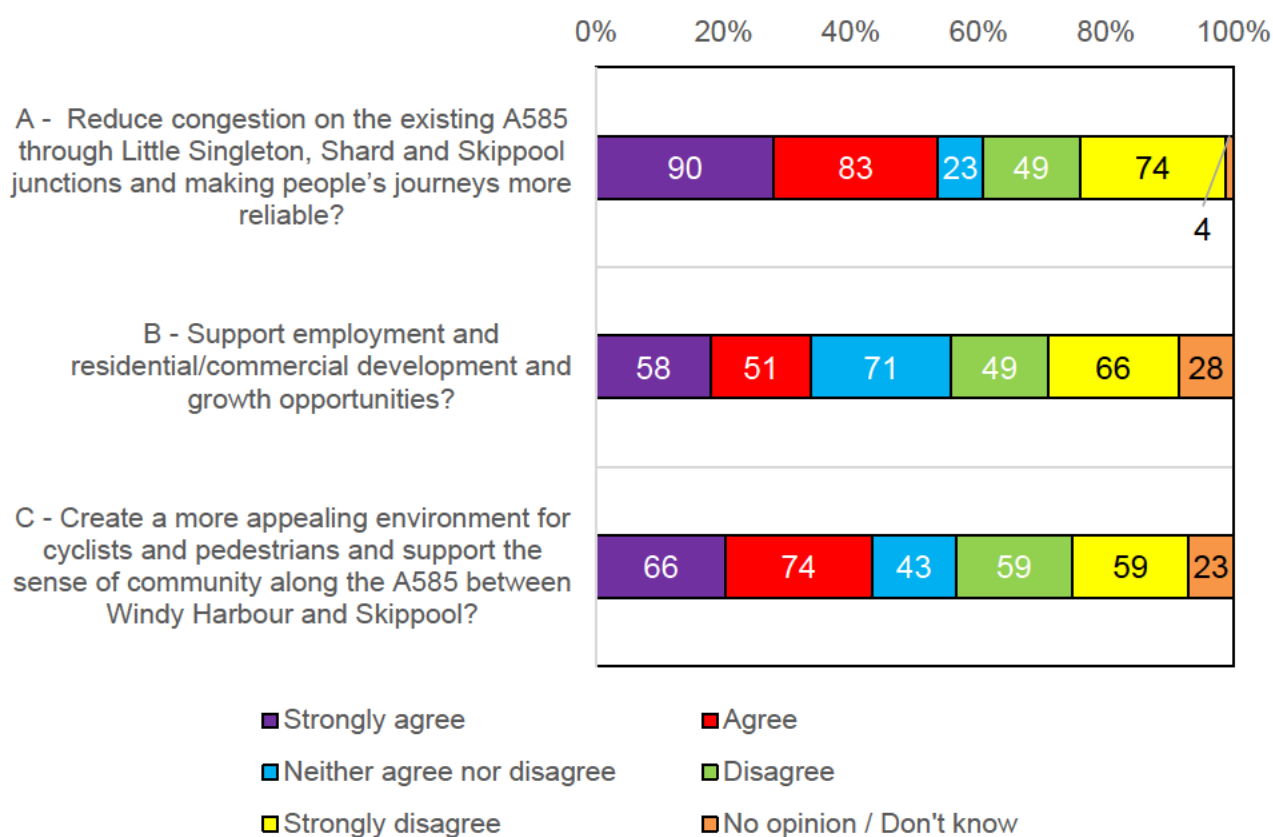
Figure 5-6: Question 5 responses



5.8 **Question 6. Do you agree that the Southern Bypass will achieve the Scheme’s objectives that are listed on page 4 of the brochure?**

5.8.1 Question 6 investigated the respondents view on whether the Southern Bypass Scheme will achieve the Scheme’s objectives listed on page 4 of the brochure. The results are shown in Figure 5-7. It can be seen from this data that almost 50% strongly agree, agree or neither agree nor disagree with Scheme objective A, over 60% strongly agree, agree or neither agree nor disagree with Scheme objective B and over 50% strongly agree or agree with Scheme objective C.

Figure 5-7: Question 6 responses



5.8.3 Question 7 asked the respondent to explain their answer to Question 6, which asked whether they agree with Scheme objectives around reducing congestion, supporting employment and residential/commercial development and growth opportunities and whether the Scheme creates a more appealing environment for cyclists and pedestrians and a sense of community. 88% of the respondents provided an explanation for their answer to Question 6. The key themes raised in Question 7 included:

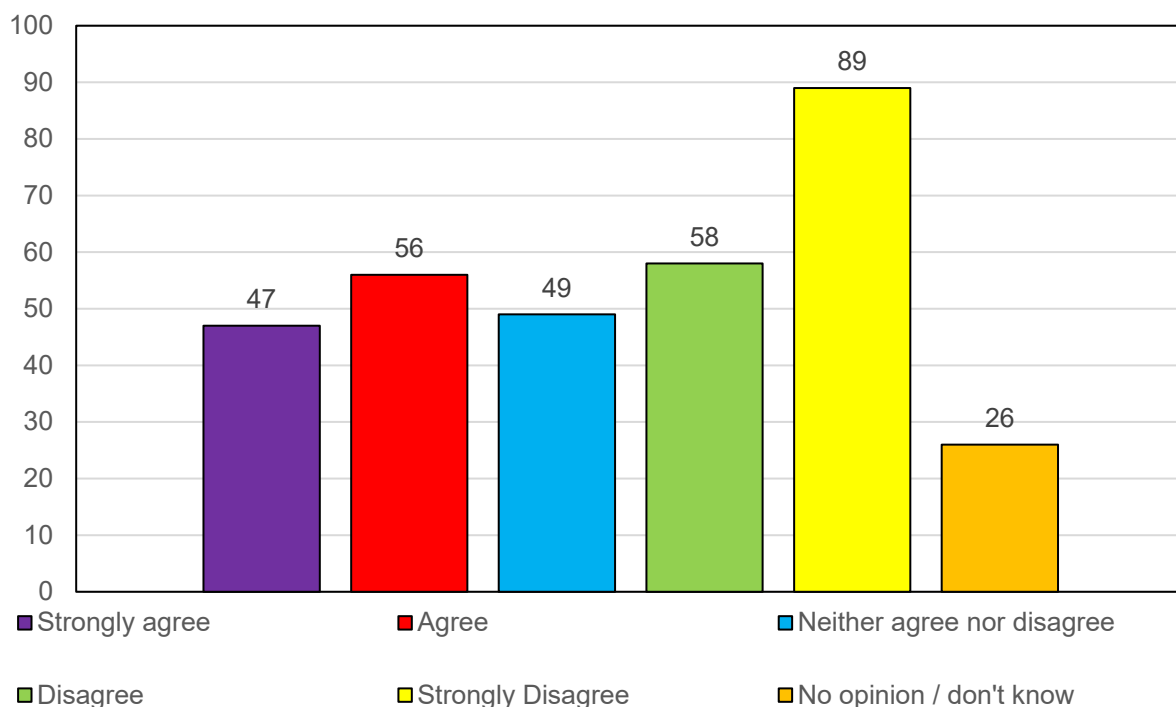
- No planned improvement work for the A585 at either end of the Scheme
- Consideration of developments in vicinity of Scheme

5.8.4 The most frequently recorded answer to this question, with 31 respondents stating this explanation, was that the Scheme will displace congestion from one end of Mains Lane to the other. Other responses, all relating to improvements around the Scheme area, included asking why is work not being done to upgrade the A585 from Windy Harbour junction to M55 Junction 3 (24 responses) and why is A585 Amounderness Way not being upgraded to dual carriageway? (23 responses). Other comments about improvements around the Scheme included the opinion that Norcross roundabout on Amounderness Way is source of delays (11) and that congestion is experienced at both ends of Scheme due to dual carriageways merging into single carriageways (6).

- 5.8.5 Eight respondents questioned whether the various developments which are proposed in the vicinity of the Scheme have been taken into account when considering the traffic flows using the bypass. A summary of all the answers given to this question and whether they have resulted in a design modification can be seen in **Appendix S**.
- 5.8.6 With regards to the first of the key themes raised, many of the comments received in relation to the Scheme meeting the objectives were centred around the perception that the scheme will only move congestion to elsewhere along the route due to constraints to the north (Amounderness Way/Norcross Junction) and south (Windy Harbour to M33 junction 3). One objective of the Scheme is to alleviate the congestion between Windy Harbour and Skippool as this area is heavily congested and drivers suffer significant delays during peak periods. Congestion is particularly severe at the junctions with the A586 at Little Singleton and the A588 at Shard Road. The areas surrounding the Scheme which respondents are questioning are outside the scope of the Scheme however, as part of the variable demand modelling impacts on the surrounding area are considered and results must demonstrate that the scheme does not have a negative impact elsewhere on the route. Consequently, the points raised in response to this question have already been considered within the Scheme design. With specific reference to comments raised concerning Amounderness Way and Norcross Junction to the north of the Scheme, assessments show that there are currently no capacity issues on Amounderness Way and that problems in the area are due to Norcross and Skippool roundabouts. Work will be undertaken by Highways England, as part of a different scheme, to increase the capacity of Norcross Junction. This work will be completed ahead of this Scheme and in conjunction with the improved Skippool junction will improve traffic flow in this area.
- 5.8.7 The second key theme raised in response to this question concerned the number of new developments in the vicinity of the Scheme and whether these had been included in the modelling work undertaken. These comments did not result in a change to the scheme as consideration has already been given to this within the traffic and economic assessments. The Scheme is designed to accommodate any additional traffic from both employment and residential developments which are currently known.
- 5.8.8 The points raised in response to questions 6 and 7 are recognised and in accordance with s49 of the Act regard to these points has been considered however they have already been taken into account by the applicant and consequently did not result in any changes to the Scheme.
- 5.9 **Question 8. Do you agree that the proposed traffic signals at Skippool junction and Skippool Bridge will address the traffic flow issues here?**
- 5.9.1 Question 8 investigated the respondents view on whether the proposed signals at Skippool junction and Skippool Bridge will address the traffic flow issues. The results are shown in Figure 5-8. It is clear from this data that the majority of respondents disagree that the proposed traffic signals will address the traffic flow issues at Skippool junction and Skippool Bridge.



Figure 5-8: Question 8 responses



5.9.2 Question 8 also asked the respondent to explain their level of agreement for the proposed traffic signals at Skippool junction and Skippool Bridge to address the traffic flow issues. The key themes raised include:

- removing traffic lights in favour of a roundabout
- Junctions are too complicated
- traffic signals only at peak times

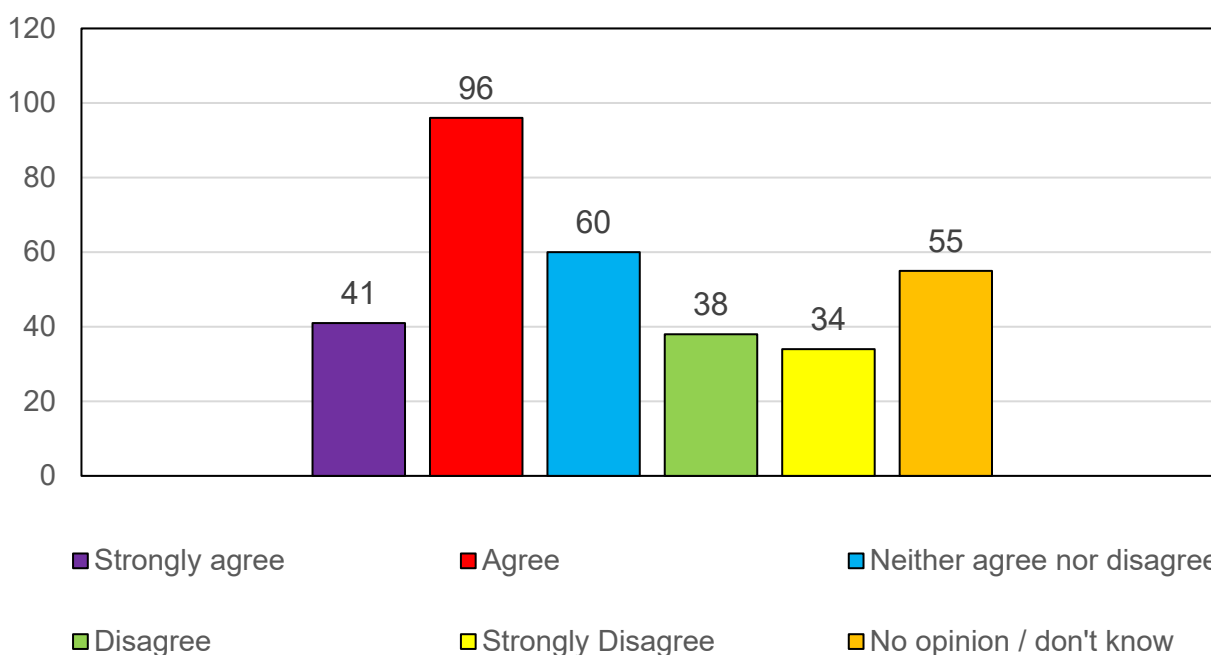
5.9.3 33 respondents stated that they felt that removing traffic lights in favour of roundabouts would be a better solution. Other comments included that respondents felt that the new junctions at Skippool and Skippool Junction are too complicated (13), that two sets of traffic lights too close to each other (Skippool and Skippool Bridge junctions) will not help traffic flow (12) and that phase traffic lights between junctions will be required for smoother flow (9).

5.9.4 The responses raised in explanation to question 8 are all areas which have already been considered during the design and development of the Scheme and consequently did not result in any changes. The suggestion to use roundabouts without traffic lights would not be feasible as due to the proximity of Skippool and Skippool Bridge junction the optimised solution requires phased traffic signals to regulate the flow of traffic. The possibility of having signal control only at peak times would not be considered as this would cause significant safety and operational issues. The perception that the junctions are too complicated is recognised however they have been designed to current standards (DMRB) and adequate signing and road markings will be provided to aid and guide drivers.

5.10 **Question 9. 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?**

5.10.1 Question 9 investigated the respondents view on the decision to not progress the link road from Skippool Bridge junction to Shard Road north of Mains Lane. The results are shown in Figure 5-9. It is clear from this data that most respondents agree with the decision to not progress a link road from Skippool Bridge Junction to Shared Road north of Mains Lane.

Figure 5-9: Question 9 responses



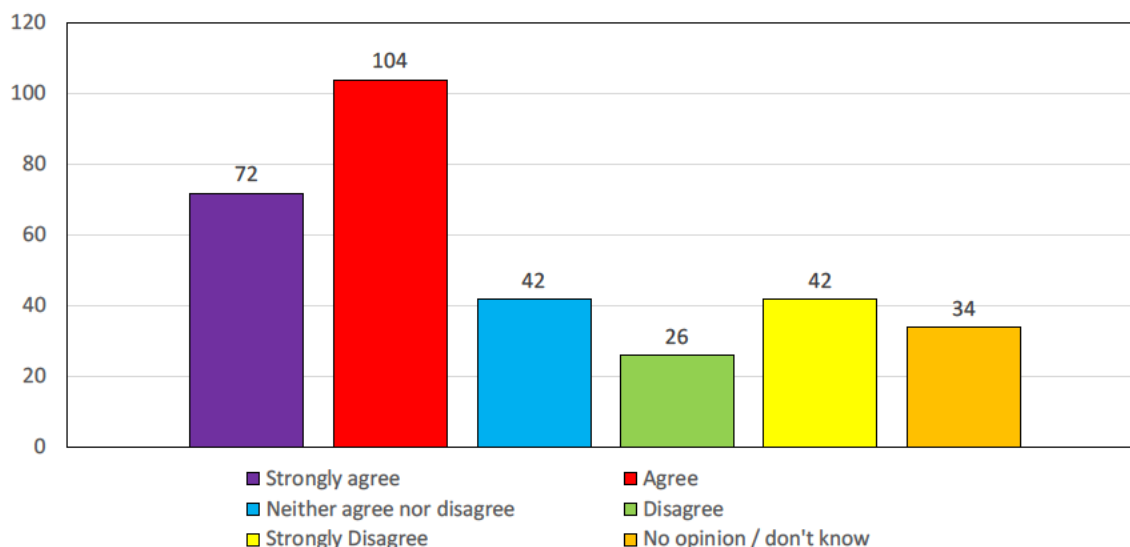
5.10.2 Question 9 asked the respondent to explain their level of agreement with the decision to not progress with a link road from Skippool Bridge Junction to Shard Road north of Mains Lane. The most frequently stated reason for disagreeing with the decision was respondents felt the link road would be beneficial for school drop offs.

5.10.3 The consultation brochure clearly stated that a decision had already been made regarding this aspect of the design. Question 9 was included to provide the Applicant with an understanding of whether respondents agreed with this change based on the reasons given.

5.11 **Question 10. Do you agree that the proposed roundabout at A586 Garstang Road East is the best solution?**

5.11.1 Question 10 investigated the respondents view on whether the proposed roundabout at A586 Garstang Road East is the best solution. The results shown in Figure 5-10 illustrate that the majority of respondents agreed or strongly agree with the proposed roundabout.

Figure 5-10: Question 10 responses



5.11.2 Question 10 asked the respondent to explain their level of agreement that the proposed roundabout at A586 Garstang Road East is the best solution. The key themes raised include:

- roundabout at Poulton Junction best option for traffic flow
- Poulton Junction should have bridges and slip roads
- traffic signals only at peak times
- adding roundabout at Poulton Junction interferes with moving traffic at speed – dangerous
- How will the junction cater for cyclists/pedestrians?

5.11.3 Comments were raised concerning the safety of cyclists and pedestrians at the junction. Whilst pedestrian and cycle access was included in the layout consulted on, these were uncontrolled provisions. Conflicting opinions are noted where comments have been received stating that the roundabout is considered the best option for traffic flow compared to a roundabout interferes with traffic moving at speed.

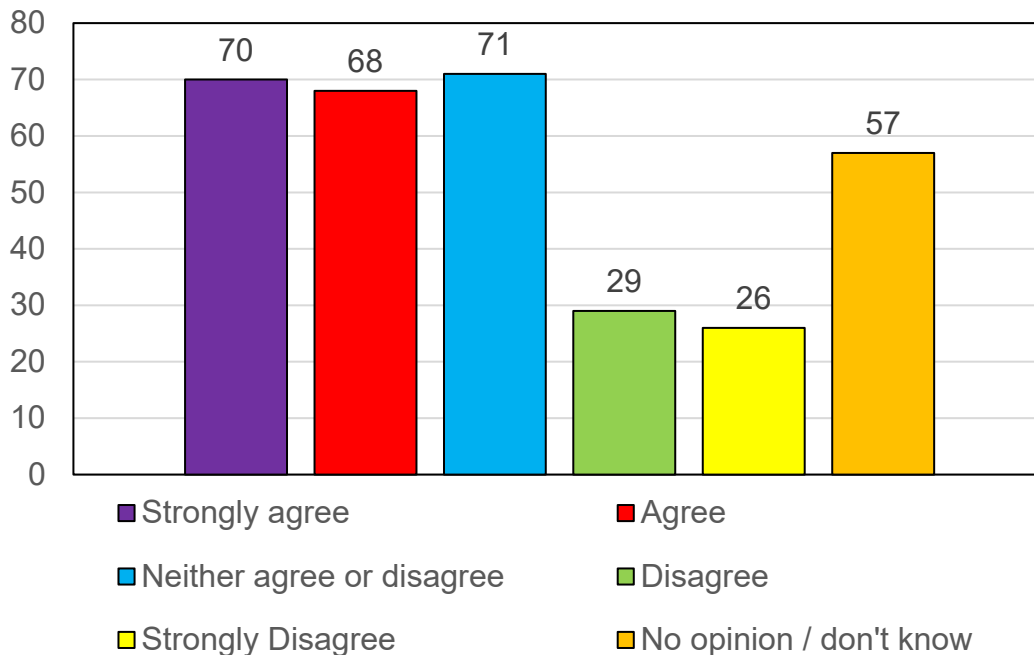
5.11.4 As improving the flow of traffic and safety are key objectives, an alternative layout for this junction was considered by the Applicant to address the concerns raised. The assessment of the alternative layout demonstrated that the signalised junction will operate more efficiently than the roundabout. Traffic on the bypass can be prioritised, providing a balance between uninterrupted flow on this route and accessibility to the bypass. Signal controlled crossing provision makes design of the junction safer for pedestrian and cyclists. The pre- and post-consultation layouts can be seen in Figure 6-3.

5.11.5 As these comments resulted in a change to the layout of the junction an information sharing exercise was conducted to inform relevant statutory consultees and the local community of the changes. Details of this work are outlined in Section 4.8.

**5.12 Question 11. Do you believe a wide land bridge over the bypass would be more appropriate than the simple road bridge proposed?**

5.12.1 Question 11 investigated the respondents view on whether a wide land bridge over the bypass would be more appropriate than the simple road bridge proposed. The results are shown in Figure 5-11. The majority of respondents neither agree or disagree (71), 70 respondents strongly agree, 68 agree, 57 had no opinion / don't know. 29 disagree and 26 strongly disagree.

Figure 5-11: Question 11 responses



5.12.2 Question 11 asked the respondent to explain their level of agreement on whether a wide land bridge over the bypass would be more appropriate than the simple road bridge proposed. The key themes relating to support for the land bridge include:

- can the Lodge Lane Bridge be made wider to limit severance within Singleton and reduce the impact of the bypass on nearby homes?
- wide land bridge may be more environmentally friendly
- Lodge Lane land bridge would reduce danger and reduce delays to traffic

Whilst themes raised in support of the simple road bridge included:

- keep narrow bridge at Lodge Lane - reduce cost (unless traffic justifies)

5.12.3 All of these responses, and the support expressed for this by Fylde Borough Council, were considered when the Applicant was making the decision regarding which bridge option to progress. Taking all factors into consideration, the Applicant will progress the Scheme with the simple road bridge. The points raised in support of the land bridge are recognised and have informed the mitigation measures. Enhanced mitigation in the area around Lodge Lane will include new large specimen tree planting, and larger stock for the new woodland and woodland edge planting areas. Further woodland planting is also included in the east of the Singleton Parkland landscape character



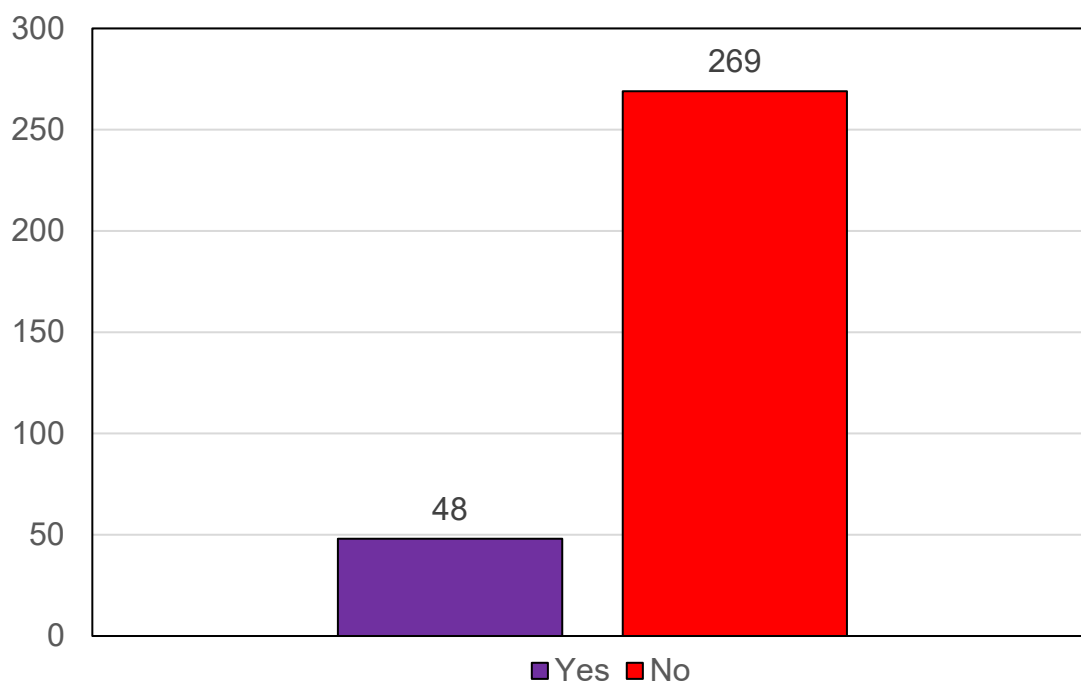
area; this being in keeping with the form of the woodland copse features found in this landscape. Full details of the measures are included in the Environmental Masterplan TR010035/APP/6.19). In developing these plans, the Applicant has endeavoured to limit severance within Singleton and reduce the impact of the bypass on nearby homes.

5.12.4 One of the themes raised through this question related to the land bridge being perceived as safer and reducing delays to traffic. Whilst a land bridge would be wider it would offer no additional capacity and therefore have no impact on delays. Both of the options (with and without the land bridge) are designed to current safety standards.

5.13 **Question 12: Regarding question 11 above, are you a resident living close to the proposed bypass at Lodge Lane?**

5.13.1 Question 12 investigated the respondent's proximity to the proposed bypass at Lodge Lane. The results are shown in Figure 5-11. Of those who responded 48 did live near the proposed bypass and 269 did not live near the proposed bypass. One of the respondents commented that whilst they do not live near the Lodge Lane bridge, they use the route to travel to church in Singleton.

Figure 5-12: Question 12 responses

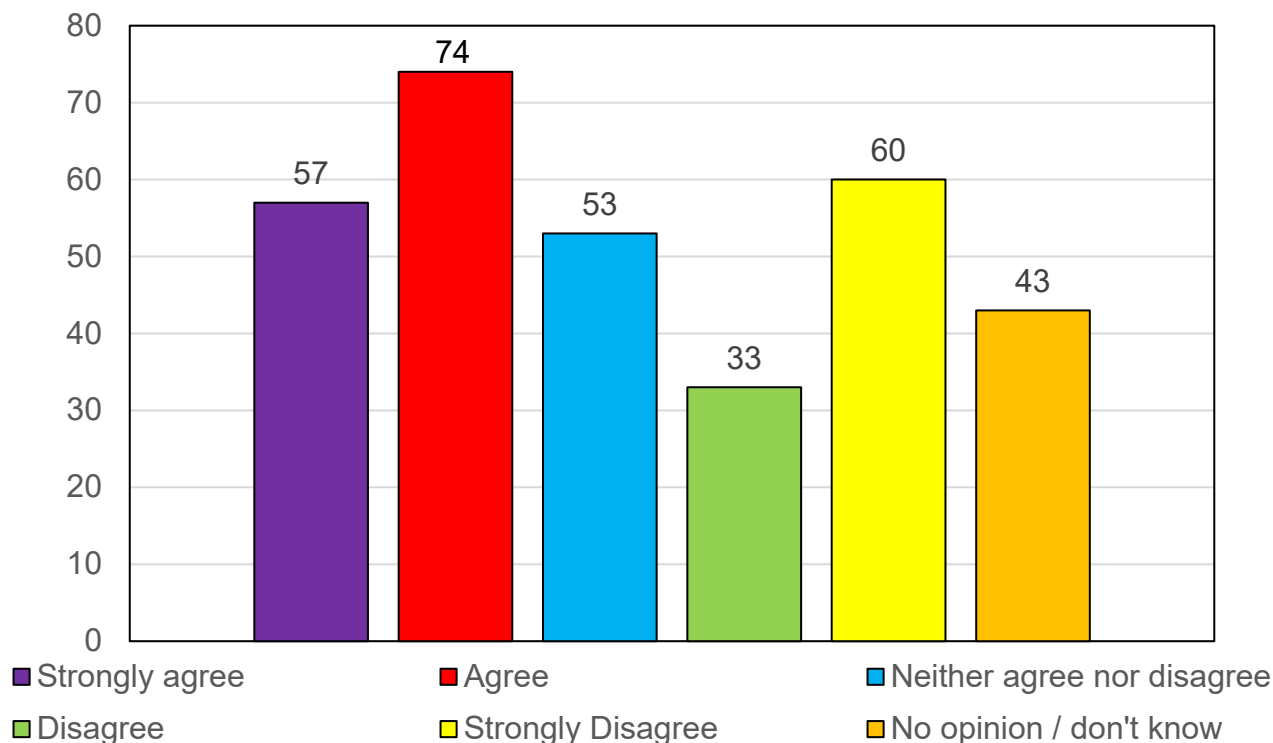


5.14 **Question 13: We have decided not to progress with providing a connection of the bypass with Garstang New Road between Little Singleton and Windy Harbour junction. Do you agree with our decision?**

5.14.1 Question 13 investigated the respondents view with the decision to not progress with a connection of the bypass with Garstang New Road between Little Singleton and Windy Harbour junction. The results are shown in Figure 5-13 which show that a

greater number of respondents agree or strongly agree with the decision to not progress with a connection of the bypass.

Figure 5-13: Question 13 responses



5.14.2 Question 13 asked the respondent to explain their level of agreement on the decision not to progress with providing a connection of the bypass with Garstang New Road between Little Singleton and Windy Harbour junction. The key themes raised include:

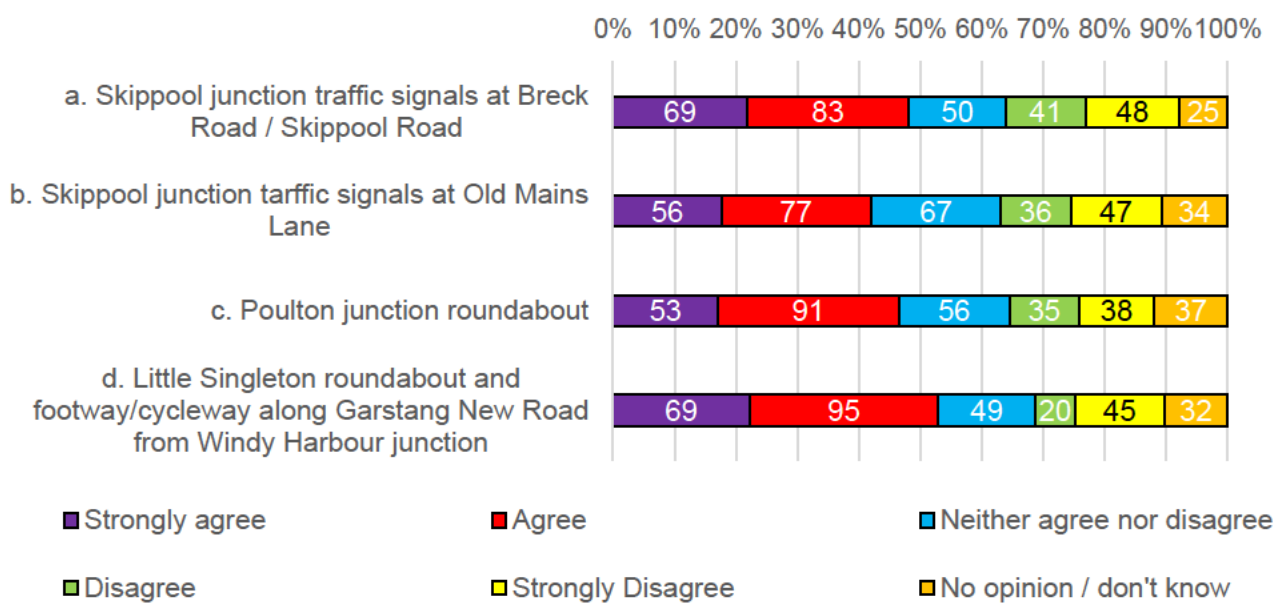
- would prefer the existing Garstang New Road to meet bypass via the no through road
- what would happen to the existing Garstang New Road east of Little Singleton?
- would that not tempt fly-tipping and squatting on the remainder of Garstang New Road?
- cost excessive
- make closed part of Garstang Road East passable for cyclist/pedestrians
- the existing Garstang New Road should connect to something eg Pool Foot Lane or Windy Harbour Road

5.14.3 The consultation brochure clearly stated that a decision had already been made regarding this aspect of the design. Question 13 was included to provide the Applicant with an understanding of whether respondents agreed with this decision based on the reasons given.

5.15 **Question 14. To what extent do you consider the proposed features will improve safety?**

5.15.1 Question 14 investigated the respondents view to proposed features a, b, c and d, and whether they agree they will improve safety. The results are shown in Figure 5-14. Over 60% of respondents strongly agree or agree with proposed features a, b and c. Over 70% of respondents strongly agree or agree with proposed features d.

Figure 5-14: Question 14 responses



5.15.1 Question 15 asked the respondent to explain their answer to Question 14, their level of agreement on whether the respondents considers the proposed features will improve safety. The key themes raised include:

- removing traffic lights in favour of roundabouts is better solution
- disagree with bypass altogether due to single-carriageway limitation at each end
- dangerous for turning traffic into Service Station/Garden Centre (accidents)
- safety improved for pedestrians and cyclists
- enforce "Unsuitable for HGVs" access signs - using local roads as Rat Runs
- signals at pedestrian crossings needed
- traffic signals only at peak times

5.15.2 No comments were raised which resulted in a design change. All the comments received were either points which had already been considered during the design and development of the Scheme or had been highlighted elsewhere in the consultation responses for consideration (e.g. Poulton Junction).

5.15.3 With regards to the comments made concerning traffic turning into the Skippool service station being dangerous; the design limits access and egress to westbound traffic only. Eastbound traffic will have dedicated turning movements provided at the junctions to allow for access. Further safety features for pedestrians and cyclists have

been incorporated as a result of consultation redesign, these include modification of the layout of Poulton Junction and Little Singleton Junction to incorporate controlled crossing points.

5.16 **Question 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.**

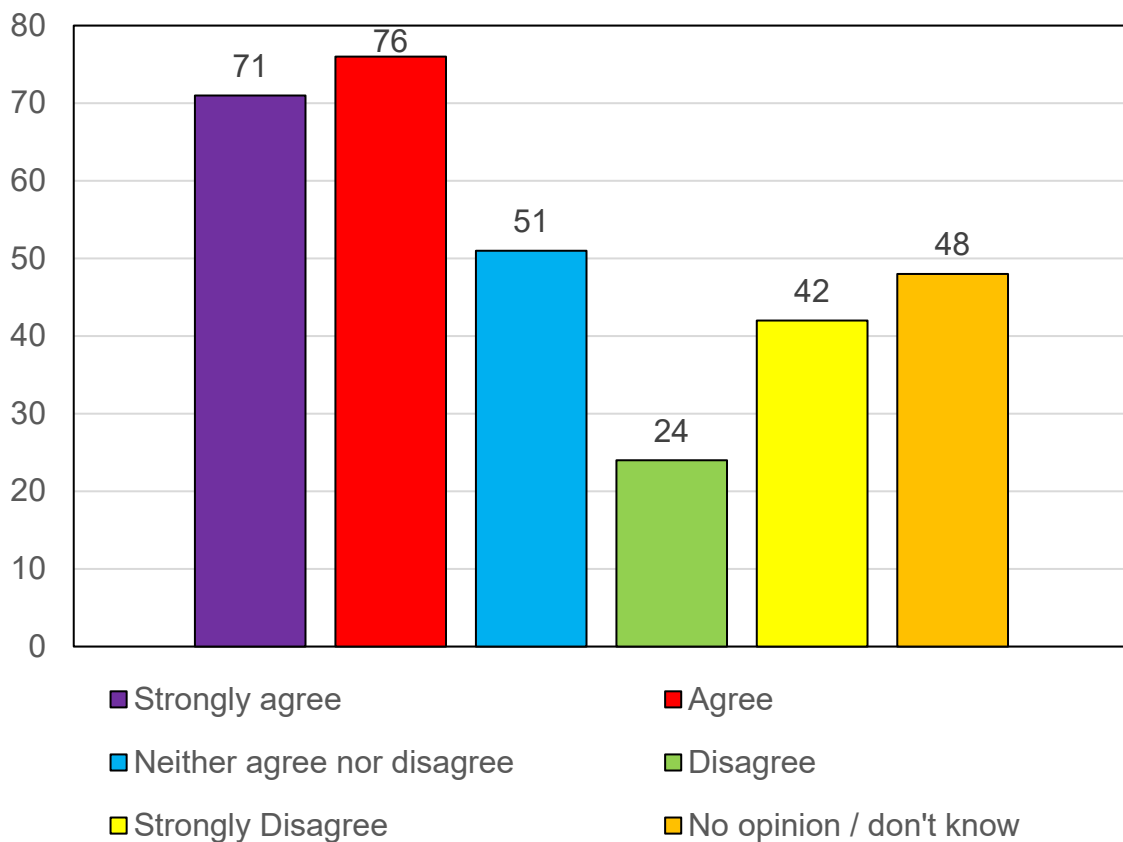
5.16.1 Question 16 investigated the respondents level of support for the proposals in relation to pedestrians, cyclists, equestrians and walkers. The results are shown in Figure 5-15. The majority of respondents strongly agree and agree.

5.16.2 Whilst an explanation for the answers to this question was not requested, several people chose to elaborate on their response. Their comments regarding this question included:

- pedestrians, equestrians and walkers are seen so rarely on these routes these proposals will have a minimal effect
- agree with some proposals / disagree with other proposals. Pedestrian bridge (near Windy Harbour) looks like rather needless overkill
- a waste of money and resources

5.16.3 Improving the safety for pedestrians, equestrians and cyclists is an objective of the scheme and appropriate amenities for these users is essential.

Figure 5-15: Question 16 responses

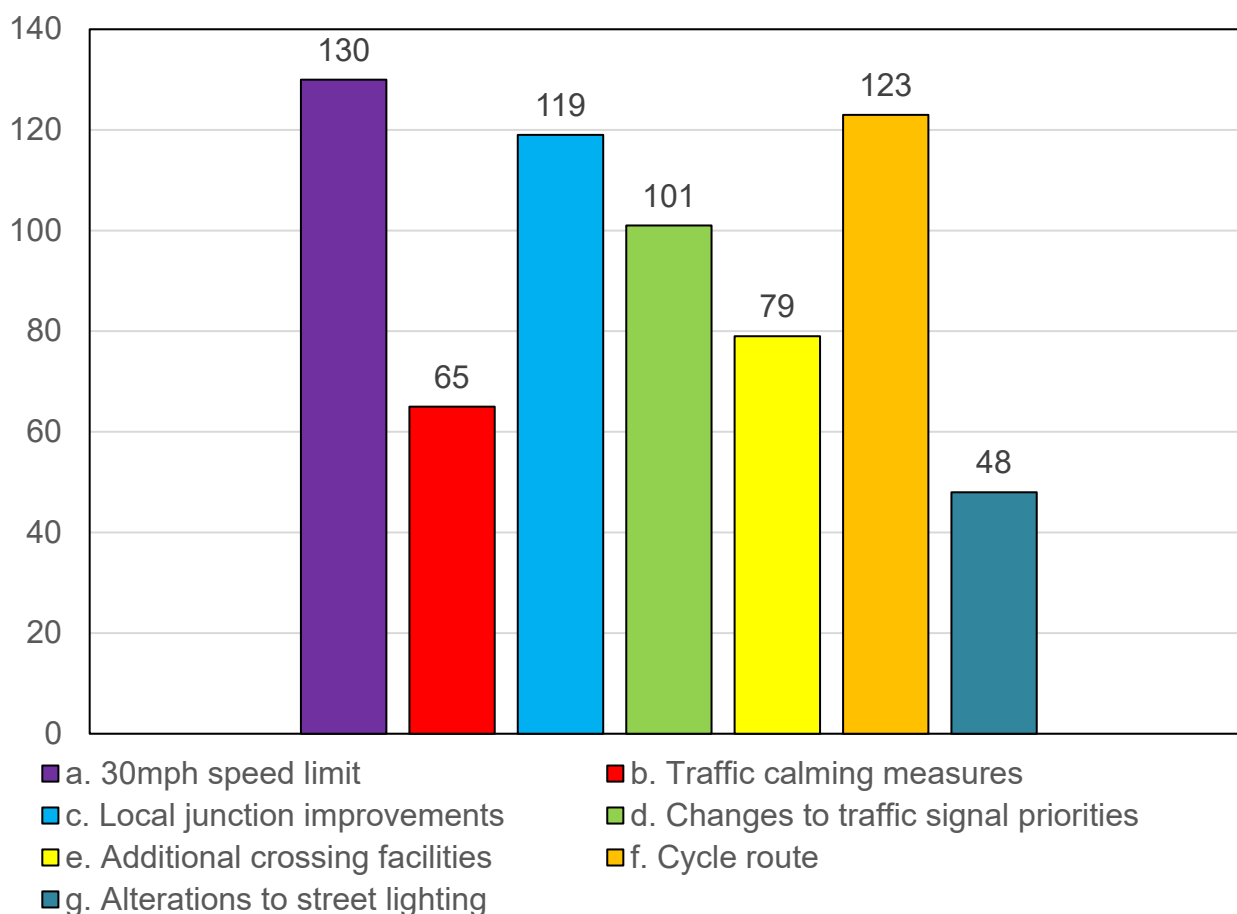




**5.17 Question 17. What alterations should be made to the A585 Mains Lane and A586 Garstang Road East in Little Singleton once the bypass has been completed?**

5.17.1 Question 17 investigated the respondents view on what alterations should be made to the A585 Mains Lane and A586 Garstang Road East in Little Singleton once the bypass has been completed, ticking all that applied. The results are shown in Figure 5-16. The results show that the respondents favoured alterations were a 30mph speed limit and cycle routes. The least favoured were traffic calming measures and alterations to street lighting.

Figure 5-16: Question 17 responses



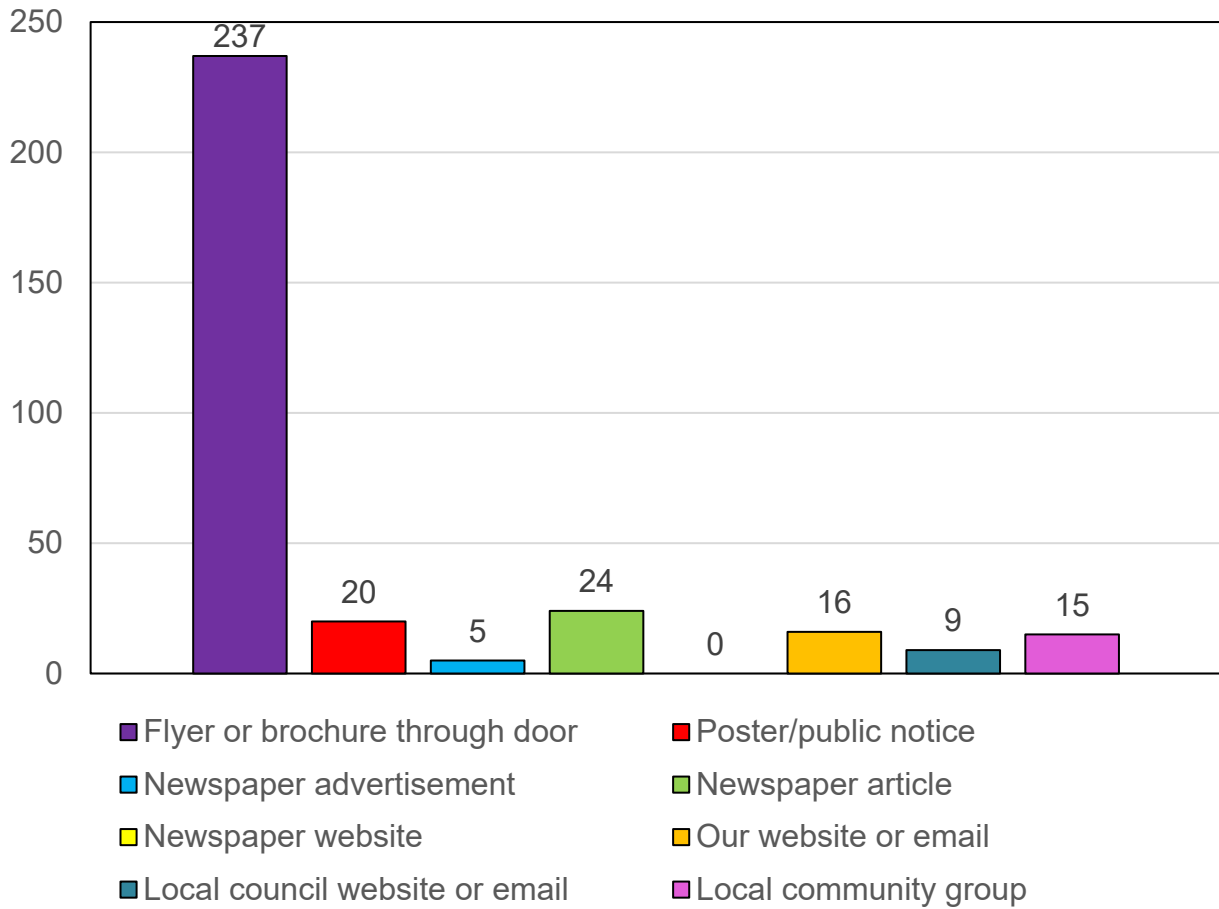
5.17.2 Respondents were asked if there was anything else they thought should be considered to improve the existing roads further to the points suggested in question 17. The main themes of the comment made included:

- resurface when needed and widen existing roads to improve flow
- effective speed cameras essential
- would prefer the existing Garstang New Road to meet bypass via the no through road
- Decommissioning Garstang New Road could encourage antisocial behaviour

- Why is Amounderness Way not being upgraded to dual carriageway?

- 5.17.3 With regards to the main topics raised, the comments regarding antisocial behavior have been considered within the Scheme design and development. The Applicant is engaging with Lancashire County Council to agree measures to alleviate this potential problem. The decision not to include the junction connecting Garstang New Road to the bypass had been made prior to statutory consultation. This junction is not being considered as it could encourage motorists to use the existing route through Little Singleton as a rat run. Further to this, it would be an additional signalised junction on the bypass meaning traffic on the bypass would suffer more delays. With regard to comments concerning resurfacing and widening existing roads, resurfacing will be confirmed following condition surveys however, due to frontages of properties along the existing A585 Mains Lane it is not feasible to widen the route due to the lack of space and cost of purchasing properties.
- 5.17.4 Comments were also received which did not directly correspond to suggestions to improve the existing roads but related to the wider scheme. These included comments asking why the 'Blue Route' to the M55 is not being developed, if cycle paths along both sides of Amounderness Way can be created both sides for safety reasons and if the merging area from Windy Harbour towards M55 can be extended. All of these comments are outside the scope of work for this Scheme.
- 5.17.5 Comments were raised regarding the new roundabout at Little Singleton. Whilst the opinions of the respondents differed as to what would be the best junction layout in this location, due to comments raised about the perceived need for signal-controlled provision to allow safe pedestrian access, including for vulnerable users, the design was modified. The pre- and post-consultation layouts can be seen in Figure 6-4.
- 5.17.6 The final section of the Consultation Response Form asked respondents about the consultation.
- 5.18 **Question 20. How did you find out about this consultation?**
- 5.18.1 Question 20 investigated how the respondents found out about the consultation. The results are shown in Figure 5-17. The results show most respondents found out about the consultation from a flyer or brochure through the door.

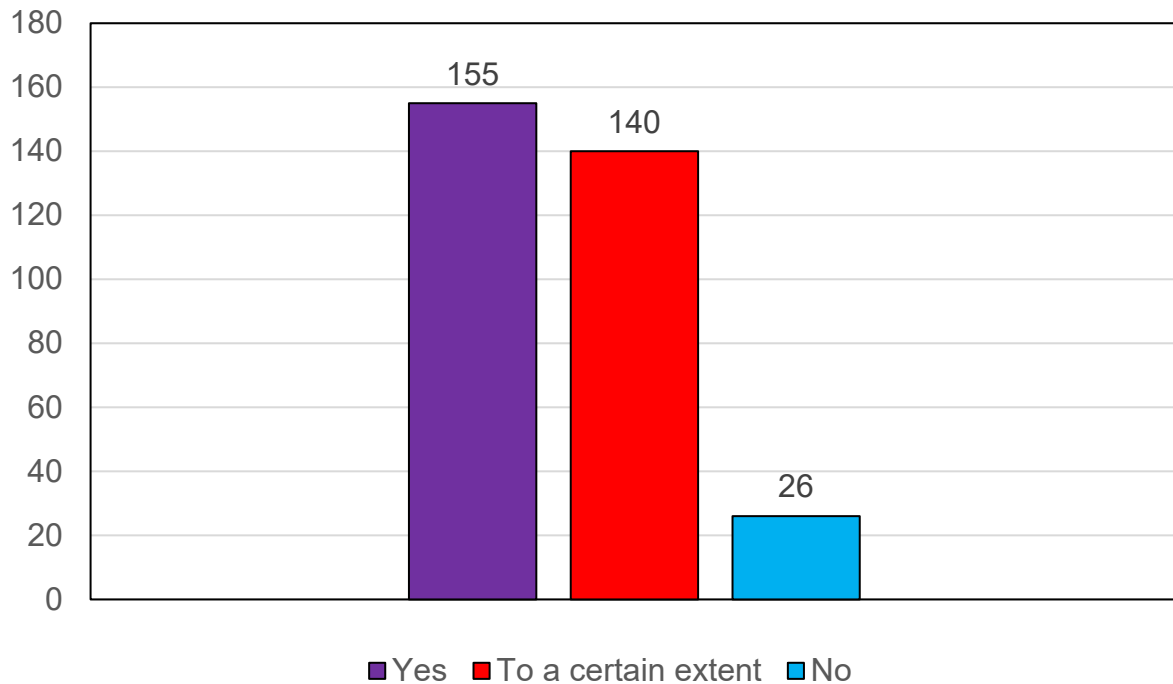
Figure 5-17: Question 20 responses



5.19 **Question 21. Have you found the consultation materials useful in answering your questions?**

5.19.1 Question 21 investigated whether the respondents found the consultation materials useful in answering their questions. The results are shown in Figure 5-18. The data indicates most respondents found the consultation material useful, or useful to a certain extent.

Figure 5-18: Question 21 responses

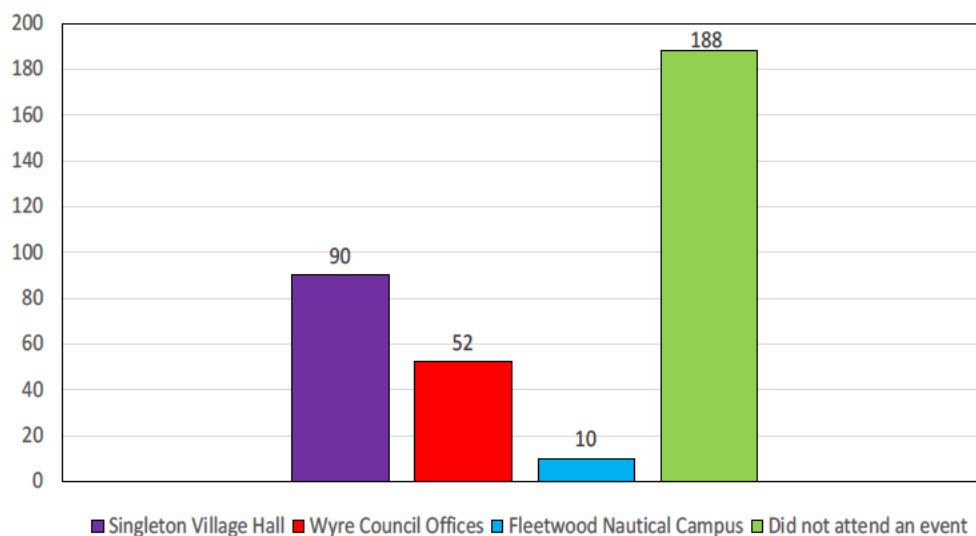


5.20 **Question 22. Did you attend a consultation event? If so, which one?**

5.20.1 Question 22 investigated whether the respondents attended a consultation event and if so, which one. The results are shown in Figure 5-19. The data shows that most respondents did not attend an event (188), and the majority who did attended the event at Singleton Village Hall (90).



Figure 5-19: Question 22 responses



## 5.21 Free Text Analysis

5.21.1 Question 19 asked the respondent for any further comments about the A585 route. Key issues/questions included:

- why is A585 Amounderness Way not being upgraded to dual carriageway?
- why is work not being done upgrade the A585 from Windy Harbour Junction through to M55 Junction 3?
- why isn't the Blue route being developed?
- the proposals with only move congestion to either end of the Scheme due to single carriageway limitations at each end
- construction will be disruptive
- cost excessive
- Tailbacks will occur at Shard Road Junction

5.21.2 Based on concerns raised that tailbacks would occur at the junction of Shard Road with Mains Lane, modifications were made to the layout further operational assessments were undertaken. The pre- and post-consultation layouts can be seen in Figure 6-5.

5.21.3 Rationalisation for the comments alluding to the Scheme moving the congestion elsewhere have been outlined in Section 5.8.6. A number of respondents commented throughout the response form that they felt the 'Blue Route' would be a better solution to the traffic issues in the area. This route was the preferred option for the Norcross to M55 scheme which was deferred in 2007. It was promoted by LCC not Highways England. The length and the associated costs of the Blue Route would be significantly more than the Applicants preferred route. There would be significant operational and technical difficulties in provided this route in relation to environment and introducing a junction on the M55.

5.21.4 Tables outlining the analysis of all the free text responses are provided in **Appendix S**. These show the categorised responses and whether or not the responses have resulted in a design change (in accordance with s49 of the Planning Act 2008).

## 5.22 **Written Consultation Responses**

5.22.1 In addition to completing Consultation Response Forms, written consultation responses were accepted via post, email or hand delivered at the public exhibitions. Written enquiries raised at the public exhibitions are also included in this analysis along with calls received on the dedicated Scheme phone line. Analysis and categorisation was completed for these responses following the same methodology as for the free text responses on the Consultation Response Forms. The key issues/themes raised through this channel include:

- dual carriageway is a good idea
- have the various developments that are proposed been taken into account for the traffic flows using the bypass?
- would prefer the existing Garstang New Road to meet bypass via the no through road
- why is the “Blue Route” to the M55 not being developed?
- why is A585 Amounderness Way not being upgraded to dual carriageway?
- new junctions at Skippool and Skippool Junction too complicated
- Concerns regarding impact of scheme on residents on Breck Service road and patrons of the ‘River Wyre Hotel’
- Concerns regarding process and adequacy of consultation

5.22.2 Comments were received regarding concerns from residents that on exiting the western end of Breck Service Road to travel towards Fleetwood, they would have to cross several lanes of traffic to access the slip road to Amounderness Way. This would also be the case for patrons and suppliers to the hotel. At the eastern end of this section of Breck Road, the residents note that vehicles enter and exit (illegally) which they consider causes a significant safety issue. Having looked at the concerns raised with respect to this area of the Scheme, the Applicant has redesigned some aspects to address these concerns. The pre- and post-consultation layouts can be seen in Figure 6-2.

5.22.3 The Applicant received comments from residents who were concerned about the adequacy of consultation. As outlined in this report, consultation was conducted in accordance with s42 of the Act and the published SoCC.

5.22.4 Other comments received in response to this question had either already been considered during the design and development of the scheme, were out of scope of the project or have considered within the responses to other questions.

5.22.5 A complete list of all the subjects raised and a summary of the regard had to these can be seen in **Appendix S**.

## 5.23 **Regard to Responses (in accordance with s49 of the Act)**

5.23.1 The responses to the closed questions within the Consultation Response Form demonstrate that respondents support many elements of the Scheme, but that opinion

is mixed. None of the questions show a completely clear preference for the options and features presented.

5.23.2 Respondents were asked about their perceptions regarding whether the proposed bypass will achieve the following Scheme objectives:

- a) Reduce congestion on the existing A585 through Little Singleton, Shard and Skippool junctions and making people's journey's 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.

5.23.3 The responses demonstrate that opinion is divided on how successfully the Scheme will achieve these aims. For point b), approximately 40% of respondents agree or strongly agree that the proposed Scheme will meet this objective however, the same percentage of respondents disagree or strongly disagreeing that this objective will be met. For objectives a and c, approximately 50% of respondents agree or strongly agree that the proposed Scheme will meet these objectives while 40% disagree or strongly disagree that this objective will be met.

5.23.4 44% of respondents stated that they disagree or strongly disagree that the proposed traffic signals at Skippool junction and Skippool Bridge will address the traffic flow issues here. 31% responded to say that they agree or strongly agree that these junctions will address the traffic flow issues.

5.23.5 41% of respondents agree or strongly agree with the decision not to progress Shard Road link road with 21% disagreeing or strongly disagreeing with this decision.

5.23.6 Respondents were asked about their level of agreement that the roundabout at Poulton Junction is the best solution. 53% of respondents agree or strongly agree that this is the best solution and 21% disagree or strongly disagree.

5.23.7 Respondents were asked whether they believe a wide land bridge over the bypass would be more appropriate than the simple road bridge proposed. 42% of respondents agreed or strongly agreed that the land bridge would be more appropriate and 17% disagree or strongly disagree with this proposal.

5.23.8 Respondents were asked about their level of agreement with the decision not to progress with providing a connection of the bypass with Garstang New Road between Little Singleton and Windy Harbour junction. 40% of respondents agree or strongly agree with this decision with 28% disagreeing or strongly disagreeing with the decision.

5.23.9 With improvements to safety being one of the objectives of the Scheme, respondents were asked whether they considered the following features will improve safety:

- a) Skippool junction traffic signals at Breck Road / Skippool Road
- b) Skippool 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

5.23.10 For all of these elements, a greater percentage of respondents stated that they agree or strongly agree that the proposed features will improve safety.

5.23.11 Respondents were asked to state their level of support for the proposals for pedestrians, cyclists, equestrians and walkers. 45% of respondents agree or strongly agree that the proposals will improve journeys for these users.

5.23.12 A number of alterations for the A585 Mains Lane and A586 Garstang Road East in Little Singleton were proposed. All the suggestions were well supported by respondents with the most popular options being 30mph speed limit, local junction improvements and changes to cycle routes.

5.23.13 All of the responses received to the consultation, via both the Consultation Response Forms and written consultation responses, have been analysed and the subjects raised categorised. Tables outlining all of the responses received and whether these have resulted in a design change are listed in **Appendix S**.

## 5.24 Local Authorities

5.24.1 Consulting with the Local Authorities is a requirement under s42(1)(b) of the Act. The prescribed local authorities were sent a copy of the s42 consultation material. Those local authorities were identified through review of s43 of the Act and are set out in Table 4-5 of this report. This was sent on the 16 March 2018 and recipients had until 8 May 2018 to respond. This material can be seen in **Appendix K**.

5.24.2 The Scheme falls within two lower-tier district council boundaries which are both within one upper-tier county council. These, along with neighbouring councils, were consulted. The full extent of the authorities consulted can be seen in **Appendix J**. Of these, the three host authorities, Fylde Borough Council, Wyre Council, and Lancashire County Council responded.

5.24.3 The responses received from the local authorities are summarised in Table 5-2 along with the regard the Applicant has had to this response. Where issues raised correspond to environmental topics a summary is provided in Table 5-2 and a full assessment can be seen in Appendix 6.5.2 "Section 42 comments and responses" (document reference: TR010035/APP/6.5.2).





Consultee	Summary of consultation response	Design Change y/n?	Applicant's response / regard had to response
	<p>d) <i>Reduce impact on some heritage features</i></p> <p>e) <i>Retaining Singleton Hall driveway closer to original alignment</i></p> <p>3. <i>Concerns raised that Scheme will move congestion to other parts of A585, particularly the stretch between Windy Harbour Junction and J3 of the M55. It is considered that any increase in the capacity of the A585 has potential to increase the risk of accidents and the opportunity should be taken to examine impacts of the Scheme on the safety of the wider network.</i></p>	<p>N – Already considered in design</p>	<p><i>will also attenuate road traffic noise emanating from the road at this point.</i></p> <p><i>b) Enhanced mitigation in the area around Lodge Lane will include new large specimen tree planting, and larger stock for the new woodland and woodland edge planting areas. Further woodland planting is also included in the east of the Singleton Parkland landscape character area, this being in keeping with the form of the woodland copse features found in this landscape. Full details of the measures are included in the Environmental Masterplan TR010035/APP/6.19).</i></p> <p><i>c) As part of the landscape mitigation the Applicant has removed two blocks of proposed woodland north of Singleton Hall to enable certain views from the Hall to the surrounding parkland landscape to be maintained. The Applicant is seeking to re-create aspects of the parkland landscape by creating smaller blocks of woodland in design d (rather than continuous belts) which is in-keeping with the parkland character.</i></p> <p><i>d) The existing vegetation around the Ice House (Grade II Listed) will be retained. New and replacement woodland and woodland edge planting will also be provided between the Ice House and the Scheme in order to minimise the effects on its setting.</i></p> <p><i>e) Whilst it has not been possible through the design to retain the driveway closer to the original alignment, various options were considered and the alignment presented represents the most appropriate solution. As part of the landscape design, the Applicant proposes the planting of a</i></p>



Consultee	Summary of consultation response	Design Change y/n?	Applicant's response / regard had to response
	<p>4. In the area around Lodge Lane, just north of Singleton Hall, three areas of woodland are affected by the scheme which are protected under Fylde Council Tree Preservation Order (TPO). The cutting the in same area could also affect a fourth TPO'd area of woodland.</p>	<p>N – Already accounted for in mitigation plans</p>	<p><i>hedgerow along the diverted access road which would tie into the historic alignment of the Singleton Hall access road.</i></p> <p>3. With regard to the comment concerning moving traffic to other areas of the A585: to the North of the Scheme, a different Highways England department is undertaking improvements to Norcross junction. It is anticipated that this roundabout will increase in size and become signalised and the work will be undertaken before construction of the bypass begins. From the traffic modelling undertaken, it has been found that a lack of capacity at Skippool Junction and Norcross Junction creates build-up of traffic along Amounderness Way. By increasing the capacity at these junctions, it will relieve congestion along this route. The response above to comment 1d is also applicable to this point. Further to these points, operational assessments have been undertaken in relation to Thistleton Junction and Highways England Operations Directive are currently considering future improvements based on this. There is also potential that improvements could be undertaken at Esprick and M55 Junction 3. Whilst undertaking the traffic modelling, forecast changes in Core Scenario area wide traffic flows on the highway network between the 2015 base year and forecast years due to the scheme have been assessed. Annual Average Daily Traffic (AADT) flows for each modelled link for both Without and With Scheme for all forecast years were assessed and showed a saving. Refer to the Transport Assessment for further details.</p>

Consultee	Summary of consultation response	Design Change y/n?	Applicant's response / regard had to response
			<p>4. As identified in Annex 2 of the report from Fylde it is noted 3 woodland groups protected by TPO 1974.01 would be impacted by the Scheme, however the Applicant confirms that the design does not result in the loss of any woodland group in its entirety.</p> <p>Where woodland loss occurs, this would be replanted in order to mitigate for this, but also to provide visual screening for adjacent receptors, and enhancement to biodiversity through improved linkages helping integrate the Scheme within the landscape setting – further detail of landscape planting can be found in the Environmental Masterplan (document reference TR010035/APP/6.19). TPOs affected by the Scheme are presented within the Hedgerow and Protected Trees to be Removed Plans (document reference TR010035/APP/2.10).</p>
<p>Wyre Council                      (Response submitted as role as local planning authority)</p>	<p>Full support for the development proposal in principal, welcoming the investment in to the A585 to provide greater capacity and quicker journeys.</p> <p>1. Wyre Council consider that the Applicant must acknowledge that this proposal should be a part of a wider solution to the problems of the A585, covering the area from the north of the development (Norcross and Victoria Road roundabouts) and to the south as far as J3 of the M55.</p> <p>2. Council notes a number of points:</p>	<p>N – out of scope for this Scheme. Some elements being considered within other work.</p>	<p>1. The first point raised by Wyre Council is essentially analogous to that raised by Fylde Borough Council in point 3. The response provided above is therefore applicable here.</p> <p>2a) Extensive traffic modelling has been carried out which considered the operation of the junctions at both Skippool and Skippool Bridge. The design of the junctions is considered for calculated traffic levels 15 years after opening (2037) and all accesses and exits from the junctions were considered before the design was finalised. The traffic</p>



Consultee	Summary of consultation response	Design Change y/n?	Applicant's response / regard had to response
	<p>a) Concern that having two signalised junctions in close proximity will result in queuing.</p> <p>b) Surprised to see no changes to the junction of the A585 with the A588. Will this junction still need to be signalised? Would a 3 way roundabout be a better proposal?</p> <p>c) Is the new Singleton roundabout necessary? Why not retain the existing lights but change the phasing?</p> <p>d) What is proposed for the decommissioned section of Garstang Road? Will it remain an adopted highway? A turning head will be required to enable vehicles to turn around, particularly if any larger vehicles/articulated vehicles go down by accident.</p> <p>e) Concerns raised that drivers will experience significant queues and delays at Skippool Bridge junction due to the high volumes of traffic and necessary phasing of the signals. Wyre Council consider that journeys between Windy Harbour Junction and Over Wyre are directed to use Poulton</p>	<p>2a) N – Already considered</p> <p>2b) Y -design change</p> <p>2c) Y – design change</p> <p>2d) N – Already considered</p> <p>2e) N – would not meet Scheme objectives</p> <p>2f) N – junction redesign does not preclude this option</p>	<p>assessments undertaken demonstrate that the proximity of the junctions will not result in queuing as the phasing of the signals will account for the proximity of the junctions.</p> <p>b) Changes to the junction of the A585 with the A588 have been made following comments made during consultation. The Applicant considers that signals are still required at this junction. To optimise traffic flow, amendments to the phasing of signals will be introduced along with widening the A588 junction to the east allowing priority right hand turn movements. Retaining a signalised junction is considered preferable to a roundabout owing to the potential additional land take required for a roundabout. Furthermore, through modifications to the existing junction the operational assessment demonstrates an enhanced performance of the existing junction. The pre- and post-consultation layouts can be seen in Figure 6-5.</p> <p>c) The roundabout layout at the Little Singleton Junction has been amended following consultation. The pre- and post-consultation layouts can be seen in <b>Figure 6-4</b>. The post consultation arrangement is similar to the current layout however, due to Garstang New Road being decommissioned, “U” turning movement for buses are provided by a ‘q turn’ arrangement. This layout also provides controlled pedestrian crossing points.</p>



Consultee	Summary of consultation response	Design Change y/n?	Applicant's response / regard had to response
	<p><i>Junction to reduce traffic volume at Skippool Bridge.</i></p> <p><i>f) Poulton Junction should be designed so further arms could be added as part of any future highway works necessary to allow for the further growth of Poulton.</i></p>		<p><i>d) Decommissioned section of Garstang New Road would become a combined footway/cycleway. Vehicle access would be for landowners only and remain adopted highway, but ownership of the road will be transferred to Lancashire County Council. A turning provision will not be required as a gate or similar (discussions currently being held with Lancashire County Council to determine decision) will be provided to prevent larger vehicles using the section of road by accident.</i></p> <p><i>e) If drivers were directed to Poulton Junction for journeys between Windy Harbour Junction and Over Wyre this would encourage use of the existing route and won't support the Scheme objectives of removing congestion at pinch points. Skippool Bridge Junction designed to cope with the anticipated volumes of traffic and phasing of lights of adjacent junctions will aid the flow of traffic at this junction.</i></p> <p><i>f) Following comments received during consultation, Poulton Junction will be progressed as a signalised cross road junction (as shown in Figure 6-3). As a result, an additional arm is not feasible, however a connection could be made adjacent to the junction to the west, at a further date if required for further growth.</i></p> <p><i>Consultation has been undertaken with transport officers at Lancashire County Council, Blackpool Transport Services Ltd, Stagecoach in Lancaster and Morecambe, Cumbria and</i></p>

Consultee	Summary of consultation response	Design Change y/n?	Applicant's response / regard had to response
			<p><i>North Lancashire and Lancashire Constabulary. A meeting was held on 30 January 2018 where placement of bus stops, school bus pick-ups, turning movements, notice periods and traffic calming measures were discussed.</i></p>
<p><i>Lancashire County Council</i></p>	<p><i>Lancashire County Council continues to support Scheme.                      Lancashire County Council continues to protect the M55 to Norcross Link 'Blue Route' for development control purposes however, with an estimated cost of potentially approaching £360m the Council does not believe this is deliverable in the foreseeable future as a local major transport Scheme.                      Alternative solutions to the problems in the corridor and its nearby roads therefore need progressing. The masterplan commits Lancashire County Council to working with Highways England to remove the last remaining pinch points on the route. The A585 Scheme represents a major step towards this aim. It could also remove rat running traffic from Singleton. Lancashire County Council is pleased to see the removal of Grange junction as this was their stated preference during non-statutory consultation.</i></p>	<p><i>Points raised noted however, comments raised have already been considered within design</i></p>	<p><i>The comments raised regarding solutions to the issues in the surrounding areas are analogous to those received from Fylde Borough Council and the Applicants response is outlined above (FBC point 3).</i></p> <p><i>There have been ongoing discussions with Lancashire County Council as the Scheme has progressed around the Scheme as a whole, the de-trunking of the section of the A585 on Mains Lane, signage and changes to public transportation. All agreements with Lancashire County Council will be set out in a Statement of Common Ground.</i></p>

Consultee	Summary of consultation response	Design Change y/n?	Applicant's response / regard had to response
	<p><i>Lancashire County Council is now working through Transport of the North and its partners including Highways England to identify priorities for the next and subsequent RIS. The council note that an early priority should be the Mile Road / Thistleton Road junction which is of particular concern to local residents. Lancashire County Council may wish to make further comment when more information is available.</i></p>		

## 5.25 Prescribed Consultees

- 5.25.1 Consulting with the prescribed consultees is a requirement under s42(1)(a) & (aa) of the Act.
- 5.25.2 The prescribed consultees were sent the s42 consultation material between 16 and 19 March 2018 and had until 8 May 2018 to provide a response. A full list of the prescribed consultee can be seen in **Appendix J** and the s47 consultation material can be seen in **Appendix M**.
- 5.25.3 Responses were received from 15 of the prescribed consultees.
- 5.25.4 The following six consultees had no comment to make on the Scheme because they consider that they are not affected by the proposals:
- The Crown Estate
  - Sefton Council
  - Trinity House
  - National Grid
  - Ministry of Defence – Warton
  - Harlaxton Energy Networks Ltd
- 5.25.5 A summary of the responses received and the Applicant's regard to these responses can be seen in Table 5-3.



Table 5-3: Summary of responses received from Prescribed Consultees (s42(1)(a) & (aa))

Consultee	Summary of consultation response	Change y/n?	Applicant's response / regard had to response
<p><i>Public Health England</i></p>	<p><i>Comments are provided on the basis that this stage is a precursor to the final, intensive and detailed assessment of the potential health impacts of the proposed development.</i></p> <ol style="list-style-type: none"> <li><i>1. PHE accept the general approach proposed for assessing potential impacts on human health.</i></li> <li><i>2. Noted that a separate section summarising the public health impacts of the proposed development on public health is not proposed but is to be included within 'People and Communities' chapter; we ask that this section be included</i></li> <li><i>3. Air Quality: PM<sub>10</sub> and NO<sub>2</sub> modelling will be carried out, but PM<sub>2.5</sub> is excluded and justification for this is not provided. PM<sub>2.5</sub> is of particular interest with regard to transport emissions and the impact of air quality upon public health we therefore request this be considered.</i></li> <li><i>4. If it is deemed unnecessary to undertake detailed assessments due to the nature of the project, the rationale should be fully explained and justified within the application documents.</i></li> </ol>	<p><i>N – Comments already considered in ES</i></p>	<ol style="list-style-type: none"> <li><i>1. Health is covered within the Environmental Statement (document reference: TR010035/APP/6.1-6-20). The appendix provided which outlines the generic considerations that PHE advise should be addressed by all promoters when they are preparing an Environmental Statement for an NSIP was incorporated following the Scoping Response.</i></li> <li><i>2. The requested information concerning Human Health is included in the Environmental Statement in the following sections: Chapters 6: Air Quality (document reference: TR010035/APP/6.6), Chapter 11: Noise and Vibration (document reference: TR010035/APP/6.11), Chapter 12: Road Drainage and the Water Environment (document reference: TR010035/APP/6.12), Chapter 13: Geology and Contaminated Land and Chapter 10: People and Communities (document reference: TR010035/APP/6.10). The summary of the health assessment is presented in Chapter 17: Summary (document reference TR010035/APP/6.17).</i></li> </ol>

Consultee	Summary of consultation response	Change y/n?	Applicant's response / regard had to response
			<p>3/4. Whilst modelling of PM<sub>2.5</sub> hasn't been undertaken, PM<sub>10</sub> has been modelled which contains the 2.5 fraction to demonstrate there is no exceedance of the PM<sub>2.5</sub> limits. Further detail can be found in Chapter 6: Air Quality (document reference TR010035/APP/6.6).</p>
<p>Health and Safety Executive (HSE)</p>	<p>Currently no major hazard installations or major accident hazard pipeline(s) in the vicinity of the proposed Scheme. Should a Hazardous substances consent be granted prior to the determination of the present application, and/or HSE receives a notification under the Pipeline Safety Regulations 1996, HSE reserves the right to revise its advice.                      No licensed explosives in the vicinity.                      In respect of waste management, applicant should take account of and adhere to relevant health and safety requirements. Particular attention should be paid in respect of risks created from historic landfill sites.</p>	<p>N – Not required</p>	<p>Highways England will continue to work with the HSE at a national and regional level.</p>
<p>Marine Management Organisation (MMO)</p>	<p>PEIR does not contain sufficient Scheme detail at this stage to determine what aspects may be within the licensable remit of the MMO and therefore, potentially subject to a deemed marine license (DML) within any subsequent DCO.                       Without clarification on this point, at this stage, the MMO is unable to provide detailed comments.                      MMO requests further detail on aspects of the project that may extend below Mean High Water Springs (MHWS). Specifically, discussions between the MMO</p>	<p>N – not required at this stage</p>	<p>It has been confirmed with the MMO that the only works that fall within their jurisdiction are the Horsebridge Dyke culvert works located to the west of the Scheme. The drainage works north of Bankfield farm do not affect the MMO.</p>

Consultee	Summary of consultation response	Change y/n?	Applicant's response / regard had to response
	<p><i>and Highways England (and contractor Arcadis) have identified the following areas as having potential to include activities within the MMO's licensing jurisdiction:</i></p> <ul style="list-style-type: none"> <li>• <i>Horsebridge Dyke culvert works</i></li> <li>• <i>Drainage works North of Bankfield Farm</i></li> </ul> <p><i>MMO have not been contacted for comment on the proposal prior to this statutory consultation. The Scoping Opinion identified the MMO as a prescribed consultee. It is understood this is due to: - The Draft Order red line boundary appears to extend below MHWS on the tidal River Wyre in the area to the North of Bankfield Farm and the requirement to discuss and agree the details of the drainage system with relevant consultees. The MMO welcomes further engagement with the Applicant to establish what aspects of the project may be within the marine area and therefore subject to marine licensing requirements.</i></p> <p><i>Conclusion: The MMO notes that to date, engagement on the project has been limited. The MMO welcomes further discussion to inform any requirements for a DML within the DCO.</i></p>		<p><i>The draft Schedule 9 of the DCO (the Deemed Marine Licence) (document reference TR010035/APP/3.1) was issued to the MMO for comment. At the time of submission, no formal feedback had been received but discussion will continue between both parties.</i></p>
<p><i>Cadent Gas Ltd</i></p>	<p><i>Cadent will have infrastructure affected by the proposals. Request confirmation of whether this asset location information has already been received, or if the Applicant has requested it. Plans can be provided if required.</i></p>	<p><i>N – Not required at this stage</i></p>	<p><i>There are ongoing discussions with consultee, and a Statement of Common Ground is being prepared There are seven locations along the preferred route where Cadent's gas mains must be either diverted or protected, each of these are addressed in the Statement of Common</i></p>



Consultee	Summary of consultation response	Change y/n?	Applicant's response / regard had to response
			<i>Ground and their status either agreed, or under discussion.</i>
<i>Electricity North West</i>	<i>Confirmed receipt of consultation material. Requested clarification on plans.</i>	<i>N – Not required at this stage</i>	<i>There are ongoing discussions with consultee, and a Statement of Common Ground is being prepared. There are five locations along the preferred route where Electricity North West underground and overhead apparatus must either be diverted or protected, each of these are addressed in the Statement of Common Ground and their status either agreed or under discussion.</i>
<i>Natural England</i>	<i>1. Positive engagement with the ecology team ongoing since 2016; meetings to discuss licensing, mitigation, proposed enhancements and net gain. Draft Habitat Regulations Assessment and potential mitigation has been discussed and further consultation on this document is expected in June 2018. Further comments on this may be made at a later time. Early sighting of this document is essential in developing a Statement of Common Ground. Comments of the following sections of the PEIR and their associated figures:</i>	<i>N – comments have not resulted in change to work planned for ES</i>	<i>1. Noted – engagement was undertaken with Natural England throughout the preparation of the Habitat Regulations Assessment (document reference TR010035/APP/6.10). It was issued to Natural England in June 2018 for comment. Details of engagement with Natural England are outlined in Chapter 3: Consultation (document reference TR010035/APP/6.3) – Table 3-1 and through a developing Statement of Common Ground.</i>
	<i>2. <b>Air Quality</b> - As the designated sites are outside the 200m distance criteria (DMRB: Volume 11 Section 3 Part 1) we agree there is no need to consider air quality impacts on designated sites</i>		<i>2. Chapter 6: Air Quality (document reference TR010035/APP/6.6) Section 5.3.5 outlines and provides justification</i>



Consultee	Summary of consultation response	Change y/n?	Applicant's response / regard had to response
	<p><i>further. Scoping out of air quality impacts on designated sites should be included and justified for clarity.</i></p>		<p><i>for the scoping out of air quality impacts on designated sites.</i></p>
	<p><b>3. Biodiversity</b> - Expectation that some of this section is covered by Habitat Regulations Assessment. Visibility of the baseline survey required which have informed the conclusions in the PEIR. Mitigation will need to be proportionate and appropriate and NE would like to see opportunities for enhancement in addition to mitigation. Ecological features and designated sites to be scoped in and out of the assessment have previously been agreed.</p>		<p>3. The baseline information reports are appended to Chapter 8: Biodiversity (document reference TR010035/APP/6.8) and associated appendices (document reference TR010035/APP/6.8.1-6.8.8). There has been ongoing liaison with Natural England regarding the Habitat Regulations Assessment (document reference: TR010035/APP/5.4 for the Scheme). The proposed ecological enhancement (net gain) is outlined in Chapter 8: Biodiversity (document reference: TR010035/APP/6.8).</p>
	<p><b>4. Noise and vibration</b> - Expect to see this section covered by Habitat Regulations Assessment. Section only appears to cover noise impacts on people - not including bird receptors. At a recent meeting, mitigation for construction works was discussed - including phased works to avoid working over winter in specific areas, use of visual screening, temporary and permanent mitigation areas. Natural England would expect these measures to be explore further as part of the Habitat Regulations Assessment and ES.</p>		<p>4. The ES Chapter 11: Noise and Vibration (document reference: TR010035/APP/6.11) covers impacts to people as a result of noise and vibration from the Scheme. The Habitat Regulations Assessment (document reference: TR010035/APP/5.4) and Chapter 8: Biodiversity (document reference: TR010035/APP/6.8) considers the impacts of noise and vibration disturbance to SPA birds as a result of the Scheme. ES Chapter 8:</p>

Consultee	Summary of consultation response	Change y/n?	Applicant's response / regard had to response
	<p><b>5. Cumulative Effects</b> - Expect this section to be covered by the Habitat Regulations Assessment and the ES and comments will be provided when this document is available. Recommend that this is conducted using a receptor led approach. We suggest a map is presented for each sensitive receptor, particularly with respect to ornithological receptors to clearly identify why certain projects have been excluded or included. We are of the opinion that an assessment of potential transboundary effects should be undertaken. Should the timetable of the project proposal slip for any reason, it will be necessary to reconsider whether there is sufficient information to fully assess cumulative impacts. Consequently, inclusion of data as it becomes available for other projects in the</p>		<p><i>Biodiversity (document reference TR010035/APP/6.8) provides details on phased construction works within the mitigation section to allow the most sensitive sections of the Scheme to be constructed outside of winter months. The Habitat Regulations Assessment (document reference TR010035/APP/5.4) details the mitigation measures against visual and noise disturbance in Table 20: Construction Phase Mitigation Measures.</i></p> <p>5. <i>A cumulative assessment / in combination assessment is provided within the Habitat Regulations Assessment (document reference: TR010035/APP/5.4), Section 6.5 and in Chapter 16: Cumulative Effects (document reference: TR010035/APP/6.16), Section 16.5. Chapter 16: Cumulative Effects (document reference: TR010035/APP/6.16 uses a receptor-led approach to both inter and intra Scheme cumulative effects, specifically identifying receptors that may be affected by multiple impacts from the Scheme and for other relevant projects. The same approach has been taken in</i></p>

Consultee	Summary of consultation response	Change y/n?	Applicant's response / regard had to response
	<p><i>planning process may be required to inform an updated assessment.</i></p>		<p><i>the Habitats Regulations Assessment (document reference TR010035/APP/5.4) which focuses on receptors relating to European Sites. The sensitive receptors are illustrated on the figures associated with each of the topic chapters of the ES (document reference TR010035/APP/6.1-6.20). The approach to identifying in-combination projects has been set out clearly following the Tiered Approach for the Inclusion of 'Other Development' in the CEA (the Inspectorate's Advice Note 17: Cumulative Effects Assessment). Each cumulative project has then been listed in Chapter 16 Cumulative Effects (document reference TR010035/APP/6.16) together with an explanation as to how they were chosen out of the initial long-list of potential projects. This has been consulted upon with the Local Planning Authorities including in October 2018 when some additional sites have been added in order to keep the assessment up-to-date. Appendix 6.5.3 of Chapter 6 Air Quality (document reference TR010035/APP/6.5.3) provides the transboundary screening undertaken for</i></p>



Consultee	Summary of consultation response	Change y/n?	Applicant's response / regard had to response
			<p><i>the Scheme. It concludes that there would be no significant effects on other European Economic Area member states as a result of the Scheme. Transboundary effects are also discussed in the Habitats Regulations Assessment (document reference: TR010035/APP/5.4) on p87.</i></p> <p><i>6. 1 &amp; 2. The degree to which soils will be disturbed and the extent of land lost will be detailed within Chapter 10: People and Communities (document reference: TR010035/APP/6.10). This will detail the extent and proportion of best and most versatile land. Data has been collated from available sources. The requirement to undertake detailed Agricultural Land Classification surveys during detailed design will be discussed in further detail with Natural England. This will include a proposal covering the requirements of a Soil Resources Survey to support the development of a Soil Management Plan (draft appended to the Outline CEMP (document reference: TR010035/APP/7.2).</i></p> <p><i>3. An Outline CEMP (document reference: TR010035/APP/7.2) has been prepared and submitted as part of</i></p>



Consultee	Summary of consultation response	Change y/n?	Applicant's response / regard had to response
			<p><i>the DCO application this includes how to minimise impacts on the best and most versatile (BMV) agricultural land.</i></p> <p><i>4. The appropriate handling, storage and restoration of soils will be covered, with specific reference to the Defra Construction Code of Practice for the Sustainable Use of Soils on Construction Sites. The effect on farm viability (both during construction and operation) and how land is returned to agricultural use will be dealt with in Chapter 10: People and Communities (document reference: TR010035/APP/6.10).</i></p> <p><i>Appendix N of the Outline CEMP is the Draft Borrowpit Restoration and Aftercare Plan (document reference: TR010035/APP/7.2). This draft plan sets out the framework for the restoration and aftercare processes for the borrowpits (should they be used) and presents a timeline for how the final Borrowpit Restoration and Aftercare Plan would be developed in consultation with relevant stakeholders and landowners. This should be read in conjunction with: The Construction Environmental Management Plan (CEMP) developed by the Contractor in</i></p>

Consultee	Summary of consultation response	Change y/n?	Applicant's response / regard had to response
	<p>6. <b>Soil and Agricultural Land Quality</b> - The following issues should be considered as part of the ES:                      1. The degree to which soils are going to be disturbed / harmed as part of this development and whether 'best and most versatile' agricultural land is involved. Given that the Scheme is non-reversible in</p>		<p>accordance with the Outline CEMP (document reference TR010035/APP/7.2);                      The Final Soil Management Plan (SMP) developed by the Contractor in accordance with the Draft SMP appended to the Outline CEMP (document reference TR010035/APP/7.2); and                      The Record of Environmental Actions and Commitments (REAC) (document reference TR010035/APP/7.3) Other documents in relation to the temporary disturbance of land would be developed during the detailed design stage.                      5. The potential presence of burial pits is covered within Chapter 10: People and Communities (document reference: TR010035/APP/6.10). Mitigation is provided to ensure that if these features are encountered during construction works would stop and the appropriate advice sought.</p> <p>6. 1 &amp; 2. The degree to which soils will be disturbed and the extent of land lost will be detailed within Chapter 10: People and Communities (document reference: TR010035/APP/6.10).</p>

Consultee	Summary of consultation response	Change y/n?	Applicant's response / regard had to response
	<p><i>terms of potential agricultural land classification loss a detailed survey should be undertaken.</i></p> <p><i>2. An agricultural land classification and soil resource survey of the land should be undertaken.</i></p> <p><i>3. The ES and, where appropriate, a Construction Environmental Management Plan (CEMP) should provide details of how any adverse impacts on best and most versatile agricultural land and soil resources can be minimised.</i></p> <p><i>4. List of considerations provided for highways Schemes which may involve temporary disturbance of land:</i></p> <ul style="list-style-type: none"> <li><i>• The reinstatement of borrow pits, infilling, access routes, temporary soil storage areas and compounds etc, to the required standard for their intended afteruse,</i></li> <li><i>• A programme of post restoration aftercare for such temporarily disturbed areas,</i></li> <li><i>• Reinstatement and / or rationalisation of field boundaries,</i></li> <li><i>• Provision for existing and future land drainage requirements,</i></li> <li><i>• Movement of agricultural traffic (including livestock) and access to fields,</i></li> <li><i>• Proposals for severed or irregular blocks of land which would no longer be viable for farming, and</i></li> <li><i>• The management of easement strips or wayleaves required for longer term access and / or maintenance of the development etc.</i></li> </ul>		<p><i>This will detail the extent and proportion of best and most versatile land. Data has been collated from available sources. The requirement to undertake detailed Agricultural Land Classification surveys during detailed design will be discussed in further detail with Natural England. This will include a proposal covering the requirements of a Soil Resources Survey to support the development of a Soil Management Plan (draft appended to the Outline CEMP (document reference: TR010035/APP/7.2).</i></p> <p><i>3. An Outline CEMP (document reference: TR010035/APP/7.2) has been prepared and submitted as part of the DCO application this includes how to minimise impacts on the best and most versatile (BMV) agricultural land.</i></p> <p><i>4. The appropriate handling, storage and restoration of soils will be covered, with specific reference to the Defra Construction Code of Practice for the Sustainable Use of Soils on Construction Sites. The effect on farm viability (both during construction and operation) and how land is returned to agricultural use will be dealt with in Chapter 10: People and Communities</i></p>



Consultee	Summary of consultation response	Change y/n?	Applicant's response / regard had to response
	<p><i>5. Applicants are advised to seek guidance from the Defra Animal and Plant Health Agency, both at the design stage and prior to commencing soil movement operations on agricultural land, to prevent the disturbance of carcass burial pits or the inadvertent spreading of soil borne plant or animal diseases.</i></p>		<p><i>(document reference: TR010035/APP/6.10). Appendix N of the Outline CEMP is the Draft Borrowpit Restoration and Aftercare Plan (document reference: TR010035/APP/7.2). This draft plan sets out the framework for the restoration and aftercare processes for the borrowpits (should they be used) and presents a timeline for how the final Borrowpit Restoration and Aftercare Plan would be developed in consultation with relevant stakeholders and landowners. This should be read in conjunction with: The Construction Environmental Management Plan (CEMP) developed by the Contractor in accordance with the Outline CEMP (document reference TR010035/APP/7.2); The Final Soil Management Plan (SMP) developed by the Contractor in accordance with the Draft SMP appended to the Outline CEMP (document reference TR010035/APP/7.2); and The Record of Environmental Actions and Commitments (REAC) (document reference TR010035/APP/7.3) Other documents in relation to the temporary</i></p>



Consultee	Summary of consultation response	Change y/n?	Applicant's response / regard had to response
	<p><b>7. Protected Species</b> - Discussion already being held regarding mitigation and licencing requirements for protected species on site including great crested newts, bats and barn owls. Agreements in place regarding submission of draft licences once a number of actions have been undertaken.</p>		<p><i>disturbance of land would be developed during the detailed design stage.</i></p> <p><i>5. The potential presence of burial pits is covered within Chapter 10: People and Communities (document reference: TR010035/APP/6.10). Mitigation is provided to ensure that if these features are encountered during construction works would stop and the appropriate advice sought.</i></p> <p><i>7. Noted. Draft European Protected Species (EPS) licenses for bats and great crested newts have been issued to Natural England for review and a letter of no impediment sought.</i></p>
<p><i>Maritime and Coastguard Agency</i></p>	<p><i>The only aspect for Maritime and Coastguard Agency to consider with regards to the safety of navigation will be as a result of any infrastructure required in or over the marine environment. A Marine Licence under the Marine and Coastal Access Act 2009 will likely be required, at which time the Maritime and Coastguard Agency will be invited to comment on the application from a navigation safety perspective.</i></p> <p><i>If infrastructure is required in or over the marine environment the development would need to allow for the range in size of vessels expected to operate in that area. We would expect to see consideration given to any potential impact the Scheme could have on</i></p>	<p><i>N – no changes required at this stage</i></p>	<p><i>Comments noted. A Deemed Marine Licence is provided within the draft DCO (document reference TR010035/APP/3.1). Refer to the section of this table (Table 5-3) showing comments from the MMO and the Applicant's response.</i></p> <p><i>The Scheme does not involve the placement of temporary or permeant infrastructure in or over the marine environment. There would be no effects on navigation.</i></p>

Consultee	Summary of consultation response	Change y/n?	Applicant's response / regard had to response
	<p><i>navigation and proposed risk mitigation. Liaison and consultation with the relevant Port/Harbour Authority to develop a Safety Management System under the Port Marine Safety Code would be required.</i></p>		
<p><i>Historic England</i></p>	<p><i>Selected study area seems reasonable. Proposed walkover/desk-based study should reduce risk of discovering previously unknown archaeological sites during construction phase. Supports decision to scope effects during construction and operation on a wide range of assets into the EIA. Initial assessment of potential effects of Scheme during construction and operation and the measures proposed to manage them seem reasonable on the basis of current information. Potential effects of Scheme on historic landscape dealt with in Chapter 8 of PEIR. Proposals for assessing landscape effects appear to be in line with current best practice, some cross-referencing between this chapter and cultural heritage in the ES would be desirable, so that the overall impact of Scheme on Cultural Heritage and effectiveness of the mitigation measures proposed can be fully appreciated. Historic England considers baseline information and proposals for further assessment and investigation should provide a sound basis for carrying out an EIA on the potential effects of the Scheme upon cultural heritage and for the compilation of the ES.</i></p>	<p><i>N – not required at this stage</i></p>	<p><i>Comments noted. Additional cross referencing has been provided in the Environmental Statement Chapter 7: Cultural Heritage (document reference: TR010035/APP/6.7).</i></p> <p><i>Comments noted. Additional cross referencing has been provided in the Environmental Statement Chapter 7: Cultural Heritage (document reference: TR010035/APP/6.7), Section 7.4.</i></p>

Consultee	Summary of consultation response	Change y/n?	Applicant's response / regard had to response
<p><i>Environment Agency</i></p>	<p><i>The issues within our remit which affect this proposal include flood risk, groundwater and contaminated land, fisheries, biodiversity and geomorphology and water quality. Having reviewed the information, in general, we are satisfied that it adequately covers the above issues.</i></p> <p><i>1. In developing the proposals, we would refer you to our advice given in relation to the EIA Scoping Opinion consultation.</i></p> <p><i>2. Further information and assessment is required in relation to flood risk. This is a key issue which needs to be addressed before the submission of the DCO. Schedule of issues, comments and suggested solutions proposed.</i></p>	<p><i>N – not required at this stage</i></p>	<p><i>1. The comments received from the Environment Agency in the EIA Scoping Opinion have been considered and the Applicant's regard had to them will be set out in a Statement of Common Ground.</i></p> <p><i>2. A Flood Risk Assessment (FRA) (document reference TR010035/APP/5.2) and associated hydraulic models were issued to the Environment Agency in May 2018. Comments were provided by the Environment Agency in August 2018. The comments provided and the regard the Applicant has had to these comments are presented in Appendix 5.2 of the FRA (document reference TR010035/APP/5.2). The comments made have been addressed in the submitted version of the FRA (document reference TR010035/APP/5.2) to the Inspectorate.</i></p>
	<p><i>3. In relation to the Clough Culvert, it is stated that this culvert would be retained in its present form under the new junction. If the capacity of the existing culvert is insufficient to convey peak flows associated with potential climate change impacts, the retention of the structure may increase flood risk to the proposed development. Suggested solution to</i></p>		<p><i>3. It has been identified that the existing culvert has limited life and needs to be replaced. A replacement culvert is proposed that would replace the existing culvert (minimum internal diameter 1.52m) with a new culvert (1.8m internal diameter) providing 40%</i></p>



Consultee	Summary of consultation response	Change y/n?	Applicant's response / regard had to response
	<p><i>demonstrate the existing culvert is sufficient to convey the peak flows associated with potential climate change impacts and if not, the existing culvert should be replaced to demonstrate how the increased risk of flooding over the lifetime of the development will be mitigated.</i></p>		<p><i>increase in capacity. The effects of replacing the culvert would be considered in more detail in the next iteration of the FRA (document reference TR010035/APP/5.2). More detailed numerical modelling assessment of the new culvert will be undertaken as necessary and reported in the next iteration of the FRA.</i></p>
	<p><i>4. "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. It is not clear how a culverted ditch with an embankment placed provides 'additional storage' ". This statement is unqualified, the method of providing additional storage through the culverting of ditches is unclear and may result in an increase in flood risk elsewhere. The suggested solution to clarify / demonstrate how the culverting of the ditches will provide additional storage.</i></p>		<p><i>4. Culverting of ditches would not provide additional storage but would include provision for maintaining mammal passage and hydrological connectivity. The culverts have been assessed as part of the FRA (document reference TR010035/APP/5.2) and the Environmental Statement Chapter 12: Road Drainage and the Water Environment (document reference TR010035/APP/6.12), Section 12.6.</i></p>
	<p><i>5. The effects of the proposals on flooding regimes and flood flow routes during the construction and operation phases across a range of modelled return periods are unknown. Additional drawings should be produced that clearly show scheme proposals in Flood Zones 2 and 3. In order that extent and type of proposals are better understood at an early stage.</i></p>		<p><i>5. The information forms part of the FRA (document reference TR010035/APP/5.2), Environmental Statement Chapter 12: Road Drainage and the Water Environment (document reference TR010035/APP/6.12), Figure 12.1.</i></p>



Consultee	Summary of consultation response	Change y/n?	Applicant's response / regard had to response
	<p>6. Any proposed reinstatement levels are critical to understand and must be clearly detailed in developing studies and supporting documentation. It is essential that proposals, either at construction or reinstatement phase, do not increase flood risk as a result of changes in levels, type of material used and compaction. Additional drawings should be produced that clearly show scheme proposals for borrow pits and reinstatement in Flood Zones 2 and 3. In order that extent and type of proposal are better understood at an early stage.</p>		<p>6. The proposed borrow pits are located in EA Flood Zone 1 and flood risk does not pose a constraint to excavation or re-instatement of the pits.</p>
	<p>7. The reinstatement and diversion of existing ditches and installation of new or extended may increase flood risk. The proposals should identify the existing ditches to be reinstated and diverted and the location of proposed culverts and extended culverts and demonstrate that they will satisfy all relevant design standard criteria. Additional drawings should be produced that clearly show scheme proposals and watercourses and designations that may be affected. Environmental Permits or Ordinary Watercourse Flood Defence Consents will be required for the activities. Work will be required in due course to demonstrate adequacy and suitability of proposals.</p>		<p>7. The re-instatement and diversion of existing ditches and the installation or extension of culverts is assessed as part of the FRA (document reference TR0010035/APP/5.2) and Chapter 12 of the ES: Road Drainage and the Water Environment (document reference TR0010035/APP/6.12) in Sections 12.7. Supporting drawings within FRA (document reference TR0010035/APP/5.2), Figure 2 shows these proposals and the watercourses affected. The consenting requirements for these works are noted and listed in a Consents and Agreements Position Statement (document reference TR0010035/APP/5.5). The Environmental Permits and consents</p>

Consultee	Summary of consultation response	Change y/n?	Applicant's response / regard had to response
			<p><i>that will be sought from Environment Agency include:</i></p> <ul style="list-style-type: none"> <li>• <i>Flood Risk Activity Permit (FRAP)</i></li> <li>• <i>Water Abstraction Licence</i></li> <li>• <i>Permit for temporary dewatering and discharge from excavations</i></li> <li>• <i>Trade effluent consent</i></li> <li>• <i>Mobile plant licences</i></li> <li>• <i>Notification of noxious weeds removal or burial</i></li> <li>• <i>Exemptions for various site waste management activities</i></li> </ul> <p><i>An Ordinary Watercourse Consent will be sought from Lancashire County Council.</i></p>
	<p><i>8. The ambiguity about the description, location and nature of the flood storage proposals means that there is the potential for them to increase flood risk. Such features cannot be within the flood zone if they are to provide flood storage. Further clarification should be provided on proposals and impacts elsewhere need to be considered, develop design and provide mitigation where necessary.</i></p>		<p><i>8. The proposed constructed wetlands have been included in the Schemes flood risk model and are assessed as part of the FRA (document reference TR0010035/APP/5.2), Appendix E – Surface Water Drainage Strategy and Section 5.6 and Figure 16. Wetlands 1 is located within the existing flood plain and has been designed to be above the proposed 1 in 100-year fluvial storm event which includes a 30% allowance for climate change. It was not possible to locate this wetland outside the floodplain</i></p>

Consultee	Summary of consultation response	Change y/n?	Applicant's response / regard had to response
			<p><i>due to the low points of the proposed carriageway. Wetlands 2 is not located in the flood zone.</i></p>
	<p><i>9. Site compounds and haul roads in flood risk areas have the potential to increase flood risk, be themselves subject to flood damage and contaminate receiving waterbodies potentially having detrimental ecological impacts. Careful consideration is required in the location, design, layout and subsequent reinstatement of temporary works area as part of FRA. The Applicant also needs to be aware of the Environmental Permitting Regulations implications of temporary compounds and works in Flood Zone 3.</i></p>		<p><i>9. An assessment of the potential effects of site compounds and haul roads is included in the FRA (document reference TR0010035/APP/5.2), Sections 6.5.16 and 6.5.17. There are no haul routes proposed in the floodplain. All site compounds are outside all modelled fluvial events, however 1 is within all modelled tidal flood extents. There is 1 site compound partially located within Flood Zone 3, of which the residual risks are to be managed through implementation of an Emergency Flood Response Plan informed by the EA flood warning service and no ground raising would be undertaken to avoid loss of floodplain storage. The site compounds would be secured via open link fencing so not to impede the flow of floodwater.</i></p>
	<p><i>10. Skippool Bridge demolition: The impacts in relation to the management of levels and flows in Main Dyke main river is currently unknown and no detail is provided at this stage. There is potential for flood risk to be increased during demolition and construction works. This area and this period of work proposed work is considered to be of the most</i></p>		<p><i>10. The proposals include a change from the existing 2 1.8m diameter circular culverts to a 12.5m wide clear span bridge. The impacts of these proposals on water levels and flows in the Main Dyke have been assessed and are fully documented in the FRA (document</i></p>



Consultee	Summary of consultation response	Change y/n?	Applicant's response / regard had to response
	<p><i>impactful of the proposal. Special attention needs to be given to understanding the flood risk implication and developing the best and least impactful solutions. This should be clearly demonstrated in the FRA.</i></p>		<p><i>reference TR0010035/APP/5.2), Section 5.6.3 and are concluded in 9.1.8. The model demonstrates that replacing the culverts significantly reduces upstream flood extents in all modelled events.</i></p>
	<p><i>11. Skippool Clough Culvert: If the existing culvert is not fit for purpose, the retention and repair of the structure may not be appropriate and could increase flood risk. A new structure should be built that will be fit for purpose for the lifetime of the development (inclusive of accommodation of climate change peak flow allowances) should maintenance and strengthening works to the existing Skippool Clough Culvert not be sufficient to mitigate the flood risk.</i></p>		<p><i>11. It has been identified that the existing culvert has limited life and needs to be replaced. A replacement culvert is proposed that would replace the existing culvert (minimum internal diameter 1.52m) with a new culvert (1.8m internal diameter) providing 40% increase in capacity. The effects of replacing the culvert will be considered in more detail in the next iteration of the FRA. More detailed numerical modelling assessment of the new culvert will be undertaken as necessary and reported in the next iteration of the FRA.</i></p>
	<p><i>12. The environmental impacts of construction phase activities that are not controlled through the DCO process may not be considered, risking potential harm to the environment should appropriate mitigation not be identified and increasing flood risk. Early effects need to be considered both during construction and after in relation to flows of water during normal and flood conditions. In addition, understanding of the activities likely to</i></p>		<p><i>12. The Outline CEMP (document reference TR010035/APP/7.2) will be submitted as part of the DCO submission and contains details of consents and licenses required. It is now proposed to include temporary flood compensation basins to reduce the risk of flooding during construction. This was included within the FRA (document reference</i></p>



Consultee	Summary of consultation response	Change y/n?	Applicant's response / regard had to response
	<p><i>require Flood Risk Activity Permits needs to be understood at the earliest possible opportunity to avoid any delays to the project resulting from a failure to secure necessary consents in time.</i></p>		<p><i>TR010035/APP/5.2) submitted to Environment Agency for review / comment. The consenting requirements for these works are noted and listed in a Consents and Agreements Position Statement (document reference TR010035/APP/5.5) and are listed out in response 7.</i></p>
	<p><i>13. A meeting to clarify issues on flood risk during the construction stage and the hydraulic modelling took place on 30 April 2018. We understand that Arcadis intend to submit their hydraulic models to us for review by the end of May 2018. The outcome of our modelling review is essential in informing the forthcoming FRA on which it is based, and the subsequent mitigation measures necessary to prevent an increase in flood risk.</i></p>		<p><i>13. Noted. The FRA (document reference TR010035/APP/5.2) and hydraulic models were issued to the Environment Agency for comment. The acknowledgement of the submitting of the hydraulic models to the Environment Agency, the comments received from the review and the Applicant's regard to these will be recorded within a Statement of Common Ground.</i></p>
	<p><i>14. Fisheries, biodiversity and geomorphology: Within the PEIR, Main Dyke and Skippool Creek are stated as separated watercourses when they are in fact the same Main River. The two Main River watercourses in this location are Main Dyke (also known as Skippool Creek) and Horsebridge Dyke. Any bridges should be clear spanning structures with the abutments set back to provide an acceptable bank width beneath the bridge and acceptable height above the bank top. This will maintain a continuous river corridor and provide for movement of</i></p>		<p><i>14. Since the PEIR, all references to the 2 Main Rivers (Main Dyke (also known as Skippool Creek) and Horsebridge Dyke) has been consistent throughout all documents.</i></p> <p><i>A number of mammal crossing are provided at watercourse crossings – these are shown on the Environmental</i></p>

Consultee	Summary of consultation response	Change y/n?	Applicant's response / regard had to response
	<p><i>wildlife. Any alteration to existing river structures should minimize the impact on the river corridor and provide for movement of wildlife.</i></p> <p><i>15. Any outfalls should not be over engineered. They should be in profile with the bank and not be placed at right-angles to the watercourse but should instead be at 45 degrees to the watercourse to reduce potential for scour. SEPA has a good guide: "SEPA - Engineering in the water environment- Outtakes and intakes". Any scour protection associated with infrastructure should be an appropriate scale, designed to reduce further scour, minimise the impact on bed and banks and where possible incorporate bioengineering</i></p>		<p><i>Masterplan (document reference TR010035/APP/6.19)</i></p> <p><i>15. New outfalls discharging to existing watercourses have been designed in accordance with HA107/04 – Design of outfalls and culvert details. Headwall are angled at 45 degrees to the watercourse. The majority of new outfalls are to ponds which discharge into drainage ditches. These ditches connect to existing ditch systems which discharge to watercourses. Scour protection has been provided where required.</i></p>
	<p><i>16. Contaminated land Note: consultee holds records of an intrusive investigation within the DCO boundary, which relates to Poulton Wastewater Treatment Works, Old Mains Lane, and an intrusive investigation just outside the DCO boundary, which relates to Skippool Landfill Pipeline, Wyre Estuary.</i></p>		<p><i>16. This information was requested from the Environment Agency.</i></p>

## 5.26 Poulton Junction Information Sharing Exercise

5.26.1 In the documentation distributed with the flyer which outlined the design changes at Poulton Junction, customers were advised that their opportunity to comment on this change to the proposed scheme would be once the Applicant had submitted the application for the DCO to the Planning Inspectorate later this year. A number of comments were received by the Applicant regarding the changes at Poulton Junction and a summary of these can be seen below.

- new junction design is a mistake/complicated configuration
- concerns that rat running through Singleton/Lodge Lane/Little Singleton will still occur when the bypass is operating
- will HGVs be able to access old mains lane with new layout?
- no opportunity to express views on design
- where is Poulton Junction situated?

5.26.2 A number of the comments received were requesting information with regard to the respondent's property or another area of the scheme. Other responses included queries regarding when feedback from the consultation would be available and when comments on this element could be made.

## 5.27 Additional Statutory Consultation

5.27.1 A total of 31 Consultation Response Forms were received during the supplementary statutory consultation period which ran between 28 August and 25 September 2018. Of these, 20 were returned paper copies with the remaining 11 were completed online.

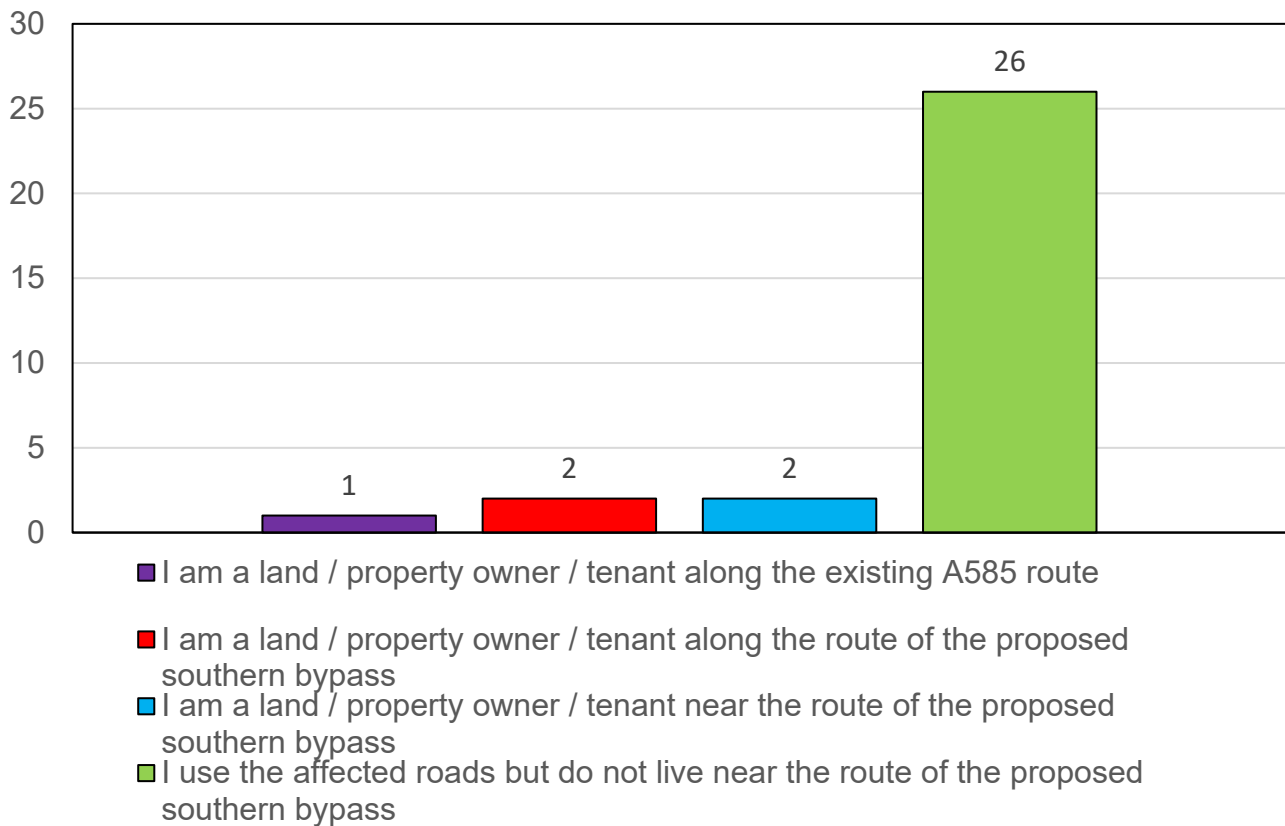
5.27.2 Analysis of the Consultation Response Forms received during this period was undertaken using the same methodology as employed for the original consultation. This section of the report presents and analyses the consultation responses received during this time.

5.27.3 As for the original consultation responses, the information received for questions 1-5 of the Consultation Response Form provide the Applicant with an overview of the responder's circumstances, interest, usage of the road and how they perceive the changes will impact them. As these questions do not query the respondent's thoughts on the scheme and the answers do not relate to scheme design they are considered for interest and no regard has been had to these questions with respect to s49 of the Act.

## 5.28 Question 1. What is your interest in the Southern Bypass based on?

5.28.1 Question 1 investigated the respondent's interest in the Southern Bypass based on their location. The results are shown in **Figure 5-20**, the majority of respondents use the affected roads but do not live near the route of the proposed bypass (26).

Figure 5-20: Question 1 responses

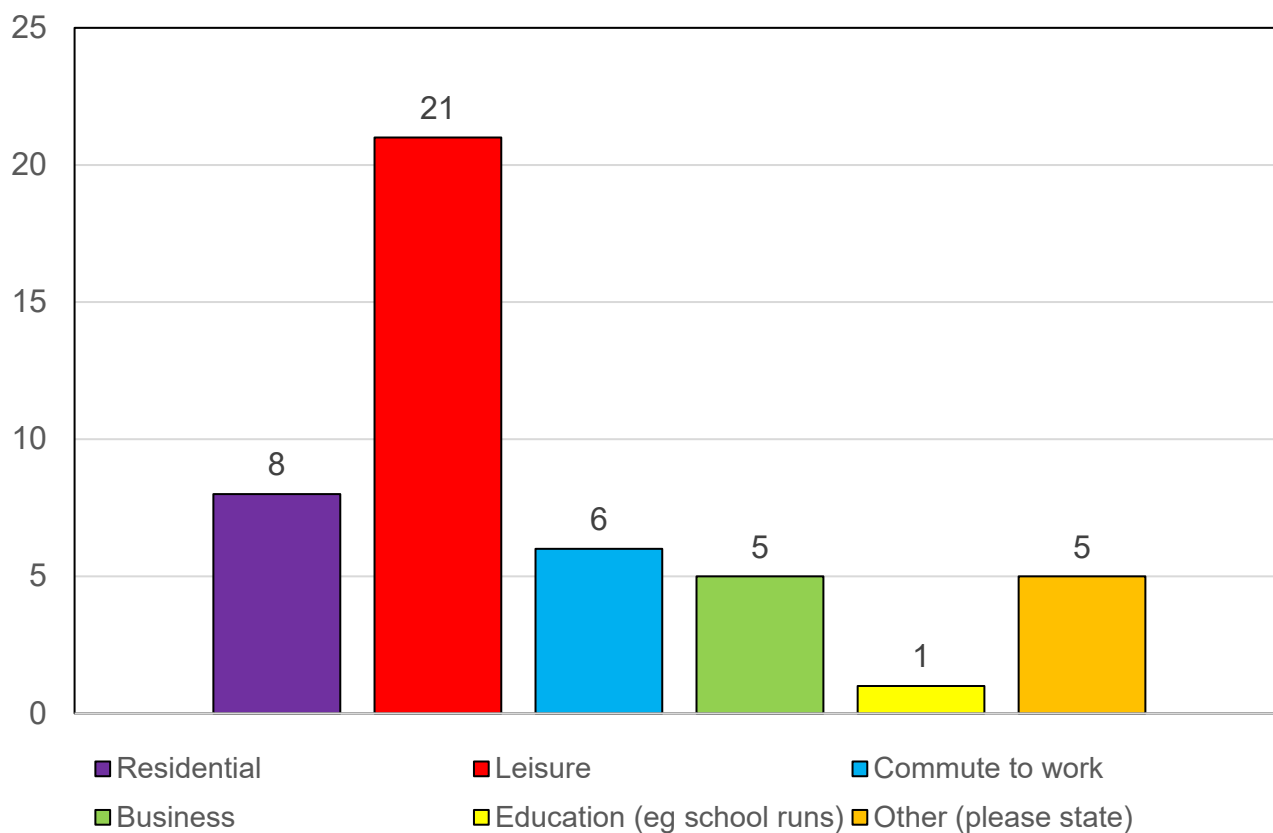


5.29 **Question 2. What is the main reason you use the A585 route?**

5.29.1 Question 2 sought to investigate the respondent's main reason for using the existing A585 route. The results are shown in Figure 5-21. The majority of respondents use the existing route for leisure purposes (21).



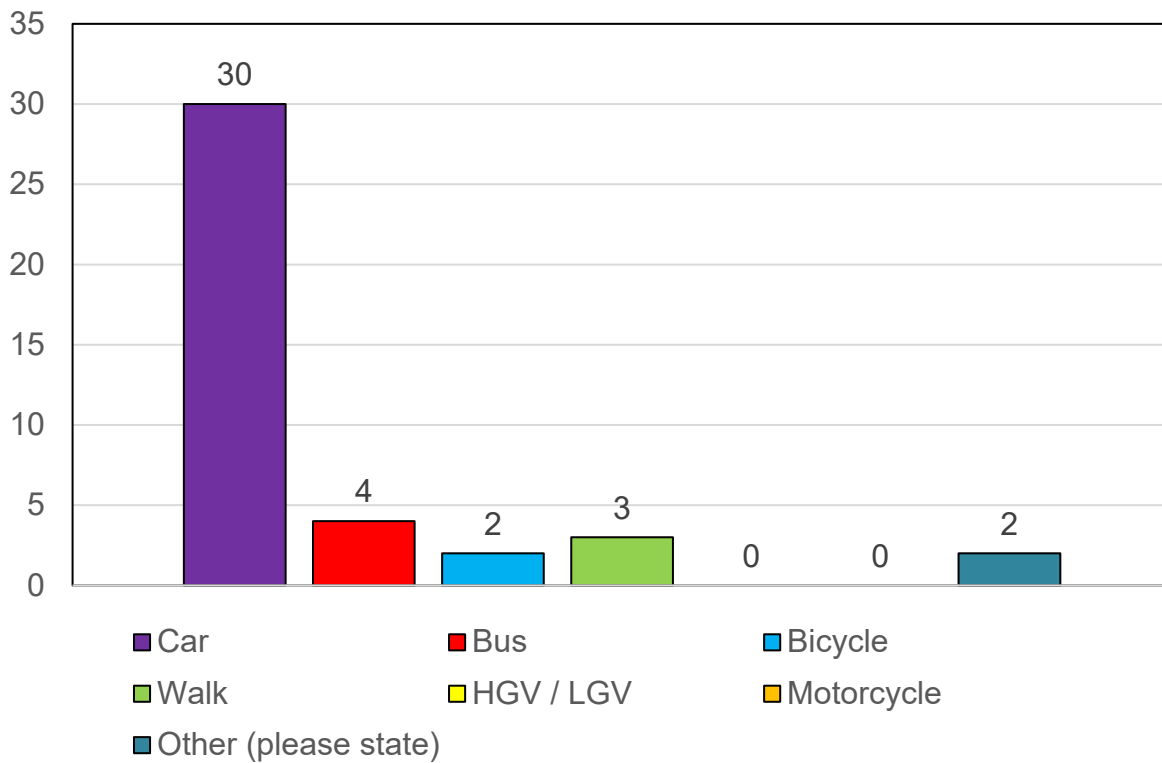
Figure 5-21: Question 2 responses



### 5.30 Question 3. How do you travel on this route?

5.30.1 Question 3 investigated the respondent's main mode of transport on the existing A585. Participants were asked to select all answers relevant to them. The results are shown in Figure 5-22. The majority of respondents stated 'car' as their main mode of transport (30).

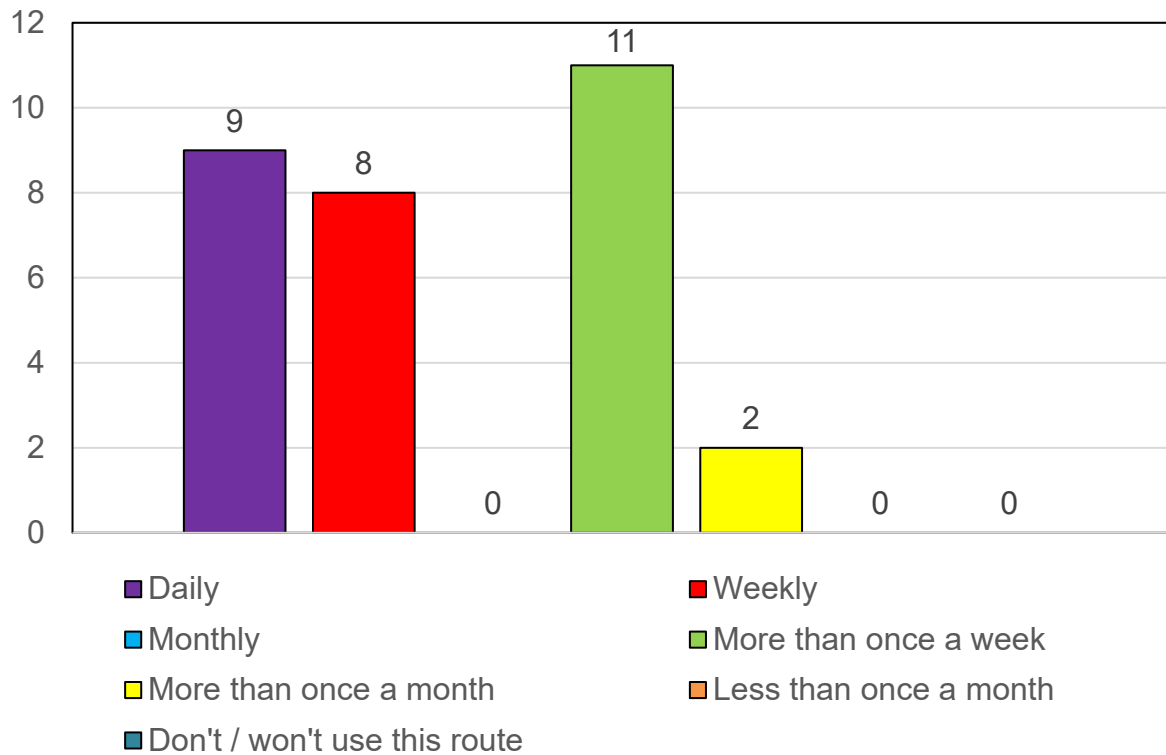
Figure 5-22: Question 3 responses



### 5.31 Question 4. How often do you travel on this route?

5.31.1 Question 4 sought to investigate the level of the respondent's usage of the Windy Harbour to Skippool route. The results are shown in Figure 5-23. The majority of respondents use the A585 route more than once a week (11), daily (9) or weekly (8).

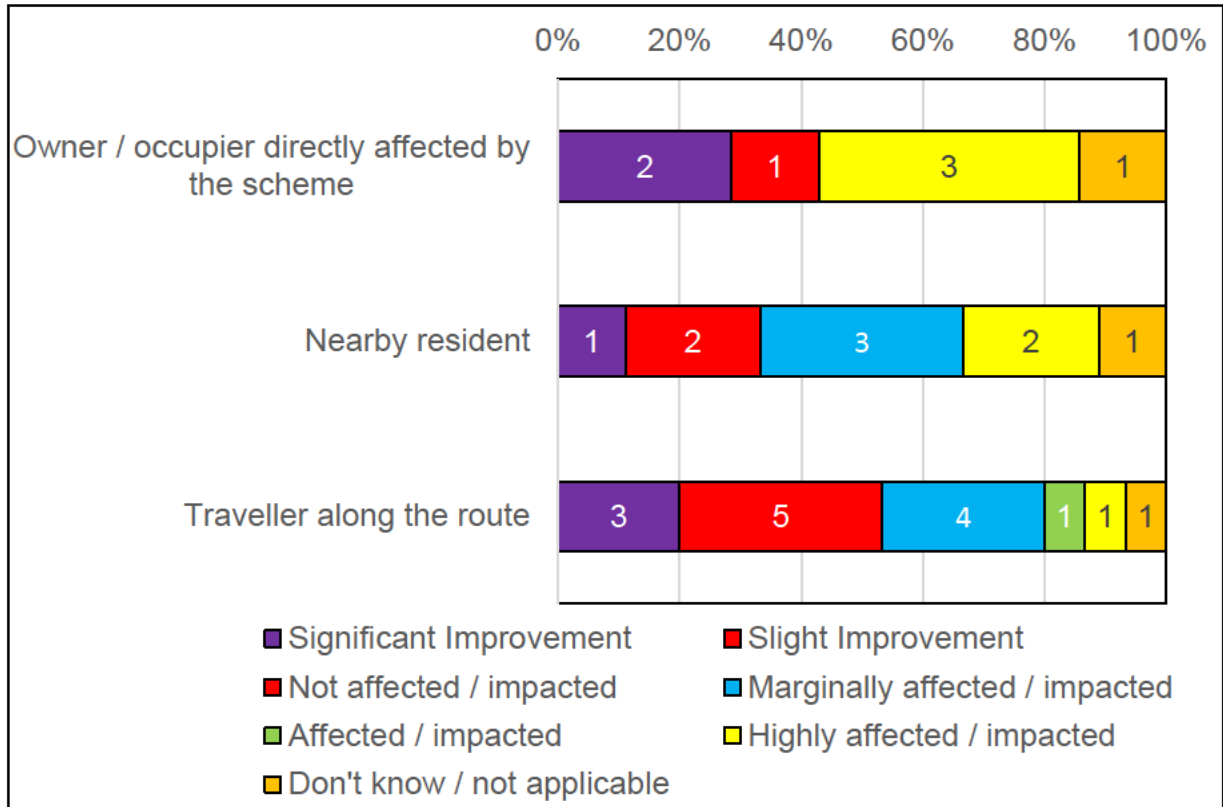
Figure 5-23: Question 4 responses



5.32 **Question 5. To what extent do you believe the Southern Bypass will impact you?**

5.32.1 Question 5 investigated the respondent’s belief that the Southern Bypass Scheme will impact them. The results are shown in Figure 5-24. Due to an issue with data collection, only hardcopy responses are reported for this question. The majority of owner / occupiers felt they would be highly affected / impacted (5), the majority of nearby residents felt they would be marginally affected / impacted (3) and the majority of travellers along the route felt the Southern Bypass will bring a significant improvement (11).

Figure 5-24: Question 5 responses

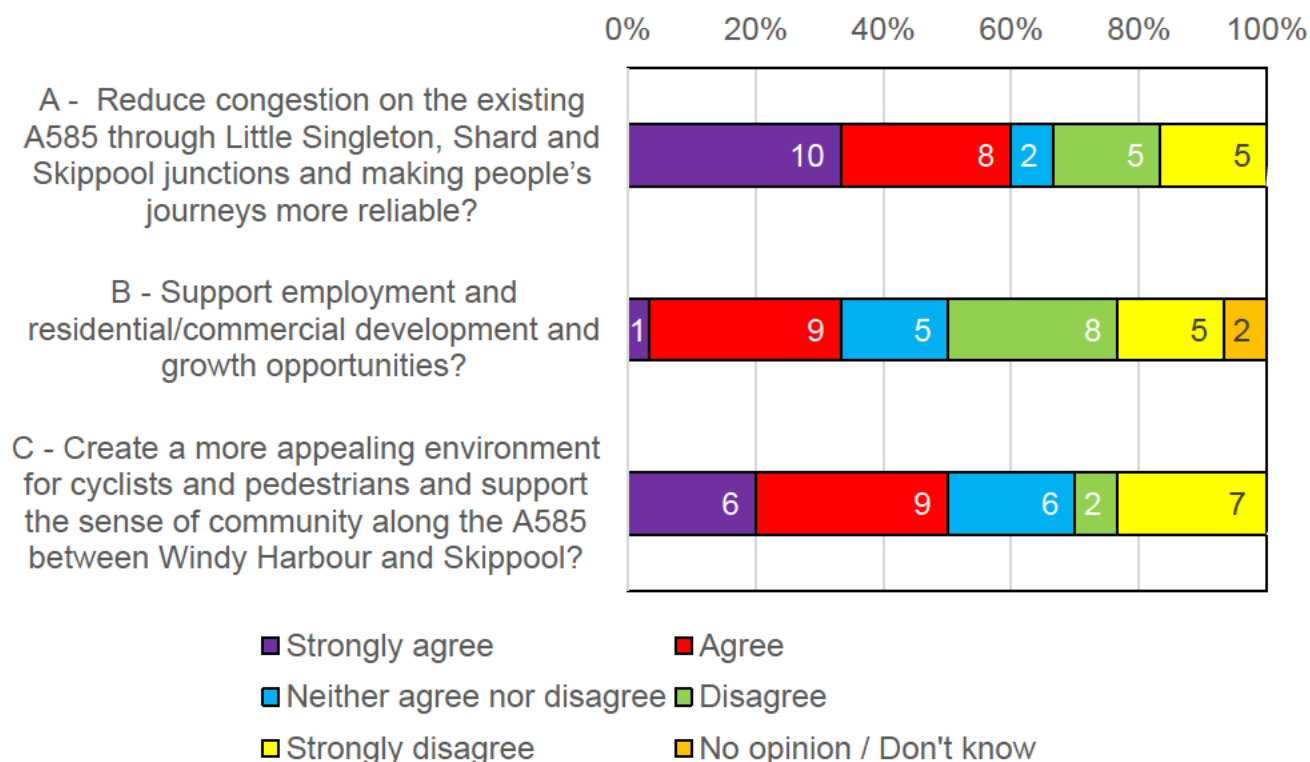


5.33 **Question 6. Do you agree that the Southern Bypass will achieve the Scheme’s objectives that are listed on page 4 of the brochure?**

5.33.1 Question 6 investigated the respondents view on whether the Southern Bypass Scheme will achieve the Scheme’s objectives listed on page 4 of the brochure. The results are shown in Figure 5-25. The majority of respondents strongly agreed with statement A (10), the majority agreed with statement B (9) and statement C (9).



Figure 5-25: Question 6 responses



5.33.2 Question 7 asked the respondent to explain their answer to Question 6, which asked whether they agree with Scheme objectives around reducing congestion, supporting employment and residential/commercial development and growth opportunities and whether the Scheme creates a more appealing environment for cyclists and pedestrians and a sense of community. The key themes raised in Question 7 included:

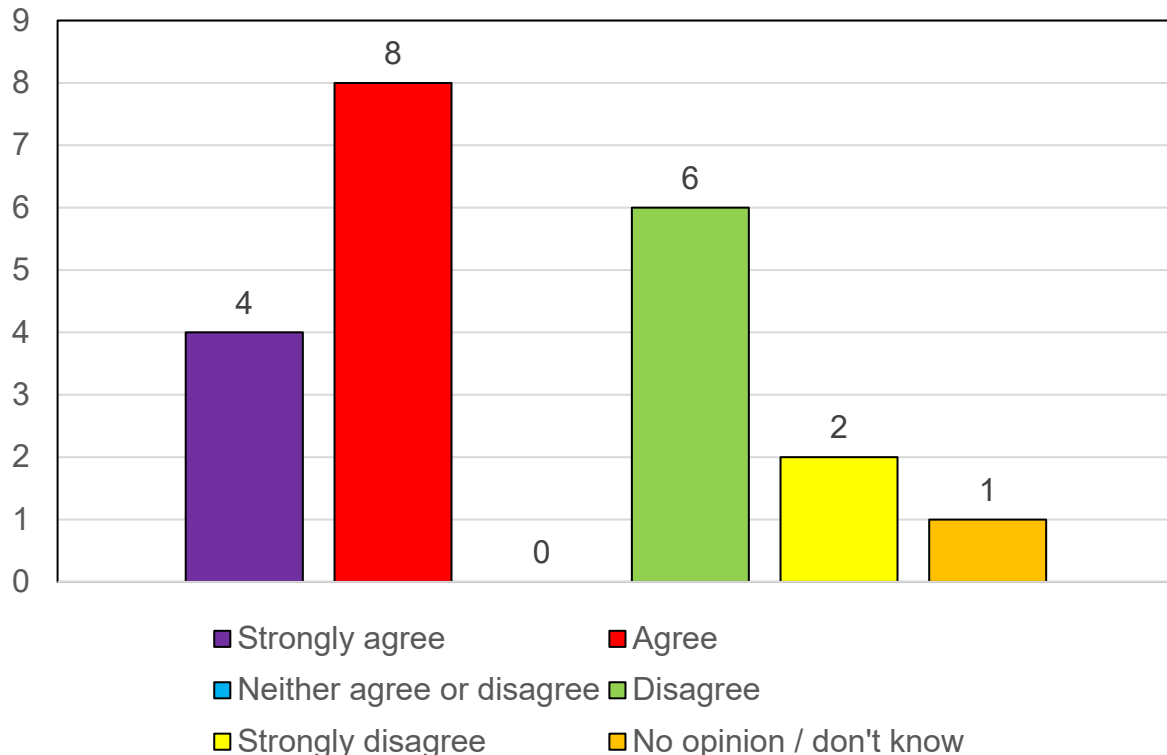
- Scheme should improve current situation 7
- Scheme is not a complete solution
- Why is the “Blue Route” to the M55 not being developed? 3
- Disagree with bypass altogether due to single-carriageway limitation at each end 2
- Congestion on this road due to many factors: lack of work in Fylde, increased house-building and bad public transport leading to school runs increase
- Have the various developments that are proposed been taken into account for the traffic flows using the bypass?
- Safety improved for pedestrians and cyclists

5.33.3 None of the responses received to this question resulted in a new design changes. The concerns raised have either already been considered within the design and development of the scheme, been addressed within the original consultation or are considered out of scope for this Scheme. An overview of all the answers given to this question can be seen in **Appendix S**.

**5.34 Question 8. Do you agree that the proposed traffic signals at Skippool junction and Skippool Bridge will address the traffic flow issues here?**

5.34.1 Question 8 investigated the respondents view on whether the proposed signals at Skippool junction and Skippool Bridge will address the traffic flow issues. The results are shown in Figure 5-26. The majority of respondents agree (8) with the question, with 4 respondents strongly agreeing and 6 disagreeing. 2 respondents strongly disagree and 1 had no opinion / did not know.

Figure 5-26: Question 8 responses



5.34.2 Question 8 also asked the respondent to explain their level of agreement for the proposed traffic signals at Skippool junction and Skippool Bridge to address the traffic flow issues.

5.34.3 The key themes raised include:

- proposal will improve current conditions
- proposal will not alleviate problem
- current design source of congestion
- You're only going to move the congestion from one end of Mains Lane to the other!
- Use roundabouts without traffic lights at Skippool & Skippool Bridge junctions
- concern it will cause further tailbacks between Skippool – Norcross

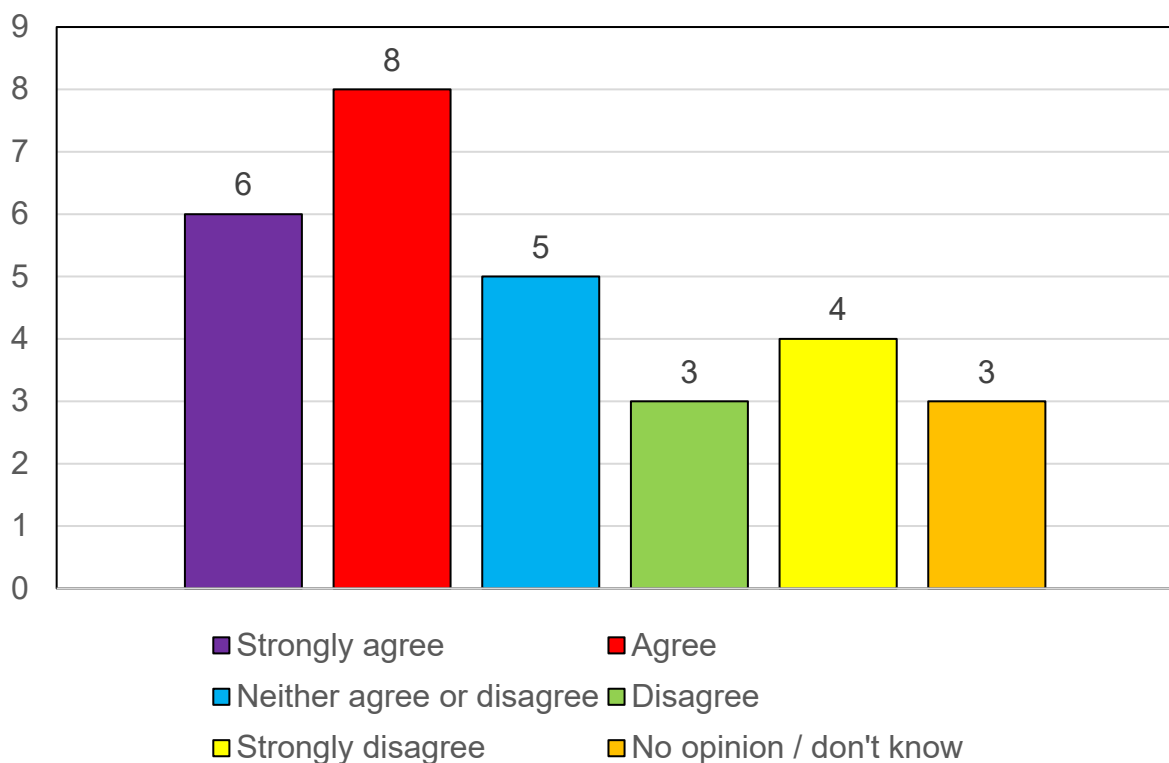
5.34.4 The summary of key themes raised demonstrates that there are conflicting opinions on the effectiveness of these junctions in addressing traffic flow issues. All of the comments received in response to this question had been raised through responses

to the original consultation or already considered within the design and development of the scheme and therefore did not result in any new design changes.

5.35 **Question 9. 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?**

5.35.1 Question 9 investigated the respondents view on the decision to not progress the link road from Skippool Bridge junction to Shard Road north of Mains Lane. The results are shown in Figure 5-27. The majority of respondents agreed (8), with 6 strongly agreeing, 3 disagreeing and 4 strongly agreeing.

Figure 5-27: Question 9 responses



5.35.2 Question 9 also asked the respondent to explain their level of agreement with the decision to not progress with a link road from Skippool Bridge Junction to Shard Road north of Mains Lane. The most frequently stated comment in relation to this was that respondents considered there to be a need to consider the impact this decision will have on the traffic at shard junction.

5.35.3 The comment regarding the impact of the Scheme on the Shard Road/Mains Lane junction was highlighted in responses received to the original consultation and resulted in modifications to this junction. The pre- and post-consultation layouts can be seen in Figure 6-5.

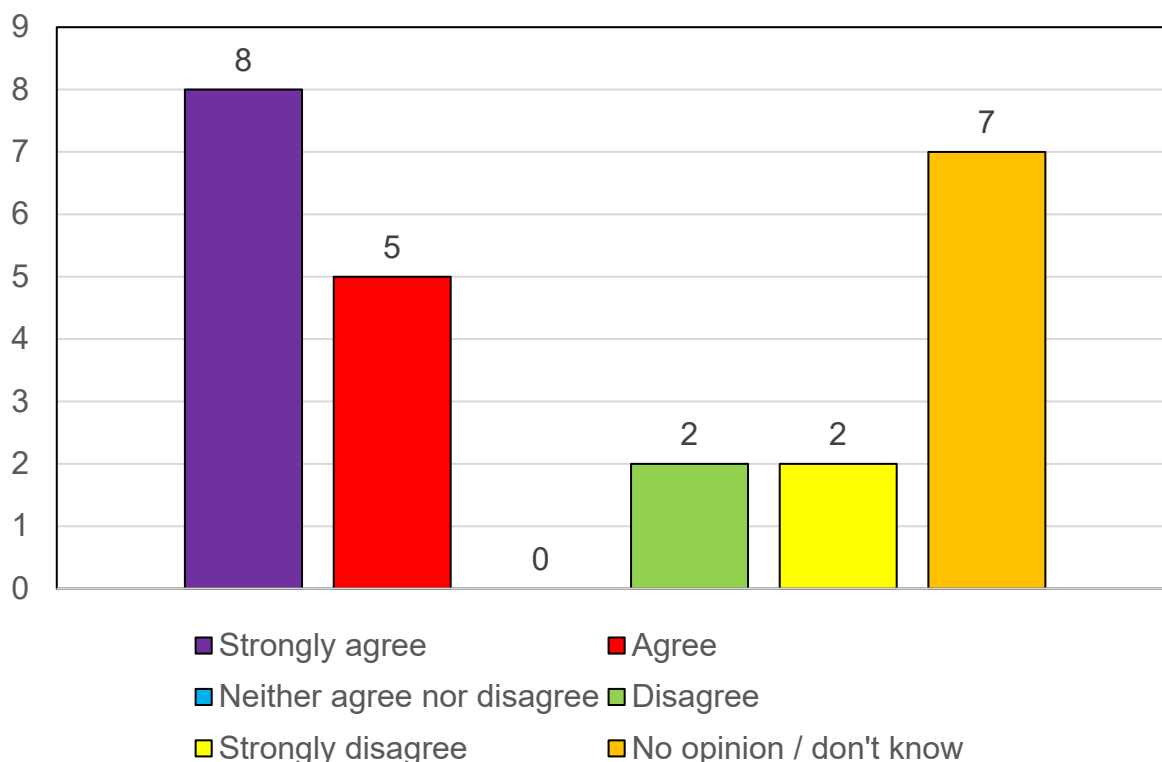
5.36 **Question 10. Do you agree that the proposed roundabout at A586 Garstang Road East is the best solution?**

5.36.1 Question 10 investigated the respondents view on whether the proposed roundabout at A586 Garstang Road East is the best solution. As this feature of the Scheme had been redesigned as a result of comments received during the original consultation the responses to this question were not considered during this phase of analysis.

5.37 **Question 11. Do you believe a wide land bridge over the bypass would be more appropriate than the simple road bridge proposed?**

5.37.1 Question 11 investigated the respondents view on whether a wide land bridge over the bypass would be more appropriate than the simple road bridge proposed. The results are shown in Figure 5-28. The majority of respondents strongly agreed with this question (8), with 5 agreeing, 2 disagreeing and 2 strongly disagreeing and 7 respondents had no opinion / did not know.

Figure 5-28: Question 11 responses



5.37.2 Question 11 asked the respondent to explain their level of agreement on whether a wide land bridge over the bypass would be more appropriate than the simple road bridge proposed. The key themes raised include:

- minimise environmental impact
- minimise impact to residents/locals
- cost excessive

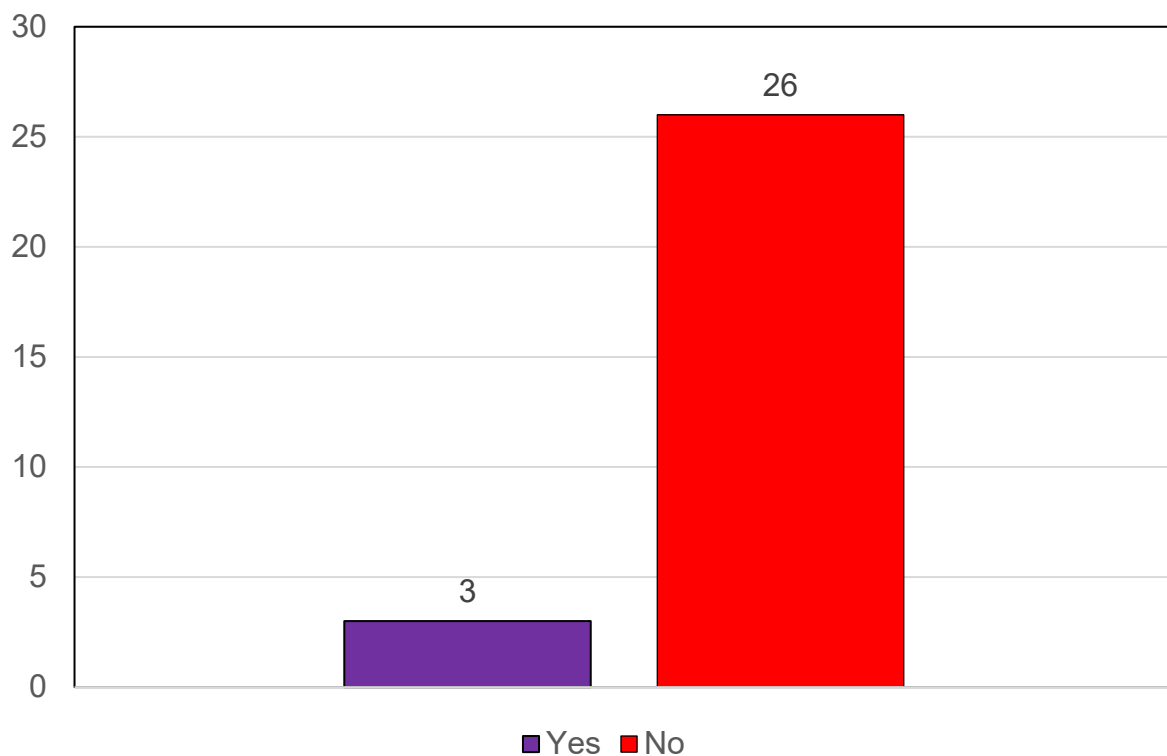


5.37.3 As outlined in 5.12.4, the Applicant made the decision not to progress the land bridge. The responses received to the original and supplementary statutory consultations demonstrated that a higher number of respondents considered the land bridge should be included in the Scheme. These opinions were considered when making this decision however other factors were also taken into account. Details of the enhanced mitigation plans are outlined in Section 5.12.3.

5.38 **Question 12: Regarding question 11 above, are you a resident living close to the proposed bypass at Lodge Lane?**

5.38.1 Question 12 investigated the respondents' proximity to the proposed bypass at Lodge Lane. The results are shown in Figure 5-29 which show that the majority of respondents answered no to this question (26).

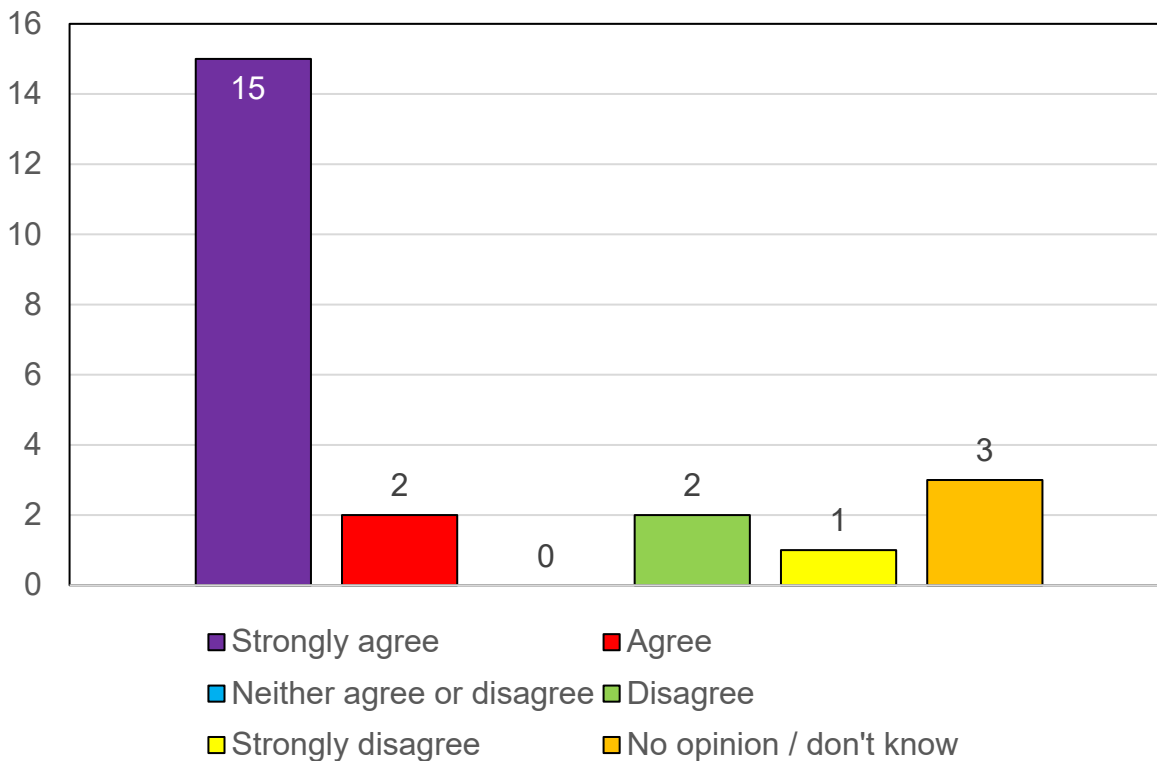
Figure 5-29: Question 12 responses



5.39 **Question 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. Do you agree with our decision?**

5.39.1 Question 13 investigated the respondents view with the decision to not progress with a connection of the bypass with Garstang New Road between Little Singleton and Windy Harbour junction. The results are shown in **Figure 5-30**. The majority of respondents strongly agreed with this question (15).

Figure 5-30: Question 13 responses



5.39.2 Question 13 asked the respondent to explain their level of agreement on the decision not to progress with providing a connection of the bypass with Garstang New Road between Little Singleton and Windy Harbour junction. The key themes raised include:

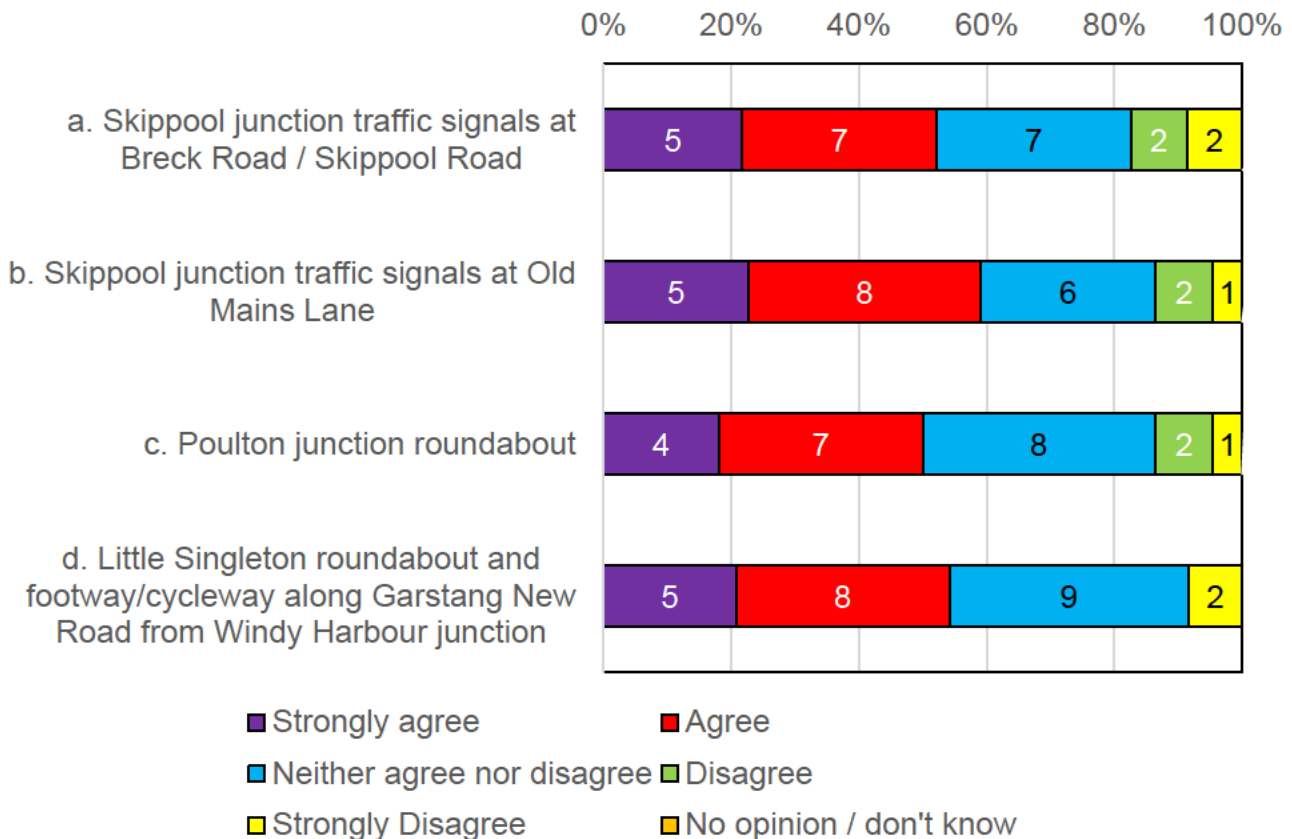
- improves traffic flow
- just creates a Rat Run
- maintaining Grange Junction would provide better access
- will result in some longer journeys

5.39.3 The consultation brochure clearly stated that a decision had already been made regarding this aspect of the design. Question 13 was included to provide the Applicant with an understanding of whether respondents agreed with this decision based on the reasons given. The most frequently recorded comment to this question was that respondents considered this would improve traffic flow.

5.40 **Question 14. To what extent do you consider the proposed features will improve safety?**

5.40.1 Question 14 investigated the respondents view to proposed features a, b, c and d, and whether they agree they will improve safety. The results are shown in Figure 5-31. The majority of respondents either agree and neither agree nor disagree with statement a, agree with statement b, neither agree nor disagree with statement c and strongly agree with statement d.

Figure 5-31: Question 14 responses



5.41 **Question 15. Please explain your answer to question 14 including any suggestions to be considered as part of the proposed safety improvements**

5.41.1 Question 15 asked the respondent to explain their answer to question 14 and include suggestions to be considered as part of the proposed safety improvements. The key themes raised include:

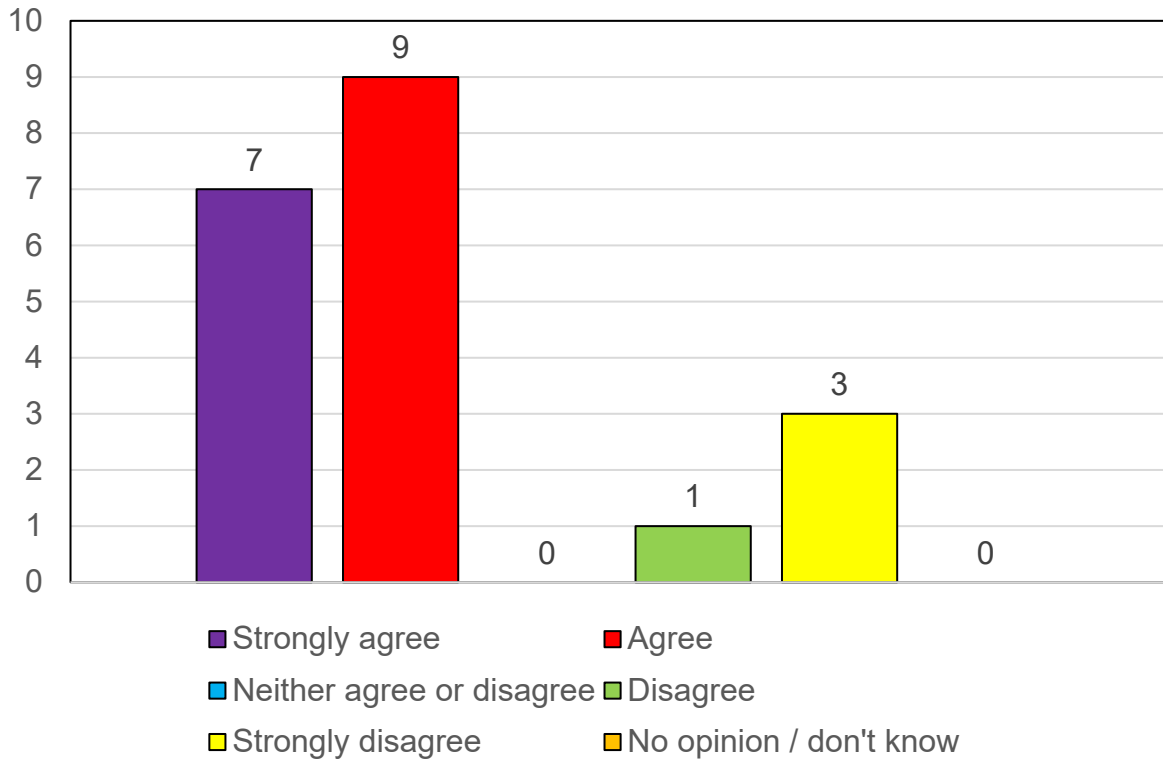
- safety improved for pedestrians and cyclists
- signals at pedestrian crossings are needed
- traffic lights are good idea
- dual to single lane merge always an issue
- solution needed to increasing levels of traffic

5.41.2 The responses received to this question reflected those raised previously and did not result in any new design changes.

5.42 **Question 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.**

5.42.1 Question 16 investigated the respondents' level of support for the proposals in relation to pedestrians, cyclists, equestrians and walkers. The results are shown in Figure 5-32. The majority of respondents agree with question 16 (9).

Figure 5-32: Question 16 responses

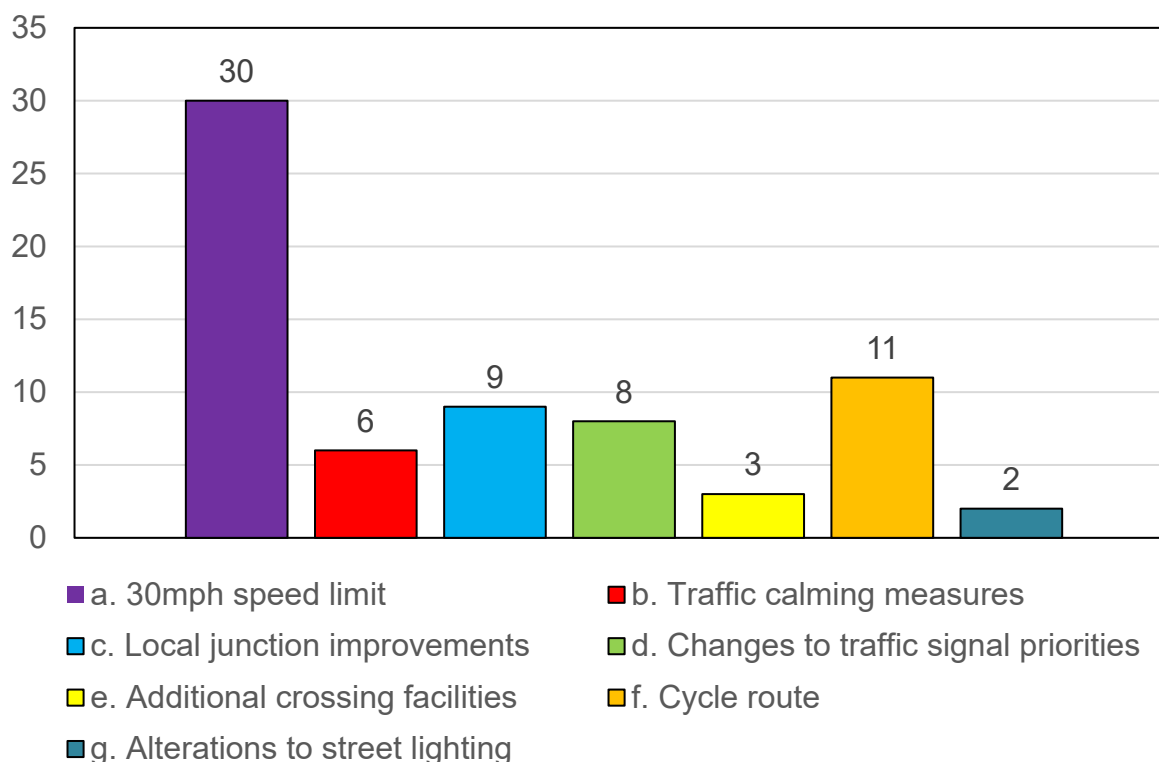


**5.43 Question 17. What alterations should be made to the A585 Mains Lane and A586 Garstang Road East in Little Singleton once the bypass has been completed?**

5.43.1 Question 17 investigated the respondents view on what alterations should be made to the A585 Mains Lane and A586 Garstang Road East in Little Singleton once the bypass has been completed, ticking all that applied. The results are shown in Figure 5-33. The majority of respondents think that a 30mph speed limit should be imposed to the A585 and A586 (30).



Figure 5-33: Question 17 responses



#### 5.44 **Question 18 Is there anything else you think we should consider to improve the existing roads?**

5.44.1 Respondents were asked if there was anything else they thought should be considered to improve the existing roads further to the points suggested in question 17. The main themes of the comment made included:

- improve public transport and supply pedestrian / cycleway paths
- please include sufficient cycleways
- there is congestion at both ends of scheme due to dual into single carriageways
- need to prevent rat running

5.44.2 None of the concerns raised in response to this question are new. They have either already been included in the original design and developments of the Scheme (provision of cycleways/pedestrian access) or are beyond the scope (improving public transport). Comments regarding concerns about the scheme moving congestion to elsewhere on the scheme have been rationalised earlier in Section 5.8.6).

#### 5.45 **Free Text Analysis**

5.45.1 Question 19 asked the respondent for any further comments about the A585 route. The free text responses to were analysed on all questionnaires and any issues raised were assigned to various categories that had been developed for the purpose of evaluation. The most frequently raised issues/questions raised included:

- more comprehensive / extensive scheme required
- the scheme is needed / solution to congestion needed

- you're only going to move the congestion from one end of Mains Lane to the other!
- the cost is excessive

5.45.2 None of the comments received in response to this question have resulted in a design change. The comments demonstrate that respondents consider something is required to alleviate the congestion however some comments state that they consider a more extensive scheme is required. Rationalisation of the comments that the scheme will move congestion to elsewhere on the scheme is outlined in Section 5.8.6.

5.45.3 Tables outlining the analysis of all the free text responses are provided in **Appendix T**. These show the categorised responses and whether or not the responses have resulted in a design change (in accordance with s49 of the Act).

## 5.46 **Written Consultation Responses**

5.46.1 In addition to completing Consultation Response Forms, written consultation responses were accepted via post, email or calls received on the dedicated Scheme phone line. Analysis and categorisation were completed for these responses following the same methodology as for the free text responses on the Consultation Response Forms. The key issues/themes raised through this channel include:

- Confusion / concern over additional consultation (has previous response been mislaid?)
- Safety measures could be added to existing road
- Will speed limit on Mains Lane (currently 40mph) be changed?
- Effective speed cameras essential
- Will speed limits change on the other local roads?
- Will any bus routes /stops be affected?
- Consider provision for cyclists along bypass should be made
- Opposed to land bridge for safety reasons
- Consider provision for cyclists along bypass should be made
- Will there be any replacement planting? If so where?

5.46.2 A number of responses were not related to the Scheme design but to the process of consultation. Some comments and concerns were raised by respondents who had already engaged with the Scheme during the initial round of statutory consultation regarding why the Applicant was undertaking additional consultation. The rationalisation for the additional consultation is outlined in Section 4.8.4. Where individuals were identified as falling into the category of potentially requiring additional consultation they were contacted regardless of their level of engagement during the initial period on statutory consultation so as to comply with the statements made in the SoCC. All responses received within both consultation periods have been collated and included in this report.

5.46.3 Regard was had to all comments received to the additional statutory consultation in accordance with s49 of the Act. None of the comments raised in response to this question resulted in a design change either because they were issues which had previously been raised during consultation and have been addressed, were out of

scope of the scheme or had already been considered during the design and development process.

5.46.4 A complete list of all the subjects raised and the regard had to these can be seen in **Appendix S**.

#### 5.47 **Regard to Responses (in accordance with s49 of the Act)**

5.47.1 The responses to the closed questions within the Consultation Response Form demonstrate that respondents support many elements of the Scheme.

5.47.2 Respondents were asked about their perceptions regarding whether the proposed bypass will achieve the following Scheme objectives:

- a) Reduce congestion on the existing A585 through Little Singleton, Shard and Skippool junctions and making people's journey's 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.

5.47.3 The responses demonstrate that opinion is divided on how successfully the Scheme will achieve these aims. For point a), 60% of respondents consider the Scheme will achieve the objective of reducing congestion and making journey times more reliable. For point b), approximately 30% of respondents think the scheme will support employment and development in the area. For objective c), approximately 50% of people consider the scheme will create a more appealing environment for cyclists and pedestrians and support the sense of community along the A585 between Windy Harbour and Skippool.

5.47.4 The results of this additional consultation show that respondents have mixed opinions regarding whether the proposed traffic signals at Skippool Junction and Skippool Bridge Junction will address the traffic flow issues here.

5.47.5 A higher proportion of respondents agree with the decision not to progress the Shard Road link road.

5.47.6 A higher proportion of people believe that a wide land bridge would be more appropriate than the simple road bridge proposed.

5.47.7 Of the residents responding to this consultation, a much higher proportion of people think it is the correct decision not to provide a connection to the bypass to the east of Little Singleton

5.47.8 With improvements to safety being one of the objectives of the Scheme, respondents were asked whether they considered the following features will improve safety:

- a) Skippool junction traffic signals at Breck Road / Skippool Road
- b) Skippool 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

- 5.47.9 For all of these elements, approximately 50% of respondents stated that they agree or strongly agree that the proposed features will improve safety.
- 5.47.10 Respondents were asked to state their level of support for the proposals for pedestrians, cyclists, equestrians and walkers. The majority of respondents agree or strongly agree that the proposals will improve journeys for these users.
- 5.47.11 A number of alterations for the A585 Mains Lane and A586 Garstang Road East in Little Singleton were proposed. All the suggestions received support by respondents with the most popular option being the introduction of a 30mph speed limit.
- 5.47.12 All of the responses received to the consultation, via both the Consultation Response Forms and written consultation responses, have been analysed and the subjects raised categorised. Tables outlining all of the responses received and whether these have resulted in a design change are listed in **Appendix T**.
- 5.47.13 Regard has been had to all of the comments received during the additional statutory consultation in accordance with s49 of the Act. None of the comments made during the additional statutory consultation period resulted in a design change as the comments had been previously received and the design changed to address this, they were out of scope of the scheme or had already been taken into account during the design and development of the Scheme. Comments received were treated with the same regard independently of which consultation period they were received in.



## 6 SUMMARY OF SCHEME CHANGES AS A RESULT OF CONSULTATION

### 6.1 Summary of changes to the Scheme as a result of consultation

6.1.1 A summary of key design changes which have resulted from comments raised during consultation are provided in Table 6-1. Tables outlining all the responses and the Applicant's regard to these are included in **Appendix S** and **Appendix T**.

6.1.2 Figure 6-1 shows the location of the key design changes identified in Table 6-1.

6.1.3 The design amendments made as a result of consultation are shown in Figure 6-2, Figure 6-3, Figure 6-4, Figure 6-5 and Figure 6-6. The Environmental Masterplan details the Scheme mitigation plans and contain modifications made following comments made during consultation (document reference TR010035/APP/6.19).

Table 6-1: Changes to the Scheme as a result of consultation

No.	Location number	Element of the Scheme & issue raised in consultation	Design change as a result of consultation response
1	1 & 2	<i>Will the Scheme reduce the rat-run traffic along Breck Road / Moorland Road in NE Poulton?</i>	<p><i>The arrangement of Old Breck service road south-east of Skippool Junction would be changed to:</i></p> <ul style="list-style-type: none"> <li>close the access from the westbound carriageway</li> <li>provide a turning head opposite the River Wyre Hotel</li> <li>amend the western end of the service road to provide signal control to assist users leaving this road.</li> </ul> <p><i>The design changes have been introduced to limit the two-way traffic movements and rat running on the service road. By closing the access from the westbound carriageway the road will be used by residents, and patrons/service vehicles for the River Wyre Public House only.</i></p>
2	1	<i>Consider one-way in and out at River Wyre Hotel to eliminate proposed two-way traffic movements on Breck Road</i>	
3	1	<i>Raised concerns about access/exit to the River Wyre Hotel/Pub under the new Skippool junction layout</i>	

No.	Location number	Element of the Scheme & issue raised in consultation	Design change as a result of consultation response
			<i>The redesign also introduces signalised provisions for the access/egress to Old Breck service road which would alleviate safety concerns associated with crossing multiple lanes of traffic when travelling towards Amounderness Way.</i>
4	1	<i>Concerned about the level of unsafe/illegal parking close to the Hotel which causes unsafe manoeuvres by HGVs</i>	<i>Change in design of Old Breck Service Road should help to reduce the likelihood of unsafe/illegal parking. A turning area is provided to the east of the Service Road to provide access for refuse vehicles and deliveries to the River Wyre Hotel.</i>
5	2	<i>Will the Scheme reduce congestion in Poulton-le-Fylde?</i>	<i>The design of Poulton Junction has been changed from roundabout to a signal-controlled crossing as shown in Figure 6-3. This modification will allow flow of traffic to be optimised in this area. The flow of traffic on bypass will be given priority and thus reduce the likelihood of traffic using Poulton as a through route.</i>
6	2	<i>Safety improved for pedestrians and cyclists</i>	<i>The redesign of Poulton Junction enhances safety for pedestrians and cyclists. The roundabout presented at statutory consultation had uncontrolled provision however the signal-controlled junction will have controlled provision for these users.</i>
7	2	<i>Pedestrian &amp; cycle crossing at Poulton roundabout is dangerous currently (consultation layout)</i>	
8	2	<i>Cycle route needed at Poulton Junction</i>	
9	2	<i>Adding roundabout at Poulton Junction interferes with moving traffic at speed - dangerous</i>	<i>Poulton Junction has been redesigned and the signal controlled crossing allows traffic flow on the bypass to be prioritised.</i>
10	2	<i>Free-flow (acceleration) lane would be better than traffic</i>	

No.	Location number	Element of the Scheme & issue raised in consultation	Design change as a result of consultation response
		<i>lights turning left at Poulton Junction</i>	<i>The modified junction design will provide a balance between uninterrupted flow on bypass and accessibility onto the route.</i>
11	2	<i>Too many junctions on route which will slow up traffic</i>	
12	2	<i>More traffic lights and junctions will just slow traffic down</i>	<i>This has been considered with optimising Poulton Junction. The traffic model shows that a signalised junction will operate more efficiently than a roundabout at Poulton Junction. The traffic lights at all the junctions will allow the control of flow of traffic, resulting in increased journey time reliability and journey time savings.</i>
13	3	<i>Retain Little Singleton junction as it is</i>	<i>The roundabout design presented at consultation has been changed following comments received. The pre-and post-consultation layouts can be seen in Figure 6-4. The post-consultation layout has modifications compared to the existing junction to account for the decommissioned section of Garstang New Road.</i>
14	3	<i>No provision for pedestrians and cyclists at Little Singleton junction</i>	<i>The roundabout design presented at consultation has been changed following comments received. The post-consultation design includes provision for controlled crossing points for cyclists and pedestrians at the junction.</i>
15	3	<i>Roundabout at Little Singleton is pointless</i>	<i>The junction layout was changed as a result of consultation. Modified version of the existing junction to be retained rather than change to roundabout.</i>



No.	Location number	Element of the Scheme & issue raised in consultation	Design change as a result of consultation response
16	3	<i>Will any bus routes /stops be affected?</i>	<p><i>Consultation has been undertaken with transport officers at Lancashire County Council, Blackpool Transport Services Ltd, Stagecoach in Lancaster and Morecambe, Cumbria and North Lancashire and Lancashire Constabulary. A meeting was held on 30 January 2018 where placement of bus stops, school bus pickups, turning movements, notice periods and traffic calming measures were discussed. This will be further detailed in a Statement of Common Ground with Lancashire County Council.</i></p> <p><i>Little Singleton Junction changed from a roundabout to a signalised junction with a specific "U" turn provision for buses.</i></p> <p><i>Modifications to bus stops are shown on the General Arrangement Drawings (document reference TR010035/APP/2.5).</i></p>
17	3	<i>Unable to exit Occupation Lane without traffic lights</i>	<p><i>Little Singleton Junction is now being maintained as a junction rather than changing to a roundabout. Signal control will still be in operation with this layout and consequently traffic from Occupation Lane be able to access Mains Lane.</i></p>
18	3	<i>Signal-controlled roundabout required at Little Singleton</i>	<p><i>The roundabout design presented at consultation has been changed following comments received. The post-consultation design being progressed is a modified version of the existing junction with turning provision included to account</i></p>



No.	Location number	Element of the Scheme & issue raised in consultation	Design change as a result of consultation response
			<i>for the decommissioning of Garstang New Road to the east of this junction.</i>
19	4	<i>Tailbacks will occur at Shard Road junction</i>	<i>Amendments to Shard Road/Mains Lane junction as a result of comments received at consultation include provision of dedicated turning lanes to reduce the build-up of traffic at the junction.</i>
20	4	<i>Assumes bottleneck at A588 (Shard Road) junction with old A585 (Mains Lane) will back up to Hambleton under new Scheme</i>	
21	<i>Scheme wide</i>	<i>Additional tree planting to mitigate impact on my property</i>	<i>Landscape assessments have been undertaken as part of the design and mitigation measures provided where necessary. Refer to Environmental Statement Chapter 9 Landscape (document reference TR010035/APP/6.9) for further details.</i>
22	<i>Scheme wide</i>	<i>Concerned about environmental effects on property</i>	<i>Mitigation plans have been developed and measures proposed where necessary. Refer to Environmental Statement Chapter 19 Environmental Masterplan (document reference TR010035/APP/6.19) for further details.</i>  <i>The provision of acoustic barriers has been included as part of the mitigation plans. Refer to ES Chapter 11 Noise and Vibration (document reference TR010035/APP/6.11)</i>
23	<i>Scheme wide</i>	<i>Enquiring whether noise reduction measures will be made</i>	
24	<i>Scheme wide</i>	<i>Asking if bypass near homes will contain noise reducing banking and fencing to reduce noise and air pollution</i>	
25	<i>Scheme wide</i>	<i>Will I be able to hear traffic on the bypass / how noisy will it be?</i>	<i>Noise assessments have been undertaken as part of the design and mitigation measures provided where seemed to be necessary. Refer to the Environmental Statement Chapter 19 Environmental Masterplan</i>

No.	Location number	Element of the Scheme & issue raised in consultation	Design change as a result of consultation response
			<i>(document reference TR010035/APP/6.19) and the Environmental Statement Chapter 11 (document reference TR010035/APP/6.11) for further details.</i>

Figure 6-1 Location of the key design changes as a result of consultation

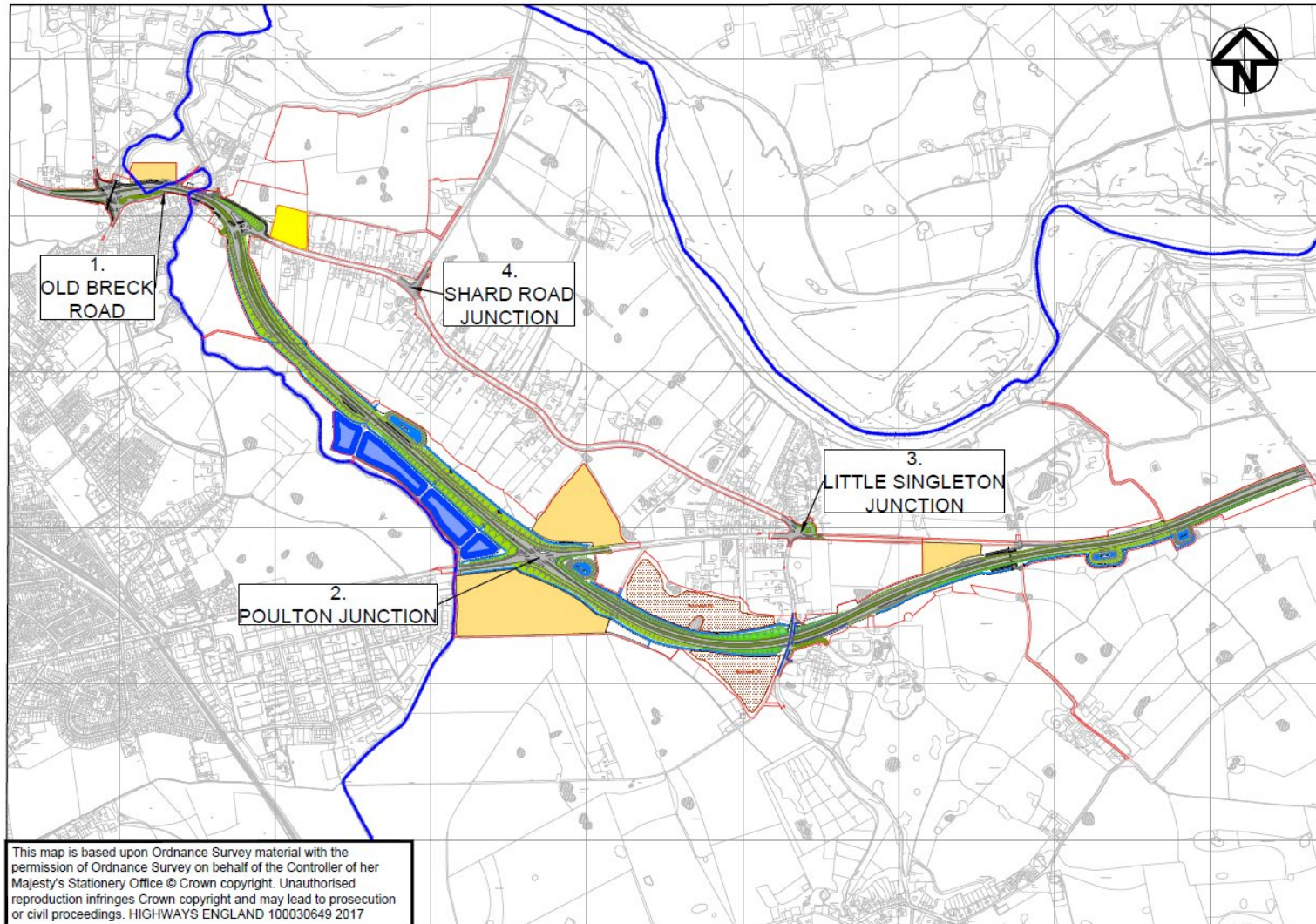
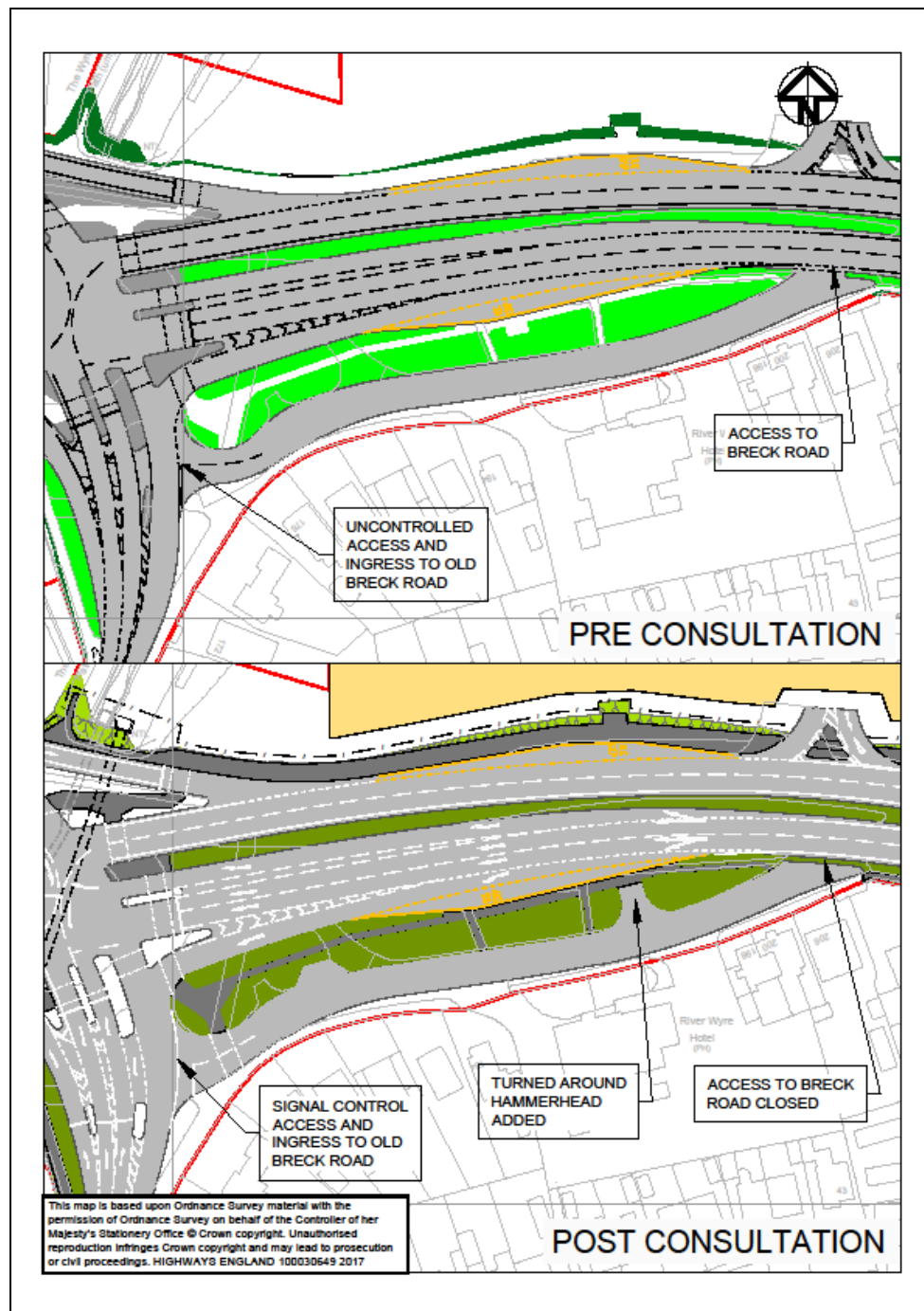




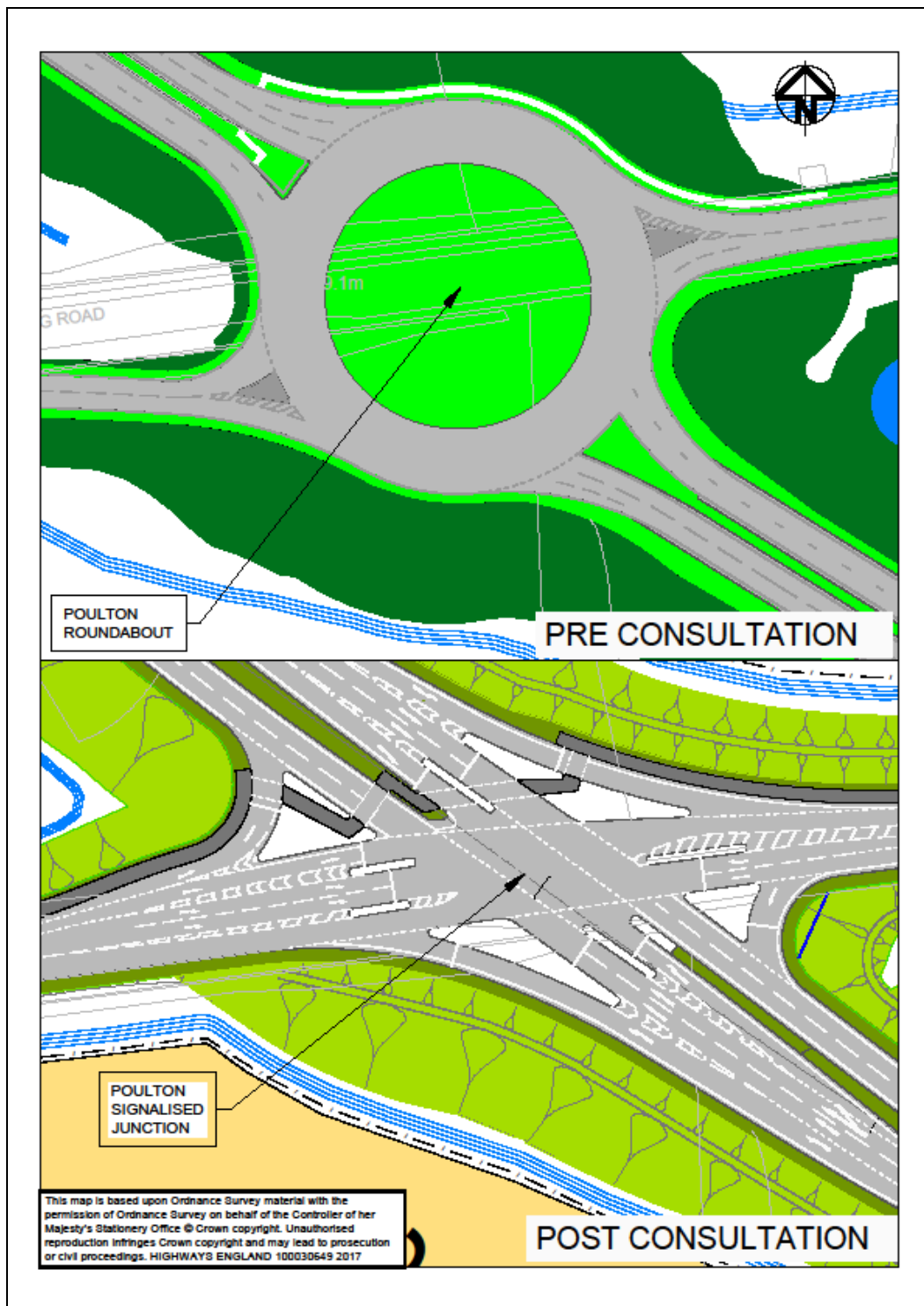
Figure 6-2: Old Breck Service Road Design Modification



6.1.4 Figure 6-2 shows the pre and post-consultation designs of Old Breck service road. As a result of comments received, the eastern end of the service road has been stopped up to prevent through traffic using this road as a rat run to avoid Skippool junction. Signal controlled access is provided from the western end for properties and River Wyre pub. Hammer head turning provision for service vehicles is also provided. This design change addresses comments received concerning safety and the prevention of rat running.

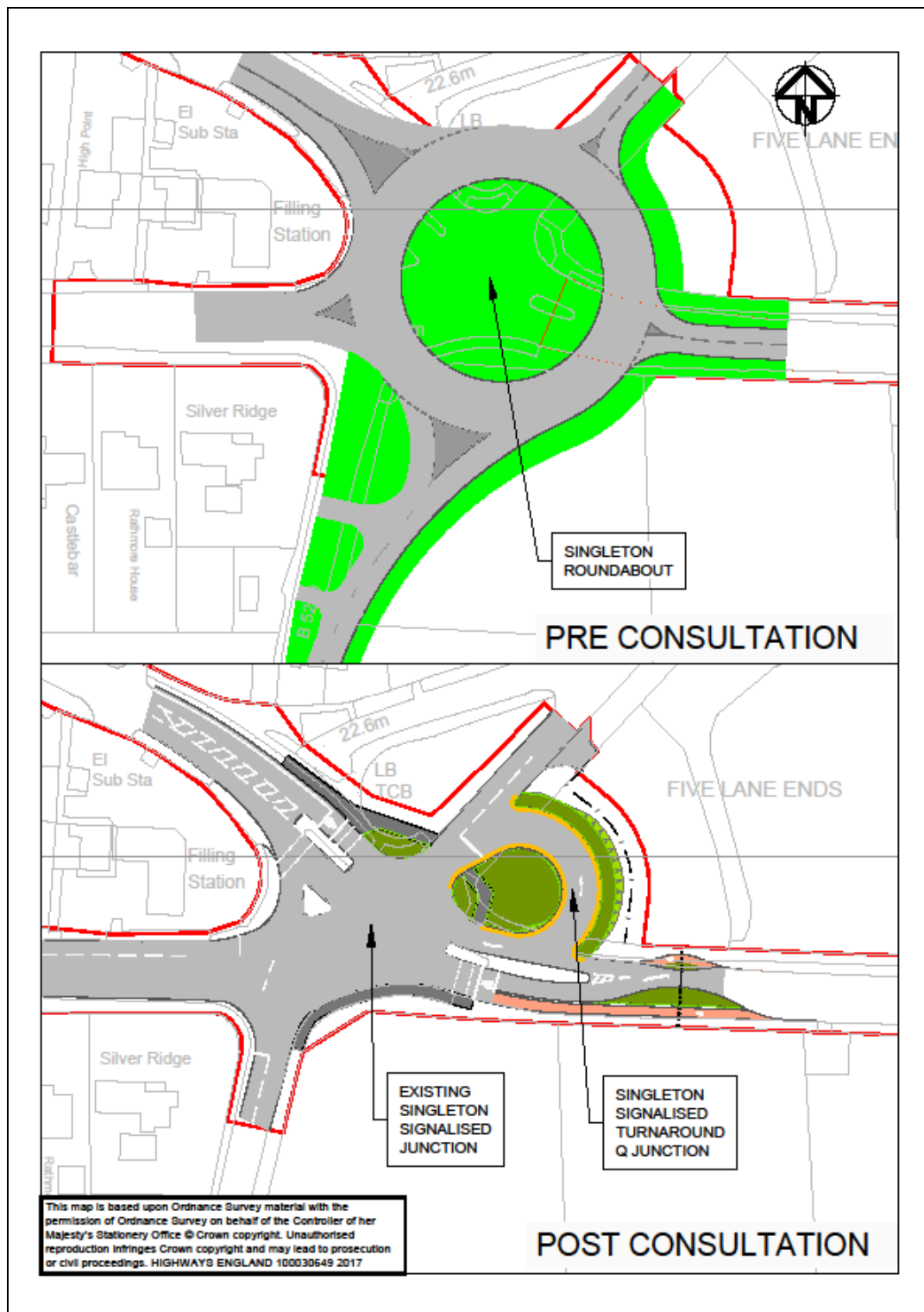


Figure 6-3: Poulton Junction Design Modification



6.1.5 Figure 6-3 shown the design changes to Poulton Junction which have resulted from comments made during consultation. The junction, which was originally a roundabout, has been modified to a signalised crossroads junction following further operational assessments. This arrangement provides controlled crossing points for pedestrian and cyclists on the north side of the junction and will alleviate a potential build-up of traffic waiting to join the bypass on A586 Garstang Road East.

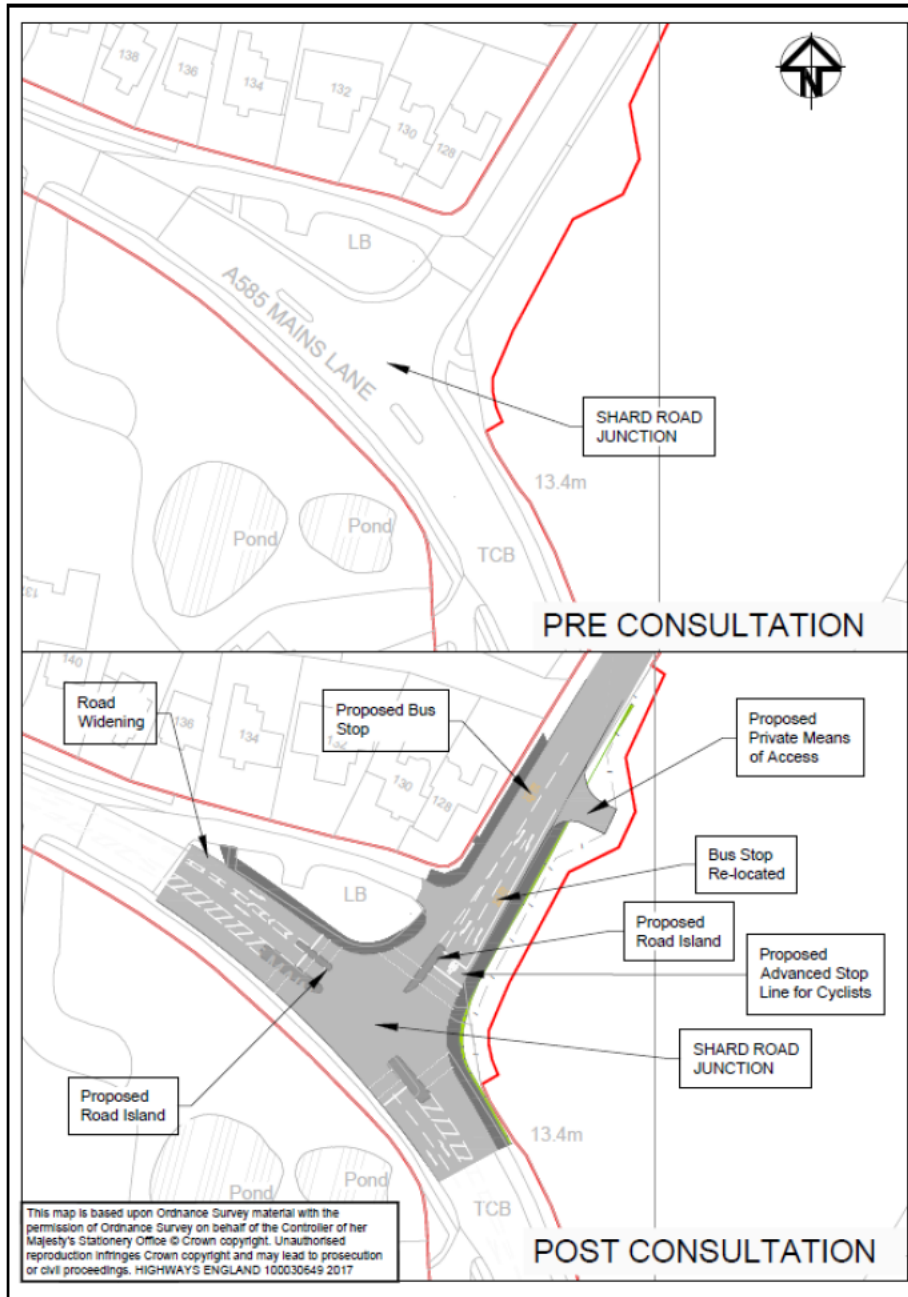
Figure 6-4: Little Singleton Design Modification



6.1.6 Figure 6-4 shows the pre- and post-consultation designs for the Little Singleton junction. Some comments received during consultation indicated that the existing signalised junction arrangement was preferred therefore the Applicant reverted back to this arrangement. Due to Garstang New Road becoming a no through road to the east of this junction, modifications to the existing layout have been incorporated to

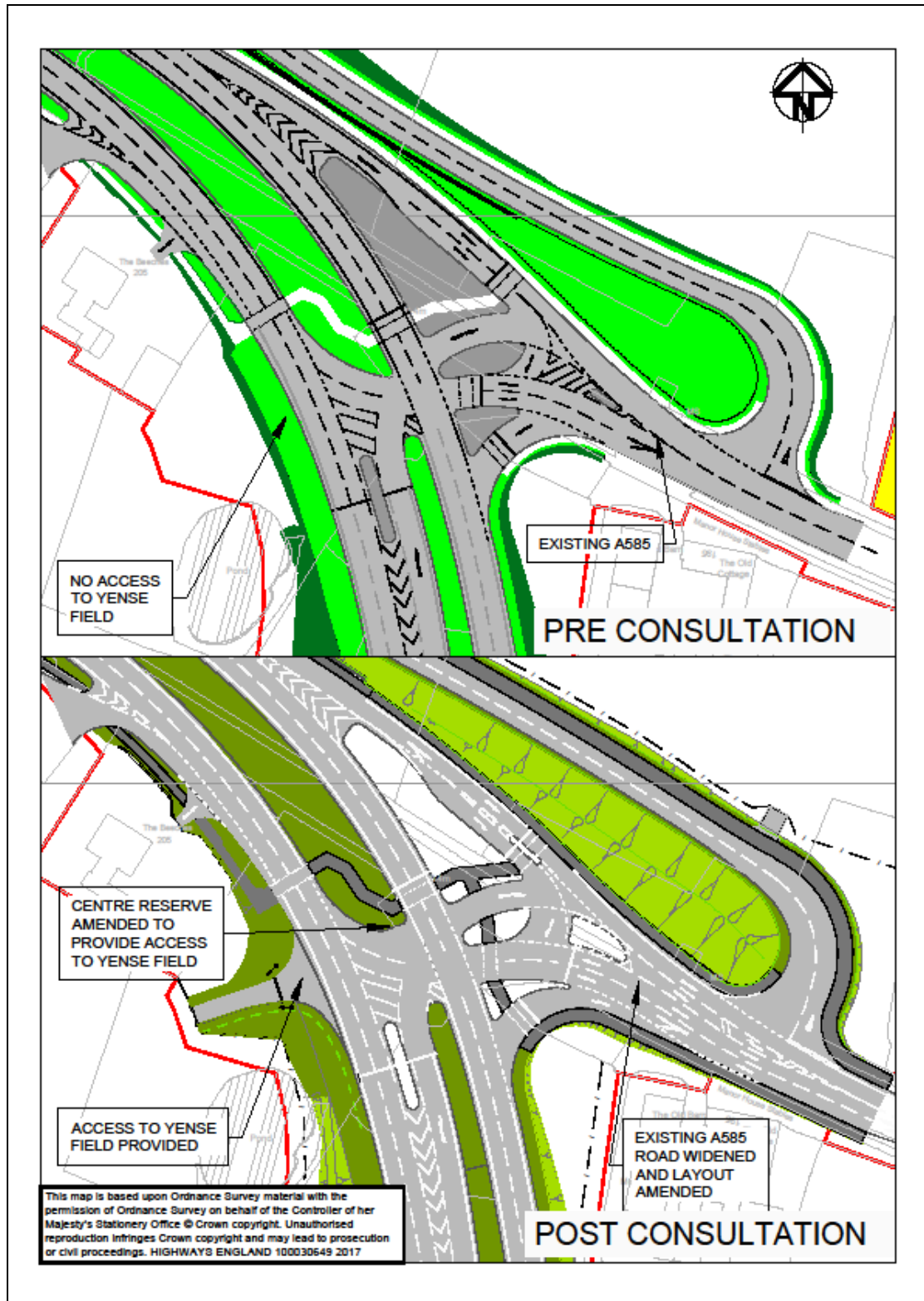
allow U-turn provisions via q turn junction arrangement. The updated design also includes provisions for signal-controlled crossing for pedestrians and cyclists.

Figure 6-5: Shard Road/A585 Mains Lane Junction Design Modification



6.1.7 Figure 6-5 shows the consultation design changes for the Shard Road/A585 Mains Lane Junction. This junction was modified following comments made during consultation and operational assessments and now provides improved capacity and controlled pedestrian and cycle crossing facilities. Dedicated filters lanes have been added to address concerns raised at consultation related to congestion at the junction.

Figure 6-6: Skippool Bridge Junction Design Modification



6.1.8 Figure 6-6 details a design modification made following discussions with the land owner. Access to the land to the west of Skippool Bridge Junction needs to be



maintained and the layout shown in Figure 6-6 provides this whilst maintaining safe operation of the junction.

- 6.1.9 A summary of significant issues (in terms of occurrence) raised during consultation that did not result in changes to the Scheme are outlined in Table 6-2 below including a more detailed description of why changes were not made. The total count of responses collates information across all free text questions and written responses.

Table 6-2: Consultation responses that have not resulted in a design change

No.	Element of the Scheme & issue raised in consultation	Justification for no change to design	Total count of responses
1	<i>Why is work not being done upgrade the A585 through Thistleton/Greenhalgh/ Medlar / Esprick to M55 Junction 3?</i>	<i>Work in the area in question is outside the scope of the Scheme. As part of the variable demand modelling impacts on the surrounding area are considered and results must demonstrate that the scheme does not have a negative impact elsewhere on the route. Consideration of the area wide changes in traffic are shown in the Transport Assessment (TR010035/APP/7.4). Work in this area may be considered during future proposals. Operational assessments have been undertaken for Thistleton Junction and Highways England Operations Directive will consider future work for this junction.</i>	70
2	<i>Would prefer the existing Garstang New Road to meet bypass via the no through road</i>	<i>The decision to decommission Garstang New Road was made ahead of statutory consultation and this was clearly communicated in the consultation brochure. Inclusion of this junction could encourage motorists to use existing route through Little Singleton as a rat run and additional signalised junction on bypass would cause traffic to suffer more delays.</i>	68
3	<i>Why is A585 Amounderness Way not being upgraded to dual carriageway?</i>	<i>Work in this area is outside the scope of the Scheme. However, assessments show that this Scheme, in conjunction with work undertaken at Norcross by Highways England Operations Directive, will alleviate congestion issues in this area, without needing to upgrade Amounderness Way to dual carriageway.</i>	62

No.	Element of the Scheme & issue raised in consultation	Justification for no change to design	Total count of responses
4	<i>You're only going to move the congestion from one end of Mains Lane to the other</i>	<i>The Scheme will divert traffic away from Mains Lane completely. Traffic modelling has shown a reduction in journey time and an increase in journey reliability. This is detailed in the Chapter 5 of the Transport Assessment (document reference TR010035/APP/7.4). The perception that the bypass will move the congestion to either end of the Scheme is further explained by points 1 and 3 above.</i>	57
5	<i>Removing traffic lights in favour of roundabouts is better solution</i>	<i>Design of junctions included in the Scheme have been optimised. Providing signalised junctions along the route allows for standardisation and driver satisfaction.</i>	39
6	<i>Dual carriageway a good idea</i>	<i>This has already been considered in the design and bypass is an all-purpose dual carriageway.</i>	30
7	<i>Why is the "Blue Route" to the M55 not being developed?</i>	<i>Outside scope of work for the Scheme. The blue route was the preferred option of the Norcross to M55 scheme which was put on hold in 2007. It was promoted by Lancashire County Council not the Applicant. The length and the associated costs of the blue route would be significantly more than the preferred route. There would be significant operational and technical difficulties in provided this route in relation to environment and introducing a junction on the M55.</i>	28
8	<i>Have the various developments that are proposed been taken into account for the traffic flows using the bypass?</i>	<i>All developments identified in Wyre Council and Fylde Borough Council local plans and committed policy goals have been included within the traffic model and future growth also included as detailed in Chapter 3 of the Transport Assessment (document reference TR010035/APP/7.4).</i>	27
9	<i>Wide land bridge may be more environmentally friendly</i>	<i>Taking all factors into consideration, the Applicant will progress the scheme with the simple road bridge. The points raised in support of the land bridge are</i>	26

No.	Element of the Scheme & issue raised in consultation	Justification for no change to design	Total count of responses
		<i>recognised and have informed enhanced mitigation measures (further details included in Section 5.12.3). Whilst the land bridge could offer environmental benefits (potential to increase biodiversity connectivity, maintaining access road to The Manor and Singleton Hall could reduce both impact on visual amenity and landscape character as a result of the scheme and could have beneficial impacts on nearby dwellings with regard to noise) other factors, including cost and maintenance issues, outweighed these.</i>	
10	<i>Keep narrow bridge at Lodge Lane - reduce cost (unless traffic justifies)</i>	<i>The consultation responses in respect of the land bridge were considered, along with other factors including impact on environment, access for traffic users, ownership arrangements, maintenance and cost etc. In view of these factors a decision was taken not to include the land bridge within the design but an alternative mitigation package that is presented on the Environmental Masterplan (document reference TR010035/APP/6.19).</i>	25
11	<i>New junctions at Skippool and Skippool Junction too complicated</i>	<i>The Scheme has been designed to the Design Manual for Roads and Bridges standards and adequate signing / road markings will be provided to aid and guide traffic users.</i>	25
12	<i>Retain Shard Road link (school drop-offs)</i>	<i>The option to retain Shard Road link has already explored and was dismissed prior to statutory consultation due to adverse 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 (refer to Section 4.1.2 for further details).</i>	25
13	<i>Would that not tempt fly-tipping and squatting on the</i>	<i>The Garstang New Road would be handed over to Lancashire County Council to manage. A barrier will be</i>	23



No.	Element of the Scheme & issue raised in consultation	Justification for no change to design	Total count of responses
	<i>remainder of Garstang New Road?</i>	<i>installed to prevent unauthorised access. Discussions with Lancashire County Council are ongoing.</i>	
14	<i>Cost excessive</i>	<i>The scheme is working within the RIS budget to develop a scheme which meets the key objectives</i>	18
15	<i>Disagree with bypass altogether due to single-carriageway limitation at each end</i>	<i>Traffic modelling has shown that there are benefits to journey time reliability and journey time savings, refer to Transport Assessment (document reference TR010035/APP/7.4). The scope of the scheme is to reduce congestion at Little Singleton and Shard Road junctions in particular. As detailed in points 1 and 3 above, there are or could be plans for of future work by other departments within Highways England to upgrade the road beyond the limits of this scheme.</i>	18

6.1.10 All of the comments raised during consultation have been categorised and tabulated to outline the number of occurrences of the response for each question and the regard had to these. All of this information is presented in **Appendix S** and **Appendix T**.



## 7 CONCLUSION

### 7.1 Compliance with Advice and Guidance

7.1.1 Table 7-1 details the evidence of compliance with the DCLG on the pre-application process<sup>5</sup>.

Table 7-1: Compliance with DCLG guidance on the pre-application process

Para:	Requirement:	Evidence of compliance:
17	<i>When circulating consultation documents, developers should be clear about their status, for example ensuring it is clear to the public if a document is purely for purposes of consultation.</i>	<i>Consultation material circulated during non-statutory and statutory consultation stated that it was for the purpose of consultation. This statement was included in the consultation material and in letters accompanying plans. Examples of documents circulated can be found in <b>Appendix K</b> and <b>Appendix M</b>.</i>
18	<i>Early involvement of local communities, local authorities and statutory consultees can bring about significant benefits for all parties.</i>	<i>A summary of all consultation activities is provided in Table 2-1 of this report.</i>  <i>Pre-consultation meetings have been held during 2016/7 that have included representatives from the local councils, residents' associations and some of the local interest groups.</i>  <i>A draft SoCC was sent to local authorities for comment. Table 4-2 provides the local authority comments and how they were addressed.</i>
19	<i>The pre-application consultation process is crucial to the effectiveness of the major infrastructure consenting regime. A thorough process can give the Secretary of State confidence that issues that will arise during the 6 months examination period have been identified, considered, and – as</i>	<i>Consultation was conducted in accordance with the SoCC (<b>Appendix F</b>).</i>  <i>A list of the responses to consultation received and the regard the Applicant has had to these responses is outlined in Table 5-2, Table 5-3, <b>Appendix S</b> and <b>Appendix T</b>.</i>

<sup>5</sup> <https://www.gov.uk/government/publications/guidance-on-the-pre-application-process-for-major-infrastructure-projects>

Para:	Requirement:	Evidence of compliance:
	<p><i>far as possible – that applicants have sought to reach agreement on those issues.</i></p>	
<p>20</p>	<p><i>Experience suggests that, to be of most value, consultation should be:</i></p> <ul style="list-style-type: none"> <li>• Based on accurate information that gives consultees a clear view of what is proposed including any options;</li> <li>• Shared at an early enough stage so that the proposal can still be influenced, while being sufficiently developed to provide some detail on what is being proposed; and</li> <li>• Engaging and accessible in style, encouraging consultees to react and offer their views</li> </ul>	<p><i>The information presented at statutory consultation in Q2 2018 reflected the most accurate and up to date information available at this time. The consultation brochure (<b>Appendix M</b>) outlined the subjects on which a decision had already been made and those the Applicant was seeking opinions on. By holding the non-statutory consultation, the Applicant was able to share plans at an early stage and seek opinions on options proposed before the Scheme design was finalised. The outcomes of this round of consultation are outlined in the Report on public consultation (non-statutory consultation) (<b>Appendix M</b>).</i></p> <p><i>Consultation commenced well in advance of the DCO application date to allow time for consultees to influence the Scheme proposals, including a non-statutory consultation on options in Q3-Q4 2016. All consultation material was available in hardcopy at a cost/charge, in digital format and at deposit locations free of charge to try and cover different options for how consultees wish to view the information. 2D and 3D visualisations were available to view and the project team were available to discuss the plans at the public consultation exhibition event. The consultation programme allowed consultees to engage face-to-face with the project team, access details in their own homes through a Scheme webpage and post questions through a number of channels. Images and displays were designed to be informative but not complicated whilst allowing enough detail on the proposed Scheme for consultees to be informed.</i></p> <p><i>Following the 7-week statutory consultation held from March to May 2018, the comments received resulted in a design change at</i></p>

Para:	Requirement:	Evidence of compliance:
		<p><i>Poulton Junction. As the public had been asked their opinion on the roundabout layout during consultation an Information Sharing Event was undertaken to inform the people who had responded to the questionnaire and those in closest proximity to this feature of the change. The documents distributed regarding this change outlined that the information being shared was an update on the scheme (<b>Appendix P</b>). The letter also outlined that the opportunity to comment on the new proposals would be once the Applicant had submitted the DCO application.</i></p> <p><i>The consultation brochure and Consultation Response Form distributed for the additional statutory consultation undertaken were fundamentally the same as those distributed for the first consultation from March to May 2018. The information regarding Poulton Junction was not updated to reflect the current information as the purpose of the exercise was to put the customers who may not have received the original information into an equal position with those persons who did.</i></p>
25	<p><i>Consultation should be thorough, effective and proportionate. Some applicants may have their own distinct approaches to consultation, perhaps drawing on their own or relevant sector experience, for example if there are industry protocols that can be adapted. Larger, more complex applications are likely to need to go beyond the statutory minimum timescales laid down in the Planning Act to ensure enough time for consultees to</i></p>	<p><i>Consultation was conducted in accordance with the SoCC. A final copy of the SoCC can be found in <b>Appendix F</b>.</i></p> <p><i>The first statutory consultation ran for 7 weeks (49 days).</i></p> <p><i>There were consultation exhibitions held across a range of days, times and locations in the vicinity of the Scheme as detailed in Table 4-1 of this report. This was to assure members of the public had opportunity to attend if they wished.</i></p>



Para:	Requirement:	Evidence of compliance:
	<p><i>understand project proposals and formulate a response. Many proposals will require detailed technical input, especially regarding impacts, so sufficient time will need to be allowed for this. Consultation should also be sufficiently flexible to respond to the needs and requirements of consultees, for example where a consultee has indicated that they would prefer to be consulted via email only, this should be accommodated as far as possible.</i></p>	<p><i>If a technical response to a comment was required, this was developed and sent to customers. If specific requests were made for how customers would like to receive their response these were followed where possible.</i></p>
26	<p><i>The Planning Act requires certain bodies and groups of people to be consulted at the pre-application stage but allows for flexibility in the precise form that consultation may take depending on local circumstances and the needs of the project itself. Sections 42 – 44 of the Planning Act and Regulations set out details of who should be consulted, including local authorities, the MMO (where appropriate), other statutory bodies, and persons having an interest in the land to be developed.</i></p>	<p><i>Consultation with those set out in s42 – s44 of the Act has been undertaken.</i></p> <p><i>Section 4.4 of this report details who has been consulted including prescribed consultees, local authorities and cat 1, 2 and 3 persons with an interest in land. Prescribed consultees were identified in accordance with The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 and the list of consultation bodies provided in Appendix 1 of the Scoping Opinion who had been notified under Regulation 11(1)(a) of the EIA Regulations.</i></p> <p><i>Section 4.6 of this report details the Local Community Consultation that has been undertaken, in accordance with s47, including a public consultation events and community reference group meetings.</i></p>



Para:	Requirement:	Evidence of compliance:
	<p><i>Section 47 in the Planning Act sets out the Applicant's statutory duty to consult local communities. In addition, applicants may also wish to strengthen their case by seeking the views of other people who are not statutory consultees, but who may be significantly affected by the project.</i></p>	<p><b>Appendix J</b> contains a list of prescribed consultees that have been consulted at the pre-application stage.  <b>Appendix I</b> contains a list of land interest who have been consulted at the pre-application stage.  <b>Appendix K</b> contains the s42 letters that were sent to category 1, 2 and 3 consultees.  <b>Appendix N</b> contains the Section 48 notices that were published in the newspapers detailed in Table 4-4 of this report.</p> <p>The local community was consulted as outlined in the SoCC in accordance with s47 of the Act. A copy of the final SoCC and s47 notices can be found in <b>Appendix F</b>.</p>
27	<p><i>The Planning Act and Regulations set out the statutory consultees and prescribed people who must be consulted during the pre-application process. Many statutory consultees are responsible for consent regimes where, under Section 120 of the Planning Act, decisions on those consents can be included within the decision on a DCO. Where an applicant proposes to include non-planning consents within their DCO, the bodies that would normally be responsible for granting these consents should make every effort to facilitate this. They should only object to the inclusion of such non-planning</i></p>	<p><i>The Applicant undertook diligent enquiry in deriving the list of prescribed consultees to consult with in accordance with The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 and the Inspectorate Scoping List.</i></p> <p><i>Prescribed consultees, including statutory environmental bodies such as Natural England and the Environment Agency were engaged with early in the development of the Scheme. These consultees were included in the non-statutory public consultation and the statutory consultation. The Applicant also identified the locally specific contacts of the prescribed consultees.</i></p> <p><i>No non planning consents are included although the DCO includes a Deemed Marine Licence (document reference TR010035/APP/3.1) and we are engaging with the MMO.</i></p>

Para:	Requirement:	Evidence of compliance:
	<p><i>consents with good reason, and after careful consideration of reasonable alternatives. It is therefore important that such bodies are consulted at an early stage. In addition, there will be a range of national and other interest groups who could be make an important contribution during consultation. Applicants are therefore encouraged to consult widely on project proposals.</i></p>	
29	<p><i>Applicants will often need detailed technical input from expert bodies to assist with identifying and mitigating the social, environmental, design and economic impacts of projects, and other important matters. Technical expert input will often be needed in advance of formal compliance with the pre-application requirements. Early engagement with these bodies can help avoid unnecessary delays and the costs of having to make changes at later stages of the process. It is equally important that statutory consultees respond to a request for technical input in a timely manner. Applicants</i></p>	<p><i>Ongoing engagement with relevant parties has been taking place alongside s42 consultation activities.</i></p> <p><i>Consultation with relevant Statutory bodies for environmental aspect of the Scheme are detailed in the Environmental Statement Chapter 3: Consultation (document reference TR010035/APP/6.3).</i></p> <p><i>Throughout the development of the design there has been engagement with the relevant statutory undertakers.</i></p>

Para:	Requirement:	Evidence of compliance:
	<p><i>are therefore advised to discuss and agree a timetable with consultees for the provision of such inputs.</i></p>	
38	<p><i>The role of the local authority in such discussions should be to provide expertise about the make-up of its area, including whether people in the area might have particular needs or requirements, whether the authority has identified any groups as difficult to reach and what techniques might be appropriate to overcome barriers to communication. The local authority should also provide advice on the appropriateness of the Applicant's suggested consultation techniques and methods. The local authority's aim in such discussions should be to ensure that the people affected by the development can take part in a thorough, accessible and effective consultation exercise about the proposed project.</i></p>	<p><i>A draft SoCC was prepared and sent to the local authorities Fylde Borough Council, Wyre Council and Lancashire County Council. Their received comments, and the regard the Applicant has had to these, are shown in Table 4-2 of this report. The responses provided by the local authorities did not highlight any people in the area with particular needs or who were hard to reach. A comment was received from Wyre Council regarding accessibility of a proposed venue. Following assessment of this venue, the Applicant sought the alternative location proposed by this reviewer so as not to potentially exclude any consultees.</i></p>
41	<p><i>Where a local authority raises an issue or concern on the SoCC which the Applicant feels unable to address, the Applicant is advised to</i></p>	<p><i>The feedback received from local authorities in relation to the SoCC is in Table 4-2. This table details the regard had to the suggestion and the amendments to SoCC where applicable. Justification is provided for why some comments were not actioned and full details are included in Table 4-2.</i></p>



Para:	Requirement:	Evidence of compliance:
	<p><i>explain in their consultation report their course of action to the Secretary of State when they submit their application.</i></p>	
50	<p><i>It is the Applicant's responsibility to demonstrate at submission of the application that due diligence has been undertaken in identifying all land interests and applicants should make every reasonable effort to ensure that the Book of Reference (which records and categories those land interests) is up-to-date at the time of submission.</i></p>	<p><i>The Applicant has diligently sought to identify all land interests and ensure that the Book of Reference (document reference TR010035/APP/4.3) remains up to date. Details of this are set out in the Statement of Reasons (document reference TR010035/APP/4.1).</i></p> <p><i>The Applicant has undertaken continued engagement with the relevant parties.</i></p>
54	<p><i>In consulting on project proposals, an inclusive approach is needed to ensure that different groups have the opportunity to participate and are not disadvantaged in the process. Applicants should use a range of methods and techniques to ensure that they access all sections of the community in question. Local authorities will be able to provide advice on what works best in terms of consulting their local communities given</i></p>	<p><i>Consultation documents were made available on the website, placed in deposit points in agreement with Local Authorities, advertised in local and national newspapers as well as on social media. Requests for printed consultation documents via post could be made to the team.</i></p> <p><i>The surrounding areas were posted either a brochure or a flyer to inform them of the public consultation events, the extent is shown in Figure 4-3.</i></p> <p><i>Face to face interaction with the project team was available via the exhibitions and the team were available to speak to following the exhibitions by calling the dedicated scheme phonenumber.</i></p>



Para:	Requirement:	Evidence of compliance:
	<p><i>their experience of carrying out consultation in their area.</i></p>	
55	<p><i>Applicants must set out clearly what is being consulted on. They must be careful to make it clear to local communities what is settled and why, and what remains to be decided, so that expectations of local communities are properly managed. Applicants could prepare a short document specifically for local communities, summarising the project proposals and outlining the matters on which the view of the local community is sought. This can describe core elements of the project and explain what the potential benefits and impacts may be. Such documents should be written in clear, accessible, and non-technical language. Applicants should consider making it available in formats appropriate to the needs of people with disabilities if requested. There may be cases where documents may need to be bilingual (for example, Welsh and</i></p>	<p><i>The consultation materials are described in Chapter 4 of this report.</i></p> <p><i>These included a consultation leaflet, brochure, Consultation Response Form, poster, DCO leaflet, SoCC, PEIR, PEIR NTS, Scheme layout plan with red line boundary, s47 notice, s48 notice.</i></p> <p><i>The consultation brochure clearly stated which elements of the scheme had been decided on ahead of consultation (Shard Road Link Road and Grange Junction). Details regarding these decisions are included in Sections 4.1.2 and 4.1.3. Opinions were sought on other aspect of the scheme through the Consultation Response Form.</i></p>

Para:	Requirement:	Evidence of compliance:
	<p><i>English in some areas), but it is not the policy of the Government to encourage documents to be translated into non-native languages.</i></p>	
57	<p><i>The SoCC should act as a framework for the community consultation generally, for example, setting out where details and dates of any events will be published. The SoCC should be made available online, at any exhibitions or other events held by applicants. It should be placed at appropriate local deposit points (e.g. libraries, council offices) and sent to local community groups as appropriate.</i></p>	<p><i>A summary of the content of the SoCC is in Chapter 4.3 of this report.</i></p> <p><i>The SoCC was made available online at <a href="https://highwaysengland.co.uk/projects/a585-windy-harbour-to-skipool/">https://highwaysengland.co.uk/projects/a585-windy-harbour-to-skipool/</a> and was published in the newspapers detailed in Table 4-4.</i></p> <p><i>The SoCC was also made available at the deposit locations listed in Table 4-3 of this report as agreed with Local Authorities from the start of the consultation period.</i></p> <p><i>The SoCC included the details and dates of the public exhibition events.</i></p>
58	<p><i>Applicants are required to publicise their proposed application under Section 48 of the Planning Act and the Regulations and set out the detail of what this publicity must entail. This publicity is an integral part of the public consultation process. Where possible, the first of the 2 required local newspaper advertisements should coincide approximately with the beginning of the consultation with</i></p>	<p><i>The s48 notices placed in newspapers and the date of publication are detailed in Table 4-8 of this report.</i></p> <p><i>The Applicant advertised the proposed application under s48 of the Act to coincide with the start of s42 and s47 consultations. The first advert in the local newspapers was included in the publication on 14 March 2018 (statutory consultation commenced 21 March 2018).</i></p> <p><b>Appendix N</b> contains the s48 notices which were published in newspapers to advertise the first statutory consultation period.</p>

Para:	Requirement:	Evidence of compliance:
	<p><i>communities. However, given the detailed information required for the publicity in the Regulations, aligning publicity with consultation may not always be possible, especially where a multi-stage consultation is intended.</i></p>	
68	<p><i>To realise the benefits of consultation on a project, it must take place at a sufficiently early stage to allow consultees a real opportunity to influence the proposals. At the same time consultees will need sufficient information on a project to be able to recognise and understand the impacts.</i></p>	<p><i>A non-statutory consultation on options took place in 2016 to allow for early engagement and to seek opinions on various elements of the scheme. The statutory consultation was undertaken in 2018. All consultation activities are summarised in Table 2-1.</i></p>
72	<p><i>The timing and duration of consultation will be likely to vary from project to project, depending on size and complexity, and the range and scale of the impacts. The Planning Act requires a consultation period of a minimum of 28 days from the day after receipt of the consultation documents. It is expected that this may be sufficient for projects which are</i></p>	<p><i>A summary of all consultation activities and dates are provided in Table 2-1.</i></p> <p><i>A statutory consultation period of 48 days between 21 March 2018 to 08 May 2018 in accordance with the SoCC. An allowance of 3 days (until 11 May) for postal submission of the consultation questionnaire was also made.</i></p> <p><i>The additional statutory consultation undertaken to engage with customers who had previously contacted the Scheme but who may not have received a consultation brochure at the start of the original consultation period was undertaken between 28 August and 25 September 2018 (28 days).</i></p>



Para:	Requirement:	Evidence of compliance:
	<p><i>straightforward and uncontroversial in nature. But many projects, particularly larger or more controversial ones, may require longer consultation periods than this. Applicants should therefore set consultation deadlines that are realistic and proportionate to the proposed project. It is also important that consultees do not withhold information that might affect a project, and that they respond in good time to applicants. Where responses are not received by the deadline, the Applicant is not obliged to take those responses into account.</i></p>	
73	<p><i>Applicants are not expected to repeat consultation rounds set out in their SoCC unless the project proposals have changed very substantially. However, where proposals change to such a large degree that what is being taken forward is fundamentally different from what was consulted on, further consultation may well be needed. This may be necessary if, for</i></p>	<p><b>Poulton Junction Information Sharing</b></p> <p><i>The design of Poulton Junction was modified to remove the proposed roundabout and replace with a traffic signal-controlled crossroads and pedestrian crossings. This was a result of the comments received during the statutory consultation. This change has been communicated to the residents who are most likely to use this junction to access the bypass rather than Skippool Bridge junction or another junction on the Strategic Road Network. In addition to these residents, all customers who had completed the Consultation Response Form were contacted. The residents were sent a letter and a flyer which contained details of the proposed new layout, copies of which can be found in <b>Appendix P</b>. In accordance with the DCLG Guidance, consulting on this redesign</i></p>



Para:	Requirement:	Evidence of compliance:
	<p><i>example, new information arises which renders all previous options unworkable or invalid for some reason. When considering the need for additional consultation, applicants should use the degree of change, the effect on the local community and the level of public interest as guiding factors.</i></p>	<p><i>was not required as it is not a material change. The Applicant made the local community and prescribed consultees aware of the change.</i></p> <p><b>Additional Statutory Consultation</b></p> <p><i>After checking records of the individuals who had received a consultation brochure at the start of the consultation, the Applicant became aware that some customers who had previously expressed an interest in the scheme may not have received a copy. To ensure compliance with the SoCC, brochures were sent to all of the individuals considered to have been missed with a covering letter. Copies of these can be found in <b>Appendix Q</b>. The distribution of the materials was made on the 25 August 2018 either by Royal Mail or email, depending on the details held. The consultation period ran between 28 August to 25 September 2018. Consultation Response Forms were accepted via online submission using the link on the Applicant's website (and included in the letter) or via paper copies returned using the freepost address. All responses received during the consultation period will be considered and included in this consultation report.</i></p>
77	<p><i>Consultation should also be fair and reasonable for applicants as well as communities. To ensure that consultations is fair to all parties, applicants should be able to demonstrate that the consultation process is proportionate to the impacts of the project in the area that it affects, takes account of the anticipated level of local interest, and takes account of the</i></p>	<p><i>Consultation was conducted in accordance with s42 of the Act and through the methodology outlined in the SoCC. The SoCC was reviewed and agreed with the Local Authorities who have a broader understanding of any local issues which should be considered.</i></p> <p><i>In response to comments received during the non-statutory consultation, a public exhibition event was held in Fleetwood during the statutory consultation to capture views of the public to the north of the Scheme. The local authorities' response to the proposed Fleetwood location was to change the venue. The Applicant took account of this</i></p>

Para:	Requirement:	Evidence of compliance:
	<i>views of the relevant local authorities.</i>	<i>suggestion and progressed with the alternative venue.</i>
84	<i>A response to points raised by consultees with technical information is likely to need to focus on the specific impacts for which the body has expertise. The Applicant should make a judgement as to whether the consultation report provides sufficient detail on the relevant impacts, or whether a targeted response would be more appropriate. Applicants are also likely to have identified a number of key additional bodies for consultation and may need to continue engagement with these bodies on an individual basis.</i>	<p><i>Table 5-3 in this report contains the responses from prescribed consultees and the regard the Applicant has had to these responses by referring to the relevant technical document that are part of the DCO submission.</i></p> <p><i>Where customers provided a written consultation response, the Applicant responded with individual response relevant to the detail provided. These written responses have also been considered in this report. The responses have be categorised and can be found in <b>Appendix S</b> and <b>Appendix T</b>.</i></p> <p><i>No additional bodies have been identified for consultation outside of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 Schedule 1 and the list if consultation bodies provided in Appendix 1 of the Scoping Opinion who had been notified under Regulation 11(1)(a) of the EIA Regulations. If any additional bodies are subsequently identified the Applicant will engage with them as appropriate.</i></p>

7.1.2 Compliance with the Inspectorate’ Advice Note 14: Compiling the Construction Report is detailed in Table 7-2.

Table 7-2: Compliance with The Planning Inspectorate’s Advice Note 14: Compiling the Consultation Report

Advice:	Advice:
<i>Explanatory text should set the scene and provide an overview and narrative of the whole pre-application stage as it relates to a particular project. It would assist if a quick reference guide in bullet point form, summarising all the consultation</i>	<i>Refer to Table 2-1 of this report for a chronological summary of all pre-consultation activities sectioned by the stage in the process (eg Non-statutory consultation, PRA etc).</i>



Advice:	Advice:
<i>activity in chronological order, is included near the start of the report.</i>	
<i>The Applicant should include a full list of the prescribed consultees as part of the consultation report.</i>	Refer to <b>Appendix J</b>
<i>A short description of how s43 of the Act has been applied in order to identify the relevant local authorities should be included, this could be supported by a map showing the site and identifying the boundaries of the relevant local authorities.</i>	Refer to Table 4-5 and Figure 4-2 for a list and map of the relevant local authorities.
<i>Where compulsory acquisition forms part of the draft DCO the consultees who are also included in the book of reference for compulsory acquisition purposes should be highlighted in the consolidated list of prescribed consultees.</i>	Compulsory acquisitions are set out in the Book of Reference (document reference TR010035/APP/4.3). A list of prescribed consultees are provided in <b>Appendix J</b> . Those prescribed consultees that are under compulsory acquisitions have been highlighted.
<i>It would be helpful to provide a summary of the rationale behind the SoCC methodology to assist the Secretary of State's understanding of the community consultation and provide a context for considering how consultation was undertaken.</i>	<p>The Applicant's preparation of a draft SoCC took into account the Inspectorate's Advice Note 14 (April 2012): <i>Compiling the Construction Report and the DCLG Planning Act 2008: Guidance on the pre-application process.</i></p> <p>The following was set out in these guidance documents and has been used in the methodology of drafting the SoCC:</p> <ul style="list-style-type: none"> <li>• early engagement with local people</li> <li>• an inclusive approach is needed to ensure different groups have the opportunity to participate</li> <li>• applicant should use a range of methods and techniques to ensure that access all sections of the community in question</li> <li>• prepare and consult with the host authorities on the draft SoCC</li> <li>• Applicants should clearly set out what is being consulted on</li> </ul>

Advice:	Advice:
	<ul style="list-style-type: none"> <li>• Applicants should publicise under s48</li> </ul> <p>Comments received during the non-statutory consultation regarding holding an exhibition in Fleetwood for the Statutory consultation were considered and implemented.</p> <p>The preparation of the SoCC is set out in 4.3 of this report. Host authority comments on the draft content and the Applicant's regards to their comments are in Table 4-2.</p>
<p>Any consultation not carried out under the provisions of the Act should be clearly indicated and identified separately in the report from the statutory consultation. This does not necessarily mean that informal consultation has less weight than consultation carried out under the Act but identifying statutory and non-statutory consultation separately will assist when it comes to determining compliance with statutory requirements.</p>	<p>The summary of consultation activities in Table 2-1 is divided into non-statutory and statutory.</p> <p>Chapter 3 of this report details non-statutory consultation.</p> <p>Chapter 4 of this report details statutory consultation. Chapter 4 includes a section outlining the information sharing exercise undertaken following a design change which resulted from comments made during statutory consultation. This exercise was for information and was not part of the statutory consultation. It is included in this section as it allows the reader to follow the chronological sequence of events.</p>
<p>The summary of responses, if done well, can save a significant amount of explanatory text. We advise that applicants group responses under the three strands of consultation as follows:</p> <ul style="list-style-type: none"> <li>• s42 prescribed consultees (including s43 and s44);</li> <li>• s47 community consultees; and</li> <li>• s48 responses to statutory publicity.</li> </ul>	<p>As prescribed consultation bodies, statutory undertakers and local authorities provided a written response (if responding to the consultation at all) rather than completing the Consultation Response Form. This information has been tabulated and presented separately (<b>Table 5-2</b> and <b>Table 5-3</b>).</p> <p>The remaining Consultation Response Forms and written responses have been analysed</p>



Advice:	Advice:
<p><i>This list should also make a further distinction within those categories by sorting responses according to whether they contain comments which have led to changes to matters such as siting, route, design, form or scale of the Scheme itself, or to mitigation or compensatory measures proposed, or have led to no change.</i></p>	<p><i>collectively and from this, comments which have led to changes in the design have been identified and tabulated separately (Table 6-1). A full analysis of all the responses received and whether these have resulted in a design change are included in <b>Appendix S</b> and <b>Appendix T</b></i></p>
<p><i>A summary of responses by appropriate category together with a clear explanation of the reason why responses have led to no change should also be included, including where responses have been received after deadlines set by the Applicant.</i></p>	<p><i>A summary of responses by category with explanation as to why the suggestion has led to no change are provided in <b>Appendix S</b> and <b>Appendix T</b> and the most frequently recorded responses are included in Chapter 5 of this report. All consultation responses received within the designated consultation periods are included within this report, including those received within the additional timeframe given for postal responses as outlined in Section 4.2.10.</i></p>

7.1.3 This report outlines how the Applicant has met all the statutory requirements for s42 of the Act. A summary of all the non-statutory and statutory consultation activities undertaken has been outlined in Table 2-1. The s55 checklist (document reference TR010035/APP/1.1) demonstrates how the Applicant meets the Inspectorate submission requirements. This document will accompany the DCO submission.

## 8 REFERENCES

Highways England (2017) Design Manual for Roads and Bridges

The Planning Inspectorate' Advice Note 14 (April 2012): *Compiling the Construction Report*

Planning Act 2008

The DCLG Planning Act 2008 (March 2015) *Guidance on the Pre-Application Process*

The Infrastructure Planning (Applications: Prescribed Forms and Procedures) Regulations 2009 (APFP Regs).

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## Appendix A - Options Consultation Brochure



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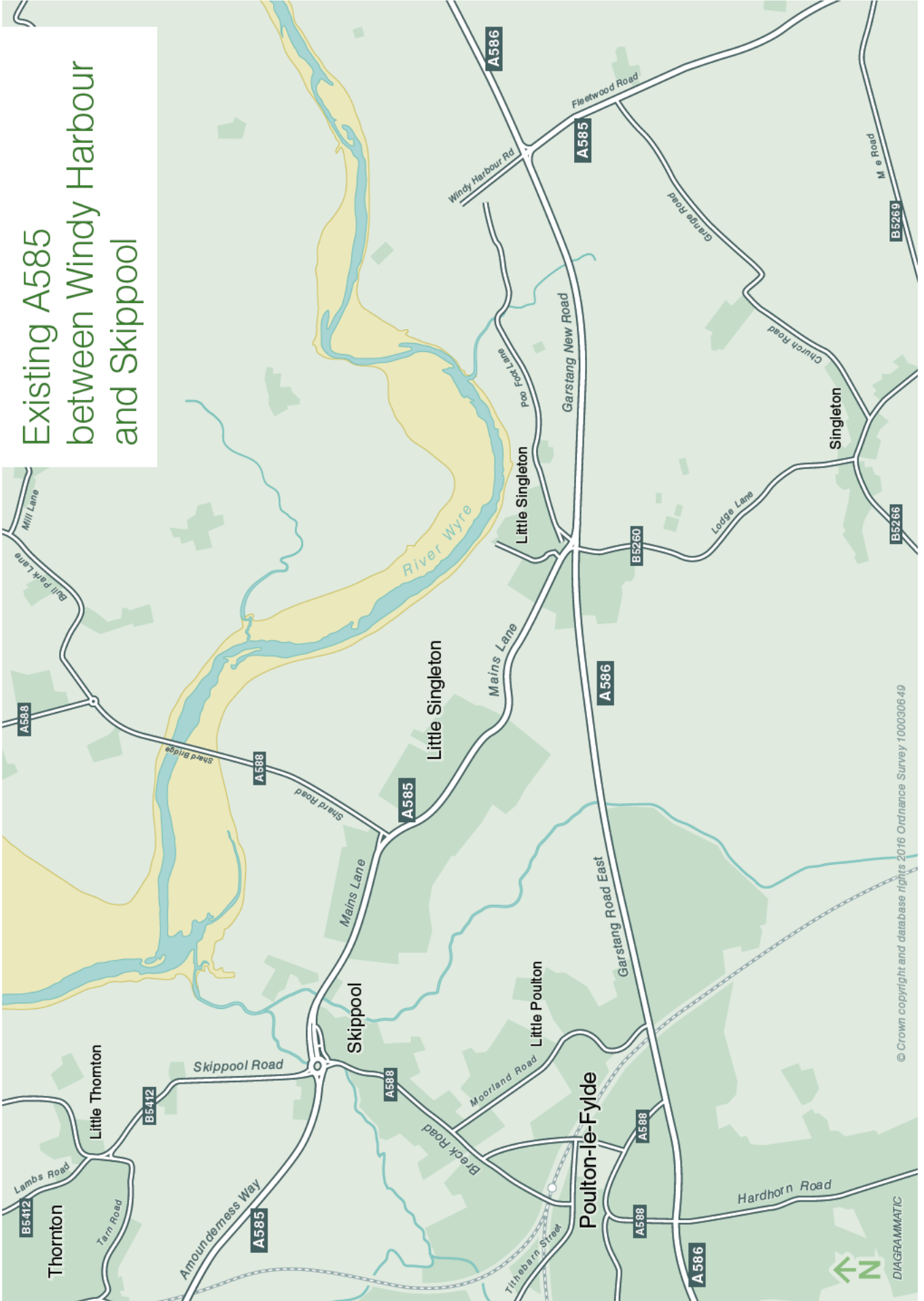
# A585

## Windy Harbour to Skippool improvements

Public consultation



# Existing A585 between Windy Harbour and Skippool



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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-skipool](http://www.highways.gov.uk/a585windyharbour-skipool)

## 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:

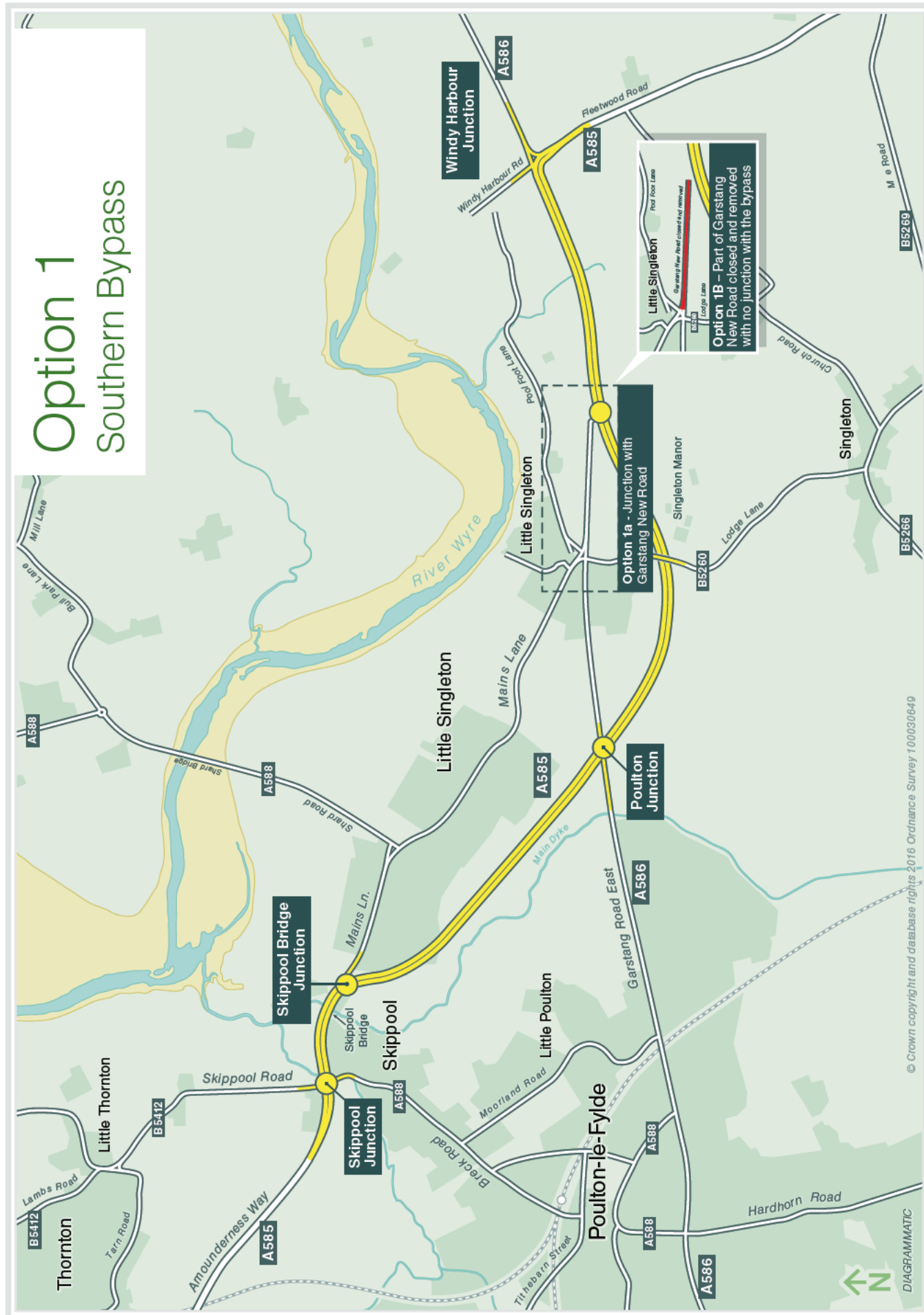
**Option 1:** a bypass to the south of the A585. There are a couple of variations within this option.

**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

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.**

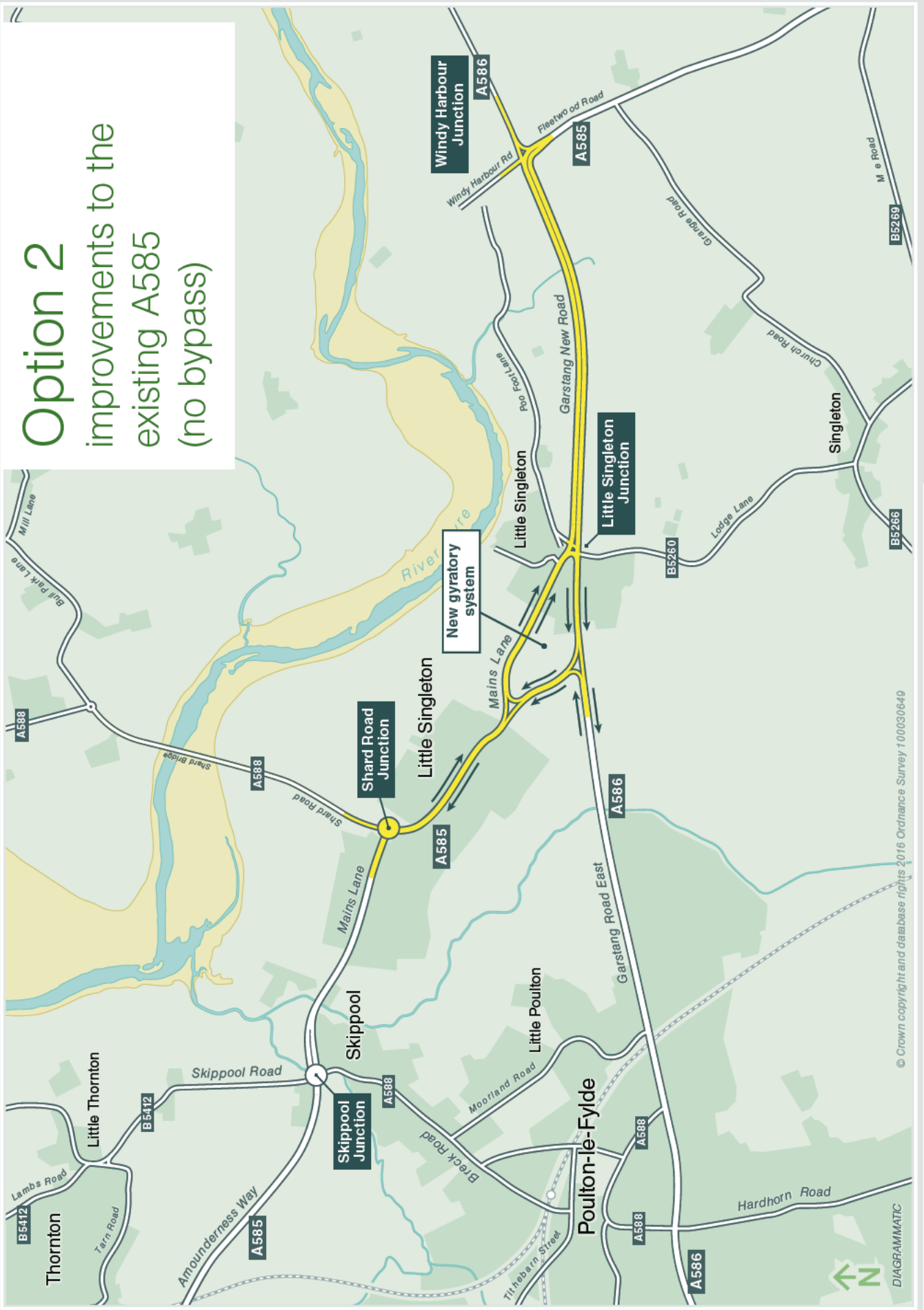
Option 1A with a junction would allow an eastern connection with Little Singleton, however it is less likely to remove through traffic along the existing route. Option 1B with no junction is likely to offer improved journey times along the bypass and remove more through traffic along the existing route, 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)



## 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-skipool](http://www.highways.gov.uk/a585windyharbour-skipool)

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:

.....  
.....  
.....

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 confidentiality of information. 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.

Thank you for taking the time to complete this questionnaire.

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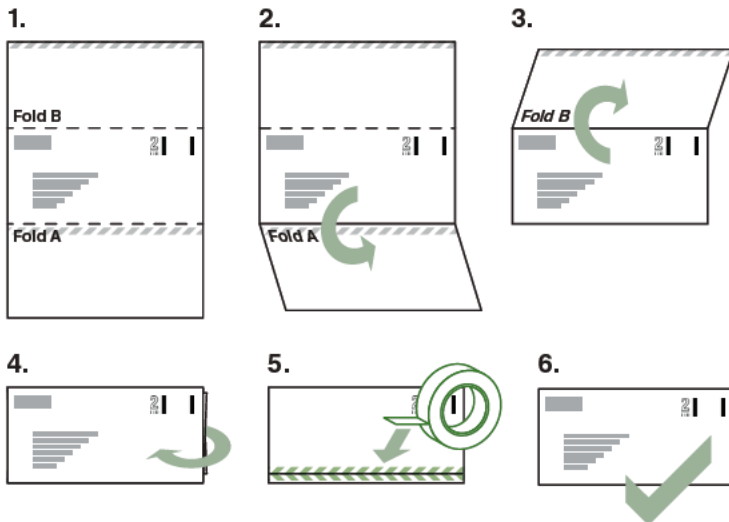
Freepost RTUK-RBLY-XUBT  
 A585 Windy Harbour to Skippool improvement  
 5 First Street  
 Manchester  
 M15 4GU

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.



## 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-skipool](http://www.highways.gov.uk/a585windyharbour-skipool) 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 [A585WindyHarbourToSkipool@highwaysengland.co.uk](mailto:A585WindyHarbourToSkipool@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

**highways**  
england

**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-skipool](http://www.highways.gov.uk/a585windyharbour-skipool). If you are 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): \_\_\_\_\_

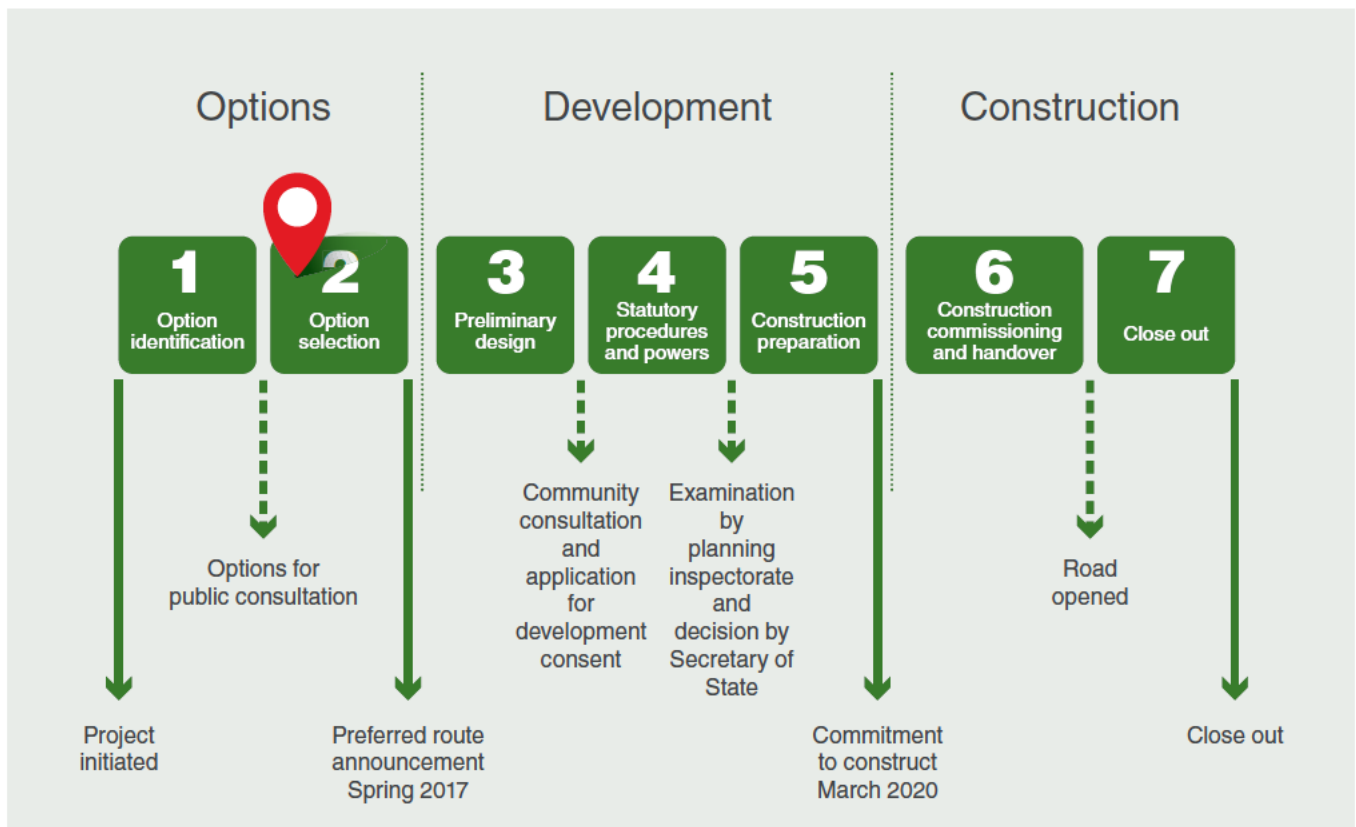
3 What is your main way of travel on this route (tick one only?)  
 Car  Bus  Bicycle  
 Walk  HGV/LGV  Other (please state): \_\_\_\_\_

## 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](http://www.gov.uk/highways)

If you have any enquiries about this publication email [info@highwaysengland.co.uk](mailto: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



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## **Appendix B - The Infrastructure Planning (EIA Regulations) 2017: Regulation 8(1) Letter to the Inspectorate**

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Our ref: A585WH2SP/EIAReg8Let/Oct2017  
Your ref: N/A

[REDACTED]  
The Planning Inspectorate  
Temple Quay House  
2 The Square  
Bristol  
BS1 6PN

David Hopkin  
A585 Windy Harbour to Skippool  
Improvement Scheme  
Highways England

[REDACTED]  
Direct Line: [REDACTED]  
E-mail: [REDACTED]  
A585WindyHarbourToSkippool@  
highwaysengland.co.uk

24 October 2017

Dear [REDACTED]

**A585 Windy Harbour to Skippool Improvement Scheme (“the Development”)  
The Infrastructure Planning (Environmental Impact Assessment) Regulations  
2017 – Regulation 8(1)(b) Notification**

I write with reference to the above Development, for which we intend to apply for development consent under the Planning Act 2008.

In accordance with Regulation 8(1)(b) of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (“EIA Regulations 2017”), I write to notify you that Highways England proposes to provide an environmental statement in respect of the Development.


Please find attached the information required under Regulation 8(3) of the EIA Regulations 2017.

For the purpose of your duties under Regulation 11(1)(a) of the EIA Regulations 2017, the name and address of the Applicant (Highways England) for the Development are:

David Hopkin (Project Manager)  
Highways England  
Piccadilly Gate  
Store Street  
Manchester  
M1 2WD

Yours sincerely



David Hopkin  
Project Manager  
Email: 



---

## Appendix C - Copy of the Draft SoCC Provided to Local Authorities

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# **A585 Windy Harbour to Skippool Statement of Community Consultation (SoCC)**

## 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

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(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-skipool/>, by emailing [A585WindyHarbourtoSkippool@highwaysengland.co.uk](mailto: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 19<sup>th</sup> March and will end on 6<sup>th</sup> 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 report (PEIR) 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 PEIR has been developed based on assessment work done to date. The PEIR and the NTS will be available at the consultation events. A copy of the PEIR 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
<b>Public Consultation Exhibition</b>	<p>The public consultation exhibitions will be held at:</p> <p style="text-align: center;">Friday 23<sup>rd</sup> March 2018 with VIP preview*            Between 13:00-20:00            Singleton Village Hall, Station Road,            Singleton, FY6 8LL</p> <p style="text-align: center;">Saturday 7<sup>th</sup> April 2018            Between 10:00-16:00            Singleton Village Hall, Station Road,            Singleton, FY6 8LL</p> <p style="text-align: center;">Tuesday 10<sup>th</sup> April 2018            Between 15:00-20:00            Wyre Civic Centre, Breck Road,            Poulton-le-Fylde, FY6 7PU</p> <p style="text-align: center;">(Date &amp; time TBC)            Fleetwood Cricket &amp; Sports Bar, Broadwater,            Fleetwood, FY7 8AS</p> <p>The exhibitions will give people an opportunity to view scheme proposals, talk to the project team and provide comments.</p> <p>The public will be informed of the exhibitions</p>

Method	Detail
	<p>through channels including advertisements in appropriate local newspapers, via our webpage, the media, direct communications and scheme updates.</p> <p>*A VIP preview will be held during the first hour of the exhibition for statutory consultees to attend by invitation.</p> <p>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.</p>
<b>Scheme webpage</b>	<p>The webpage will be updated with consultation materials including the brochure with questionnaire, the PEIR and NTS, and the SoCC on a dedicated scheme webpage:  <a href="http://roads.highways.gov.uk/projects/a585-windy-harbour-to-skipool/">http://roads.highways.gov.uk/projects/a585-windy-harbour-to-skipool/</a>.</p>
<b>The public consultation brochure</b>	<p>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 A5 flyer. These zones can be seen in Appendix 1.</p>
<b>Council and community / area forum briefings</b>	<p>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.</p>
<b>Stakeholder forum briefings</b>	<p>When invited, and where it is possible to do so, the project team will attend meetings of local community groups affected by the proposal.</p>
<b>Establishing stakeholder groups</b>	<p>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.</p>
<b>Consultation response</b>	<p>Written comments can be made either online at <a href="http://roads.highways.gov.uk/projects/a585-windy-harbour-to-skipool/">http://roads.highways.gov.uk/projects/a585-windy-harbour-to-skipool/</a> or in writing to the following</p>

Method	Detail
	address: Freepost A585 Windy Harbour to Skippool Improvement.
<b>Media</b>	The consultation will be advertised in one national newspaper and at least three locally circulating 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.
<b>Social Media</b>	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
<ul style="list-style-type: none"> <li>• Poulton Library</li> </ul>	Monday and Friday 09:00-17:00 Tuesday and Thursday 09:00-19:30 Wednesday 09:00-12:30 Saturday 09:00-13:00
<ul style="list-style-type: none"> <li>• Singleton Village Hall</li> </ul>	Opening times vary depending on events held at venue.
<ul style="list-style-type: none"> <li>• Wyre Civic Centre</li> </ul>	Monday to Friday 08:30-17:00
<ul style="list-style-type: none"> <li>• Blackpool Central Library</li> </ul>	Monday to Wednesday 09:30-17:00 Thursday 09:30-19:00 Friday 09:30-17:00 Saturday 09:30-16:00
<ul style="list-style-type: none"> <li>• Thornton Library</li> </ul>	Monday and Friday 09:00-17:00 Tuesday and Thursday 09:00-19:30 Saturday 09:00-13:00
<ul style="list-style-type: none"> <li>• Fleetwood Library</li> </ul>	Monday and Friday 09:00-17:00 Tuesday and Thursday 09:00-19:00 Wednesday 09:00-12:30 Saturday 09:00-16:00
<ul style="list-style-type: none"> <li>• The Koi Pool garden centre</li> </ul>	Monday to Saturday 09:00-17:30 Sunday 09:00-4:30



## 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 6<sup>th</sup> May 2018.

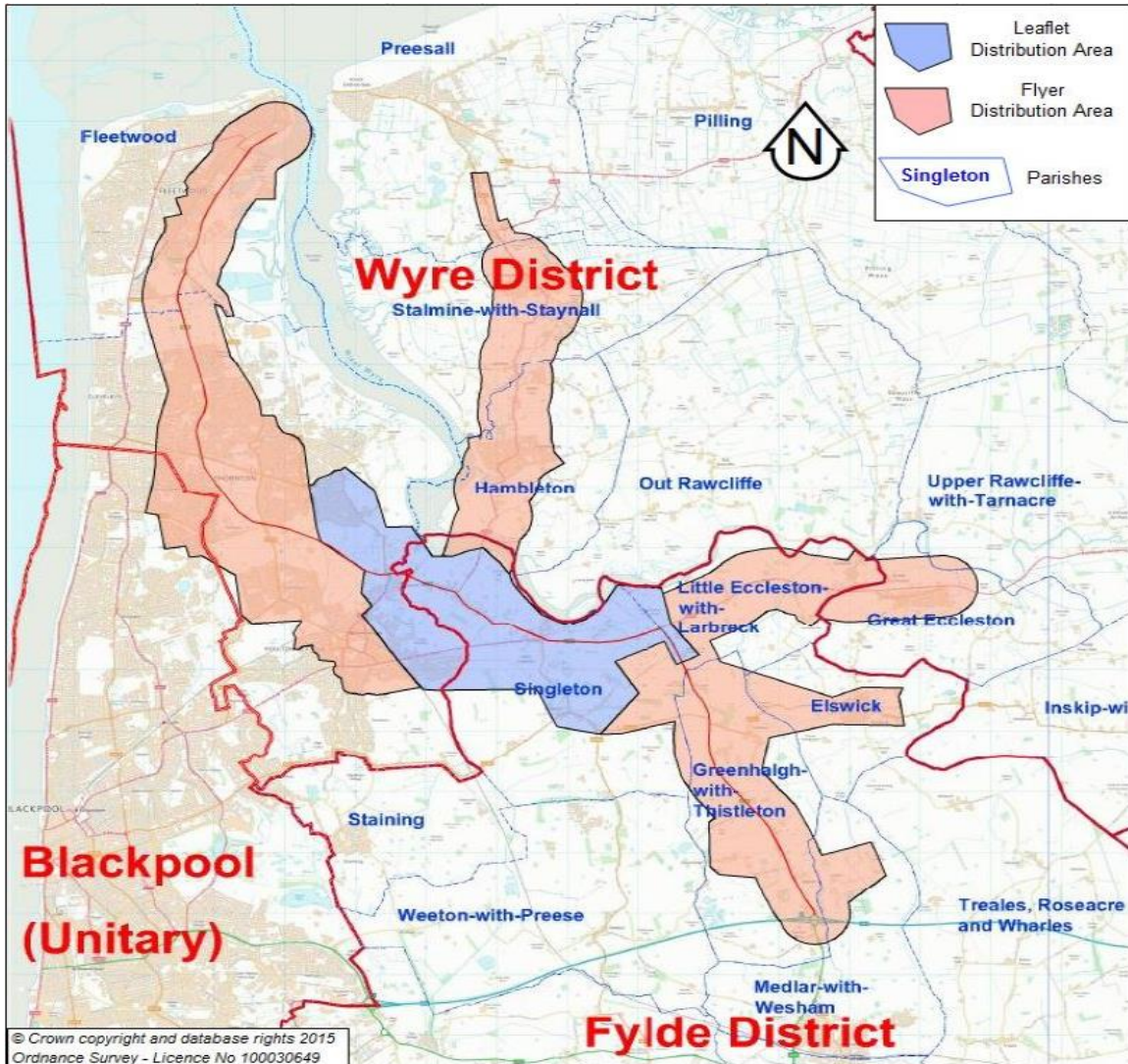
If you want to contact us or find out more about this scheme, you can:

- Visit the scheme webpage: <http://roads.highways.gov.uk/projects/a585-windy-harbour-to-skipool/>
- E-mail us: [A585WindyHarbourToSkipool@highwaysengland.co.uk](mailto:A585WindyHarbourToSkipool@highwaysengland.co.uk)
- Call us: 0300 470 2700
- Write to us: Freepost A585 Windy Harbour to Skippool Improvement.
- Visit the appropriate local authority webpage:
  - Fylde Borough Council <http://www.fylde.gov.uk/>
  - Wyre Council <http://www.wyre.gov.uk/>

Date: 17<sup>th</sup> January 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

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## Appendix D - Letter to Local Authorities for SoCC Consultation



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**Subject:**

FW: Highways England - Statement of Community Consultation – A585 Windy Harbour to Skippool

Dear Sir/Madam

As part of the statutory consultation undertaken by Highways England, we are issuing a draft Statement of Community Consultation (SoCC), for the A585 Windy Harbour to Skippool Improvement Scheme, to the local authorities.

If you could please respond to this email to provide us with any comments on the attached SoCC by 14<sup>th</sup> February 2018, it would be greatly appreciated.

In the meantime, please do not hesitate to contact me should you have any questions regarding the SoCC or the proposed statutory consultation.

Please can you also confirm receipt of this email for our records?

Kindest Regards,  
Cameron

**Cameron [REDACTED]**  
**Regional Investment Programme (RIP) North West.**

Web: <http://www.highways.gov.uk>

Kindest Regards,  
Cameron

**Cameron [REDACTED]**  
**Regional Investment Programme (RIP) North West.**

Mob: [REDACTED]  
Web: <http://www.highways.gov.uk>

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## **Appendix E - Response from Local Authorities on the Draft SoCC**

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[REDACTED]

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**From:** [REDACTED]  
**Sent:** 22 January 2018 16:22  
**To:** [REDACTED] Cameron  
**Subject:** RE: Highways England - Statement of Community Consultation – A585 Windy Harbour to Skippool

Cameron

I have had a look at the proposed consultation, which seems reasonable in duration and methods. The consultation will overlap the Easter holidays and associated school holidays so that will have some impacts in the resident availability to attend, but given the intended duration I assume that this will still allow people the chance to be involved.

I trust that these thoughts assist.

Regards

Andrew

**Andrew** [REDACTED]  
**Development Manager**  
**Fylde Borough Council**

DDI: [REDACTED]

Main: [REDACTED]

How are we doing? Have your say and fill in the residents survey here:

<http://www.fylde.gov.uk/council/performance/residentssurvey/>



Visit our website for all the latest information at your fingertips:  
<http://www.fylde.gov.uk>

Fylde Borough Council's email disclaimer can be found at:  
<http://www.fylde.gov.uk/disclaimer>

---

**From:** [REDACTED] Cameron [REDACTED]  
**Sent:** 17 January 2018 10:36  
**To:** P [REDACTED]  
**Subject:** Highways England - Statement of Community Consultation – A585 Windy Harbour to Skippool

Dear Sir/Madam

As part of the statutory consultation undertaken by Highways England, we are issuing a draft Statement of Community Consultation (SoCC), for the A585 Windy Harbour to Skippool Improvement Scheme, to the local authorities.

If you could please respond to this email to provide us with any comments on the attached SoCC by 14<sup>th</sup> February 2018, it would be greatly appreciated.

In the meantime, please do not hesitate to contact me should you have any questions regarding the SoCC or the proposed statutory consultation.

Please can you also confirm receipt of this email for our records?

Kindest Regards,  
Cameron

**Cameron [REDACTED]**  
**Regional Investment Programme (RIP) North West.**

[REDACTED]  
Web: <http://www.highways.gov.uk>

Kindest Regards,  
Cameron

**Cameron [REDACTED]**  
**Regional Investment Programme (RIP) North West.**

[REDACTED]  
Mob: [REDACTED]  
Web: <http://www.highways.gov.uk>

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[REDACTED]

---

**From:** [REDACTED] Dave [REDACTED]  
**Sent:** 22 February 2018 15:50  
**To:** A585 Windy Harbour to Skippool  
**Cc:** [REDACTED] Andrew  
**Subject:** RE: Highways England - Statement of Community Consultation – A585 Windy Harbour to Skippool

**Importance:** High

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Cameron

I assume all relevant County Councillors, including the Cabinet Members for Economic Development, Environment and Planning ([REDACTED] and Highways and Transport ([REDACTED]) will be invited to the VIP preview on 23<sup>rd</sup> March. How soon will invites be sent out?

Otherwise no specific comments.

Kind regards

Dave

Dave [REDACTED]  
Specialist Advisor – Transport Planning  
Planning and Environment  
Lancashire County Council

T: ([REDACTED])  
M: ([REDACTED])  
W: [www.lancashire.gov.uk](http://www.lancashire.gov.uk)

---

**From:** A585 Windy Harbour to Skippool [mailto:A585WindyHarbourToSkippool@highwaysengland.co.uk]  
**Sent:** 20 February 2018 13:33  
**To:** [REDACTED] Dave [REDACTED]  
**Cc:** A585 Windy Harbour to Skippool <A585WindyHarbourToSkippool@highwaysengland.co.uk>  
**Subject:** Highways England - Statement of Community Consultation – A585 Windy Harbour to Skippool

Hi Dave,

I've just tried to give you a call regarding the below emails. We are currently collating the comments received from the local authorities so that we can prepare and issue a final version of our Statement of Community Consultation.



Could you please provide us with any comments you may have as soon as possible so we can take them into consideration for our consultation.

Please do not hesitate to give me a call if you have any questions.

Kindest Regards,  
Cameron

**Cameron** [REDACTED]  
**Regional Investment Programme (RIP) North West.**

Mob: [REDACTED]  
Web: <http://www.highways.gov.uk> [REDACTED]

---

**From:** A585 Windy Harbour to Skippool  
**Sent:** 29 January 2018 14:40  
**To:** [REDACTED], Dave'; A585 Windy Harbour to Skippool  
**Subject:** RE: Highways England - Statement of Community Consultation – A585 Windy Harbour to Skippool

Good afternoon,

Apologies, please find attached the Statement of Community Consultation (SoCC) for the A585 Windy Harbour to Skippool scheme.

Kindest Regards,  
Cameron

**Cameron** [REDACTED]  
**Regional Investment Programme (RIP) North West.**

Web: <http://www.highways.gov.uk>

---

**From:** [REDACTED] Dave [REDACTED]  
**Sent:** 29 January 2018 13:42  
**To:** A585 Windy Harbour to Skippool  
**Subject:** FW: Highways England - Statement of Community Consultation – A585 Windy Harbour to Skippool

Cameron

Please could you forward me the draft SoCC as it was not attached to previous correspondence.

Kind regards

Dave [REDACTED]

Dave [REDACTED]  
Specialist Advisor – Transport Planning  
Planning and Environment  
Lancashire County Council

T: ( [REDACTED] )  
M: 07 [REDACTED]  
W: [www.lancashire.gov.uk](http://www.lancashire.gov.uk)

On 19/01/2018 16:30, A585 Windy Harbour to Skippool wrote: [A585WindyHarbourToSkippool@highwaysengland.co.uk](mailto:A585WindyHarbourToSkippool@highwaysengland.co.uk)

Dear Sir/Madam

As part of the statutory consultation undertaken by Highways England, we are issuing a draft Statement of Community Consultation (SoCC), for the A585 Windy Harbour to Skippool Improvement Scheme, to the local authorities. This document has already been issued to the Fylde Borough and Wyre Council. As Lancashire County Council is the local highways planning authority for the region, we will be issuing the SoCC for your consideration.

If you would like to receive the final version of the SoCC could please respond to this email to provide us with any comments on the attached by 16<sup>th</sup> February 2018, it would be greatly appreciated.

In the meantime, please do not hesitate to contact me should you have any questions regarding the SoCC or the proposed statutory consultation.

Please can you also confirm receipt of this email for our records?

Kindest Regards,  
Cameron

**Cameron [REDACTED]**  
**Regional Investment Programme (RIP) North West.**

Web: <http://www.highways.gov.uk>

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**From:** T [REDACTED] David [REDACTED]  
**Sent:** 08 February 2018 13:24  
**To:** A585 Windy Harbour to Skippool  
**Subject:** Highways England - Statement of Community Consultation - A585 Windy Harbour to Skippool

Cameron,

I refer to your email of 17 January with regard to the above. I have the following comments:

1. Page 4 – Public consultation exhibition: I do not consider that the fourth venue identified Fleetwood Cricket and Sports Bar (actually Fleetwood Cricket and Sports **Club**) is the most appropriate or accessible location for a consultation event. In this area I consider that the most appropriate location with good accessibility and parking is the Fleetwood Nautical Campus FY7 8JZ. Has this venue been considered?
2. Page 4 - Public consultation exhibition: Reference is made to the 'project team'. I consider the SoCC needs to have more information on who will be present and their role.
3. Page 5 – Public consultation brochure/flyer. Will these go to all households within the areas identified in Appendix 1? Will they be sent to business premises within the area or households only? Will these be sent out on a date to coincide with the commencement of the consultation period or before/after?
4. Page 5 – forum briefings and stakeholder groups: will attendance at such meetings be restricted to within the consultation period only or will HE attend forums scheduled to be after the end of the consultation period?

Appendix 1 – The distribution area for the flyer should capture the communities that rely on the A585(T) rather than just a narrow corridor along the route. Thus it should be extended to include whole of Fleetwood, Thornton and north Cleveleys and also Knott End/Preesall Hill and Preesall. The major scheme will have a greater impact on these communities in in Wyre than Elswick, Esprick and Greenhalgh in Fylde unless travelling into Wyre. In my view the flyer should be distributed to those communities affected by the operation of the A585(T) especially in circumstances where there isn't a realistic alternative. It is arguable whether the whole Poulton-le Fylde should be included and whether accessing the motorway network at Jct 4 is a realistic alternative.

Appendix 2 – Neighbouring Authorities should include Lancaster City Council especially as Preston City Council is included. The A588 links areas in south Lancaster to the A585(T).

Regards

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