

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

**TR010035**

## **8.2 Draft Statement of Common Ground with Lancashire County Council**

APFP Regulation 5(2)(q)

Planning Act 2008

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

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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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**STATEMENT OF COMMON GROUND WITH LANCASHIRE  
COUNTY COUNCIL**

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<b>Regulation Number:</b>	Regulation 5(2)(q)
<b>Planning Inspectorate Scheme Reference</b>	TR010035
<b>Application Document Reference</b>	TR010035/APP/8.2
<b>Author:</b>	A585 Windy Harbour to Skippool Improvement Scheme Project Team, Highways England

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Rev 0	May 2019	Deadline 2 Submission

## **STATEMENT OF COMMON GROUND**

**This Statement of Common Ground has been prepared and agreed by (1) Highways England Company Limited and (2) Lancashire County Council**

**Signed.....**

**Name (1)**

**Project Manager**

**On behalf of Highways England**

**Date:**

**Signed.....**

**Name (2)**

**Position (2)**

**On behalf of Lancashire County**

**Council**

**Date:**

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## **1 INTRODUCTION**

### **1.1 Purpose of this document**

- 1.1.1 This Statement of Common Ground (SoCG) has been prepared in respect of the proposed A585 Windy Harbour to Skippool Improvement Scheme (the Application) made by Highways England to the Secretary of State for Transport (Secretary of State) for a Development Consent Order (DCO) under Section 37 of the Planning Act 2008.
- 1.1.2 This SoCG does not seek to replicate information which is available elsewhere within the Application documents. All documents are available in the deposit locations and/or the Planning Inspectorate's website.
- 1.1.3 The SoCG has been produced to confirm to the Examining Authority where agreement has been reached between the parties to it, and where agreement has not (yet) been reached. SoCGs are an established means in the planning process of allowing all parties to identify and so focus on specific issues that may need to be addressed during the examination.

### **1.2 Parties to this Statement of Common Ground**

- 1.2.1 This SoCG has been prepared by (1) Highways England as the Applicant and (2) Lancashire County Council (LCC).
- 1.2.2 Highways England became the Government-owned Strategic Highways Company on 1 April 2015. It is the highway authority in England for the strategic road network and has the necessary powers and duties to operate, manage, maintain and enhance the network. Regulatory powers remain with the Secretary of State. The legislation establishing Highways England made provision for all legal rights and obligations of the Highways Agency, including in respect of the Application, to be conferred upon or assumed by Highways England.
- 1.2.3 LCC is the upper-tier local authority for the non-metropolitan county of Lancashire. The Council is responsible for education, transport, planning, fire and public safety, social care, libraries, waste management and trading standards. The topics of principal concern to the council in relation to the Scheme are Traffic, Landscape; Biodiversity; Cultural Heritage; Road Drainage and the Water Environment; Geology and Contaminated Land; Materials; and public rights of way.

### **1.3 Terminology**

- 1.3.1 In the tables in the Issues chapter of this SoCG, "Not Agreed" indicates a final position, and "Under discussion" where these points will be the subject of on-going discussion wherever possible to resolve, or refine, the extent of disagreement between the parties. "Agreed" indicates where the issue has been resolved.
- 1.3.2 It can be taken that any matters not specifically referred to in the Issues chapter of this SoCG are not of material interest or relevance to LCC, and therefore have not been the subject of any discussions between the parties. As such, those matters can be read as agreed, only to the extent that they are either not of material interest or relevance to LCC.

## 2 RECORD OF ENGAGEMENT

2.1.1 A summary of the meetings and correspondence that has taken place between Highways England and Lancashire County Council in relation to the Application is outlined in Table 2.1.

Table 2-1: Record of Engagement

Date	Form of correspondence	Key topics discussed and key outcomes
September 2015	Meeting	Local Authority Options Workshop – Options presented and commented on
January 2016	Meeting	Local Authority Options Workshop – Sub-Options were presented and commented upon
April 2016	Meeting	Stage 2 Value Management Workshop. Input into the assessment of the options. The outputs formed the options that were to be presented at the Non-Statutory Consultation.
January 2017	Meeting	Sifting Workshop was held to review the alternatives options that have been developed following the Non-Statutory Consultation held between 05 September and 17 October 2016. Then assess if any of the alternatives should form part of the final scheme alignment.
November 2017	Meeting	De-trunking of the existing A585 Mains lane and possible decommissioning of Garstang New Road discussed with LCC Highways and Transport. A potential issue of fly-tipping on decommissioned road was raised and solution of a form of gate proposed so field access and access for statutory undertakers can be maintained. LCC to provide feedback as to what street furniture would be transferred to them for maintenance provided they are handed over in a serviceable condition (i.e. lighting with relevant electricity test certificates). All information apart from pavement, drainage and lighting will be dealt with LCC Traffic Signal Team. It was noted that a drainage CCTV survey will be undertaken with defects contributing to the three flood hotspots along proposed de-trunking locations identified and categorized
January 2018	Meeting	Discussion held with LCC Highway and Transport, Lancashire Constabulary, Blackpool Transport Services and Stagecoach on Scheme's effect on bus routes.
February 2018	Meeting	Discussion on Scheme's signing strategy with LCC in agreement with proposals. Request made for LCC to review tourism signs, still awaiting reply.
March 2018	Meeting	Discussion on the Scheme drainage design and the



		culverting of land drainage ditches (ordinary watercourses). LCC as the Lead Local Flood Authority (LLFA) confirmed that in principle they have no issues with the proposed drainage works. They requested that draft Ordinary Watercourse Consents be submitted so that new culverts and extensions to existing culverts can be consented in principle prior to the detailed design stage.
April 2018	E-mail	Request submitted for records of unlicensed (private) water supply abstractions from surface or groundwater sources. Confirmation received (25 June 2018) that the Council has no records of any abstractions.
April 2018	E-mail	Requested information regarding Mineral Safeguarding Areas. Response received 20 April 2018
May 2018	E-mail	Draft culvert permanent works consent issued to LCC for comment. Still awaiting reply.
July 2018	Meeting	Discussion with LCC on the de-trunking and decommissioning measures for the scheme (i.e. limits of the de-trunked section, route lighting changes to speed limits and pedestrian routes). It was agreed discussions related to lighting should be included in SoCG and legal agreement. Highways England and LCC to work together to create a legal and funding agreement for the approach to de-trunking and should be submitted to LCC highways cabinet minister.
August 2018	E-mail	Request of confirmation that information on Mario is the definitive map in relation to right of ways. Received confirmation 16 August 2018 and further information provided September 2018.
September 2018	Meeting	Further discussion with LCC on the de-trunking and decommissioning measures for the scheme and review of comments made in July 2018 meeting.
October 2018	Meeting	Discussion on the Traffic Models with LCC.
October 2018	E-mail	Request of information on existing traffic regulation orders. Information received 05 December 2018.
January 2019	Meeting	Further discussion with LCC to discuss the Statement of Common Ground, particularly in relation to traffic, environment, road drainage, signing and de-trunking.
April 2019	Meeting	Discussion with LCC on the traffic modelling

2.1.2 It is agreed that this is an accurate record of the key meetings and consultation undertaken between (1) Highways England and (2) Lancashire County Council in relation to the issues addressed in this SoCG.

### 3 STATEMENTS OF COMMON GROUND

#### 3.1 Environmental Statement (ES)

Matters of Agreement	Highways England in Agreement	LCC in Agreement	Status
<b>LANDSCAPE</b>			
<b>Scope of the Assessment</b>			
<p>Paragraph 9.3.1 of ES Chapter 9: Landscape (document reference TR010035/APP/6.9) states that the assessment covers potential effects on landscape character and visual receptors during construction and operation in line with Interim Advice Note (IAN) 135/10. Based on this, no elements of the assessment have been scoped out.</p> <p><i>Lancashire County Council agrees with the scope of the assessment.</i></p>			UNDER DISCUSSION
<b>Methodology</b>			
<p>Section 9.3 of ES Chapter 9: Landscape (document reference TR010035/APP/6.9) summarises the desk study, survey and assessment methodologies which were carried out in accordance with the following standard methods and best practice guidance:</p> <ul style="list-style-type: none"> <li>• IAN 135/10: Landscape and Visual Effects Assessment (Highways England, 2010)</li> <li>• Guidelines for Landscape and Visual Impact Assessment, 3<sup>rd</sup> Edition</li> </ul>			UNDER DISCUSSION

Matters of Agreement	Highways England in Agreement	LCC in Agreement	Status
<ul style="list-style-type: none"> <li>• (Landscape Institute/ Institute of Environmental Management and Assessment, 2013)</li> <li>• GLVIA3 Statement of Clarification 1/13 (Landscape Institute, 2013)</li> <li>• An Approach to Landscape Character Assessment (Natural England, October 2014)</li> <li>• Landscape Institute Advice Note 01/11: Photography and Photomontage in Landscape and Visual Assessment (Landscape Institute, 2011)</li> </ul> <p><i>Lancashire County Council agrees with the methodology adopted for the desk study, surveys and assessment.</i></p>			
<b>Baseline</b>			
<p>Section 9.5 of ES Chapter 9: Landscape (document reference TR010035/APP/6.9) summarises the existing and future baseline information identified during the desk study and field surveys. The section clearly sets out the baseline covering designations, landscape character, landscape features and elements and the visual context.</p> <p><i>Lancashire County Council considers that the baseline presented is appropriate.</i></p>			UNDER DISCUSSION
<b>Mitigation Measures</b>			

Matters of Agreement	Highways England in Agreement	LCC in Agreement	Status
<p>Section 9.6 of ES Chapter 9: Landscape (document reference TR010035/APP/6.9) sets out the mitigation measures for the Scheme. Mitigation measures have been integrated into Scheme design and are detailed in the Environmental Masterplan (document reference TR010035/APP/6.19) and presented in Table 9-18 in paragraph 9.6.2.</p> <p><i>Lancashire County Council agrees with the mitigation measures proposed.</i></p>			UNDER DISCUSSION
<b>Residual Effects and Conclusions</b>			
<p>The Scheme's residual effects are outlined in Section 9.7 of ES Chapter 9: Landscape (document reference TR010035/APP/6.9). The construction phase of the Scheme is predicted to have significant effects on the following receptors:</p> <ul style="list-style-type: none"> <li>• Adverse effects on three Landscape Character Areas and one Townscape Character Area.</li> <li>• Adverse effects on visual amenity at 13 of the 21 representative viewpoints.</li> </ul> <p>During operation the following significant effects are predicted:</p> <ul style="list-style-type: none"> <li>• Adverse effects on two Landscape Character Areas.</li> <li>• Beneficial effects on two Townscape Character Areas.</li> <li>• Adverse effects on visual amenity at 6 of the 21</li> </ul>			UNDER DISCUSSION

Matters of Agreement	Highways England in Agreement	LCC in Agreement	Status
<p>representative viewpoints.</p> <p><i>Lancashire County Council agrees with the residual effects and conclusions.</i></p>			
<b>Monitoring</b>			
<p>Section 9.8 of ES Chapter 9: Landscape (document reference TR010035/APP/6.9) sets out the monitoring requirements for the Scheme, which is secured through the Record of Environmental Actions and Commitments (REAC) (document reference TR010035/APP/7.3).</p> <p>Monitoring will be undertaken at regular intervals during the establishment period of the mitigation measures within the first 5 years to ensure these are providing effective mitigation and are replaced where necessary.</p> <p><i>Lancashire County Council agrees with the monitoring proposed.</i></p>			UNDER DISCUSSION
<b>BIODIVERSITY</b>			
<b>Scope of the Assessment</b>			
<p>Section 8.3, paragraph 8.3.3 of ES Chapter 8: Biodiversity (document reference TR010035/APP/6.8) states that the assessment on biodiversity covers the following ecological receptors only:</p> <ul style="list-style-type: none"> <li>Designated sites (including wintering and passage birds)</li> </ul>			UNDER DISCUSSION

Matters of Agreement	Highways England in Agreement	LCC in Agreement	Status
<ul style="list-style-type: none"> <li>• Great Crested Newts</li> <li>• Breeding birds</li> <li>• Schedule 1 birds</li> <li>• Bats</li> <li>• Badgers</li> <li>• Otters</li> </ul> <p>The following ecological receptors were scoped out of further assessment – Section 8.3, paragraph 8.3.1:</p> <ul style="list-style-type: none"> <li>• River Wyre (watercourse)</li> <li>• Other (non-Section 41) habitats</li> <li>• Protected and notable plant species (including fungi)</li> <li>• Invasive flora</li> <li>• Aquatic invertebrates</li> <li>• Terrestrial invertebrates</li> <li>• Reptiles</li> <li>• Fish <i>spp</i></li> <li>• Other amphibian species (not including great crested newts)</li> </ul>			

Matters of Agreement	Highways England in Agreement	LCC in Agreement	Status
<ul style="list-style-type: none"> <li>• Hedgehog</li> <li>• Brown hare</li> <li>• Water voles</li> </ul> <p><i>Lancashire County Council agrees with the scope of the assessment.</i></p>			
<b>Methodology</b>			
<p>ES Chapter 8: Biodiversity (document reference TR010035/APP/6.8) paragraphs 8.3.4 to 8.3.7 (including Table 8-2) summarises the desk study and survey methodology. Detailed survey methodologies are presented in Technical Appendices 8.1 to 8.8. The assessment methodology (paragraphs 8.3.9 to 8.3.23) has been undertaken in accordance with the following best practice methods and guidance:</p> <ul style="list-style-type: none"> <li>• Design Manual for Roads and Bridges (DMRB) Volume 11, Section 3, Part 4 Ecology and Nature Conservation (Highways Agency, 1993).</li> <li>• IAN 130/10 Ecology and Nature Conservation: Criteria for Impact Assessment (Highways Agency, 2010).</li> <li>• Chartered Institute of Ecology and Environmental Management (CIEEM) Guidelines have also been considered.</li> </ul>			UNDER DISCUSSION

Matters of Agreement	Highways England in Agreement	LCC in Agreement	Status
<i>Lancashire County Council agrees with the methodologies adopted to undertake the desk study, surveys and assessment.</i>			
<b>Baseline</b>			
<p>Section 8.5 of ES Chapter 8: Biodiversity (document reference TR010035/APP/6.8) summarises the existing ecological baseline information identified during the desk study, consultations and field surveys. Full details of the field survey results are provided in Technical Appendices 8.1 to 8.8. The baseline reported in ES Chapter 8: Biodiversity and associated appendices clearly presents a summary of the existing and future ecological conditions.</p> <p><i>Lancashire County Council considers the baseline presented is appropriate.</i></p>			UNDER DISCUSSION
<b>Mitigation and Enhancement Measures</b>			
<p>Paragraphs 8.6.1 to 8.6.27 of ES Chapter 8: Biodiversity (document reference TR010035/APP/6.8) set out the construction and operational phase mitigation measures for the Scheme. Details of the mitigation will be secured through the REAC (document reference TR010035/APP/7.3), and European Protected Species Licenses (EPSLs) for bats and Great Crested Newts (refer to Table 3.3).</p>			UNDER DISCUSSION



Matters of Agreement	Highways England in Agreement	LCC in Agreement	Status
<p>Paragraphs 8.6.28 to 8.6.33 set out the enhancement measures which have been incorporated into the Scheme (as set out within the Enhancement Strategy appended to the Outline Construction Environmental Management Plan (CEMP) (document reference TR010035/APP/7.2). The measures implemented demonstrate that the Scheme will have an overall biodiversity net gain.</p> <p><i>Lancashire County Council agrees with the mitigation and enhancement measures proposed.</i></p>			
<b>Residual Effects and Conclusions</b>			
<p>The Scheme's residual effects outlined in Section 8.7 of ES Chapter 8: Biodiversity (document reference TR010035/APP/6.8) in relation to biodiversity have been predicted to be slightly negative, neutral or slightly positive, but not significant in terms of the EIA (Environmental Impact Assessment) Regulations.</p> <p><i>Lancashire County Council agrees with the residual effects and conclusions.</i></p>			UNDER DISCUSSION
<b>Monitoring</b>			
<p>Section 8.8 of ES Chapter 8: Biodiversity (document reference TR010035/APP/6.8) sets out the monitoring requirements for</p>			UNDER DISCUSSION

Matters of Agreement	Highways England in Agreement	LCC in Agreement	Status
<p>the Scheme, which is secured through the REAC (document reference TR010035/APP/7.3). Monitoring is not required to inform the accuracy of the assessment of effects; however, to ensure the successful implementation of mitigation measures, monitoring would be undertaken before, during and after the construction phase. The results of the monitoring would be reviewed to ensure that the mitigation measures for the Scheme continue to be appropriate and effective.</p> <p><i>Lancashire County Council agrees with monitoring proposed.</i></p>			
<b>CULTURAL HERITAGE</b>			
<b>Scope of the Assessment</b>			
<p>Section 7.3 of the ES Chapter 7: Cultural Heritage (document reference TR010035/APP/6.7) states that numerous heritage receptors have been scoped out of the assessment, as it has been deemed that they would experience no impact from the Scheme. The method by which receptors were scoped out is detailed in paragraphs 7.3.1 and 7.3.2.</p> <p><i>Lancashire County Council agrees with the scope of the assessment.</i></p>			UNDER DISCUSSION

Matters of Agreement	Highways England in Agreement	LCC in Agreement	Status
<b>Methodology</b>			
<p>Section 7.3 of the ES Chapter 7: Cultural Heritage (document reference TR010035/APP/6.7) sets out the approach to the cultural heritage assessment. The assessment was undertaken in accordance DMRB Volume 11, Section 3, Part 2 along with the Historic Environment Good Practice Advice in Planning Note 2.</p> <p><i>Lancashire County Council agrees with the assessment methodology.</i></p>			UNDER DISCUSSION
<b>Baseline</b>			
<p>Section 7.5 of ES Chapter 7: Cultural Heritage (document reference TR010035/APP/6.7) summarises the existing and future baseline information identified during the desk study, consultations and field surveys.</p> <p>There is a total of 54 heritage receptors within the draft order limits and the zone of influence. The majority of the receptors (39 no.) within the draft order limits date to the post-medieval period and are all of low value and historic / archaeological interest. The peat deposits of unknown date are of medium value and archaeological interest.</p> <p>The remaining 15 heritage receptors that are located within the zone of influence comprise four receptors of medium value which consist of a Grade II listed building, a Conservation Area</p>			UNDER DISCUSSION

Matters of Agreement	Highways England in Agreement	LCC in Agreement	Status
<p>and two railways. The remaining 11 heritage receptors within the zone of influence are all of low value and historic/archaeological interest.</p> <p><i>Lancashire County Council considers the baseline presented is appropriate.</i></p>			
<b>Mitigation Measures</b>			
<p>Section 7.6 of ES Chapter 7: Cultural Heritage (document reference TR010035/APP/6.7) set out the construction and operational phase mitigation measures for the Scheme. An Outline CEMP (document reference TR010035/APP/7.2) has been prepared together with a REAC (document reference TR010035/APP/7.3).</p> <p>A draft Written Scheme of Investigation together with a Mitigation Strategy would be produced in consultation with the local planning archaeological advisor to LCC, prior to the commencement of any archaeological works.</p> <p>The Mitigation Strategy will include a combination of screening, archaeological monitoring and excavation and historic building recording.</p> <p><i>Lancashire County Council agrees with the mitigation measures proposed.</i></p>			UNDER DISCUSSION

Matters of Agreement	Highways England in Agreement	LCC in Agreement	Status
<b>Residual Effects and Conclusions</b>			
<p>The Scheme's residual effects are outlined in Section 7.7 of ES Chapter 7: Cultural Heritage (document reference TR010035/APP/6.7) in relation to cultural heritage have been predicted to be moderate adverse on a Grade II listed building and archaeological remains located within the draft order limits and any potential remains associated with the Romano-British settlement receptors, north of Garstang Road. In terms of the EIA regulations, these adverse effects are considered to be significant. All other effects to heritage receptors are considered to be slight adverse or neutral.</p> <p>Lancashire County Council agrees with the residual effects and conclusions.</p>			UNDER DISCUSSION
<b>Monitoring</b>			
<p>Section 7.8 of ES Chapter 7: Cultural Heritage (document reference TR010035/APP/6.7) sets out the monitoring requirements for the Scheme.</p> <p>The archaeological watching brief, trial trenching and historic building recording would be monitored to ensure that it is being carried out to satisfy current professional guidance.</p> <p><i>Lancashire County Council agrees with the proposed monitoring strategy.</i></p>			UNDER DISCUSSION

Matters of Agreement	Highways England in Agreement	LCC in Agreement	Status
<b>ROAD DRAINAGE AND WATER ENVIRONMENT</b>			
<b>Scope of the Assessment</b>			
<p>Section 12.3 of ES Chapter 12: Road Drainage and Water Environment (document reference TR010035/APP/6.12) states that the potential for the Scheme to affect baseline groundwater quality and flow regimes, surface water quality, flooding and the land drainage regime has been scoped into the assessment. The effects have been assessed for both the construction and operation of the Scheme. No elements relevant to road drainage and the water environment have been scoped out of the assessment.</p> <p><i>LCC agrees with the scope of the assessment.</i></p>	Agreed		UNDER DISCUSSION
<b>Methodology</b>			
<p>Section 12.3 of ES Chapter 12: Road Drainage and Water Environment (document reference TR010035/APP/6.12) sets out the methodology for undertaking desk studies, surveys and the assessment. The methodology was undertaken in accordance with the following guidance and best practice:</p> <ul style="list-style-type: none"> <li>• DMRB Volume 11, Section 3, Part 10 (HD45/09)</li> <li>• The Planning Inspectorate's Advice Note 18 The Water Framework Directive (June 2017)</li> </ul> <p><i>LCC considers that the methodology is appropriate.</i></p>	Agreed		UNDER DISCUSSION

Matters of Agreement	Highways England in Agreement	LCC in Agreement	Status
<b>Baseline</b>			
<p>Section 12.5 of ES Chapter 12: Road Drainage and Water Environment (document reference TR010035/APP/6.12) summarises the existing and future baseline information identified during the desk studies and surveys. The baseline covers the following elements:</p> <ul style="list-style-type: none"> <li>• Water features</li> <li>• Soils, geology and aquifers</li> <li>• Surface and groundwater quality</li> <li>• Flood risk</li> <li>• Highway drainage</li> <li>• Abstractions and discharges</li> </ul> <p><i>LCC considers that the baseline presented is appropriate.</i></p>	Agreed		UNDER DISCUSSION
<b>Mitigation Measures</b>			
<p>Section 12.5 of ES Chapter 12: Road Drainage and Water Environment (document reference TR010035/APP/6.12) sets out the construction and operational phase mitigation measures for the Scheme. An Outline CEMP (document reference TR010035/APP/7.2) has been prepared together with a REAC (document reference TR010035/APP/7.3). Within these documents a set of best practice working is specified for</p>	Agreed		UNDER DISCUSSION

Matters of Agreement	Highways England in Agreement	LCC in Agreement	Status
<p>implementation where necessary through the construction phase of the Scheme.</p> <p><i>LCC agrees with the mitigation measures proposed.</i></p>			
<b>Residual Effects and Conclusions</b>			
<p>Section 12.9 of ES Chapter 12: Road Drainage and Water Environment (document reference TR010035/APP/6.12) summarises the following residual effects associated with the implementation of the Scheme:</p> <ul style="list-style-type: none"> <li>• Flood risk benefit for areas upstream of the A585 crossing of the river and a number of properties.</li> <li>• Moderate adverse effect on flood risk associated with an increase in tidal flows propagating upstream through the widened A585 bridge.</li> <li>• Flood level increase in the Horsebridge Dyke and a small increase in floodplain flood depths.</li> <li>• Drawdown effects local to the proposed cutting with a magnitude of change assessed as Minor to Moderate.</li> </ul> <p><i>LCC agrees with the residual effects and conclusions.</i></p>	Agreed		UNDER DISCUSSION
<b>Monitoring</b>			
Section 12.8 of ES Chapter 12: Road Drainage and Water Environment (document reference TR010035/APP/6.12) sets	Agreed		UNDER DISCUSSION



Matters of Agreement	Highways England in Agreement	LCC in Agreement	Status
<p>out the monitoring requirements for the Scheme, which is secured through the REAC (document reference TR010035/APP/7.3). Visual inspection by construction personnel for signs of pollution, including duration dewatering operations is proposed. It is also proposed that Environment Agency (EA) flood warnings for the tidal Wyre Estuary are monitored during both construction and operation of the Scheme.</p> <p>During operation of the Scheme key components of the drainage system, such as the proposed wetland ponds, would be subject to routine inspection and maintenance activities. These activities are detailed in the drainage strategy, which is appended to the Flood Risk Assessment (FRA) (document reference TR010035/APP/5.2).</p> <p><i>LCC agrees with the monitoring proposed.</i></p>			
<p>The highway drainage design has been developed in accordance with the Design Manual for Roads and Bridges (DMRB). The design provides culverts to maintain the existing land ditches and overland flow regime. Wetlands and oversized pipes have been proposed in the design to provide attenuation. The wetlands along with vortex separators will also provide water quality mitigation.</p> <p>The drainage design principles and departures are outlined in the Drainage Design Development Report (which is appended</p>			UNDER DISCUSSION

Matters of Agreement	Highways England in Agreement	LCC in Agreement	Status
<p>to the Flood Risk Assessment (FRA) document reference TR010035/APP/5.2) were agreed with LCC.</p> <p>All new drainage which would be handed back to them as part of the local roads and De-Trunking would use kerb and gullies.</p> <p>LCC requested that permanent works consent be issued for the culverts. Arcadis issued a draft culvert consent for review, but has received no reply.</p>			
<b>GEOLOGY AND CONTAMINATED LAND</b>			
<b>Scope of the Assessment</b>			
<p>Section 13.3 of ES Chapter 13: Geology and Contaminated Land (document reference TR010035/APP/6.13) states that the assessment covers impacts from contaminated land during the construction phase on hydrology, hydrogeology and construction workers.</p> <p>Impacts to geological features were scoped out as agreed in the Scoping Opinion. Operational impacts have also been scoped out as agreed in the Scoping Opinion.</p> <p>The study area comprises a 50m corridor either side of the Scheme extending to 1km for EA registered waste sites, ground water abstraction points and geological features. Reasoning for this study area is provided in paragraphs 13.4.2 to 13.4.5.</p>	Agreed		UNDER DISCUSSION

Matters of Agreement	Highways England in Agreement	LCC in Agreement	Status
<i>LCC agrees with the scope of the assessment.</i>			
<b>Methodology</b>			
<p>Section 13.3 of ES Chapter 13: Geology and Contaminated Land (document reference TR010035/APP/6.13) sets out the methodology for undertaking the desk study, surveys and the assessment in accordance with the following best practice / guidance which includes:</p> <ul style="list-style-type: none"> <li>• DMRB Volume 11 (Highways Agency) (2009)</li> <li>• Model Procedures for the Management of Land Contamination (CLR11) EA, 2004)</li> <li>• Environmental Protection Act 1990: Part 2A Contaminated Land Statutory Guidance (Defra, 2012)</li> <li>• Guiding Principles for Land Contamination (EA, 2010)</li> <li>• The Definition of Waste: Development Industry Code of Practice (CL:AIRE, 2011)</li> <li>• Code of Practice for the Sustainable Management of Soils on Construction Sites (Defra, 2009)</li> <li>• Assessing risks posed by hazardous ground gases to buildings (C665) (CIRIA, 2007)</li> <li>• Contaminated land risk assessment. A guide to good practice (C552) (CIRIA, 2001)</li> </ul>	Agreed		UNDER DISCUSSION

Matters of Agreement	Highways England in Agreement	LCC in Agreement	Status
<i>LCC considers that the methodology is appropriate.</i>			
<b>Baseline</b>			
<p>Section 13.5 of ES Chapter 13: Geology and Contaminated Land (document reference TR010035/APP/6.13) presents the existing and future baseline information identified during the desk study and field surveys. The elements covered include:</p> <ul style="list-style-type: none"> <li>• Geology and Geodiversity</li> <li>• Mining</li> <li>• Mineral Safeguarding Areas and Mineral Deposits</li> <li>• Hydrogeology and Hydrology</li> <li>• Pollution Incidents</li> <li>• Historical development</li> <li>• Landfill sites/waste management sites</li> <li>• Unexploded ordnance</li> <li>• Contaminated land</li> </ul> <p>Paragraph 13.9.5 summarises the baseline conditions stating that the Scheme is in a rural setting with light industry (garden nurseries, poultry houses and timber yard) being identified along the existing road. These are some distance from the proposed new alignment and therefore the contamination is</p>	Agreed		UNDER DISCUSSION

Matters of Agreement	Highways England in Agreement	LCC in Agreement	Status
<p>not considered to be significant.</p> <p><i>LCC considers that the baseline presented is comprehensive and appropriate to base the assessment on.</i></p>			
<b>Mitigation Measures</b>			
<p>Section 13.5 of ES Chapter 13: Geology and Contaminated Land (document reference TR010035/APP/6.13) sets out the construction phase mitigation measures for the Scheme. An Outline CEMP (document reference TR010035/APP/7.2) has been prepared together with a REAC (document reference TR010035/APP/7.3). Within these documents a set of best practice working is specified for implementation where necessary through the construction phase of the Scheme. It includes measures such as:</p> <ul style="list-style-type: none"> <li>• Removal of contaminated materials</li> <li>• Remediation by appropriate in-situ or ex-situ techniques</li> <li>• Controlled storage of chemicals, waste oils and fuels</li> </ul> <p><i>LCC agrees with the mitigation measures proposed.</i></p>	Agreed		UNDER DISCUSSION
<b>Residual Effects and Conclusions</b>			
<p>Section 13.9 of ES Chapter 13: Geology and Contaminated Land Environment (document reference TR010035/APP/6.13) summarises the following residual effects associated</p>	Agreed		UNDER DISCUSSION

Matters of Agreement	Highways England in Agreement	LCC in Agreement	Status
<p>contaminated land and the Scheme:</p> <ul style="list-style-type: none"> <li>Slight adverse on construction workers and residents as a result of contaminated land</li> <li>Slight adverse on groundwater within the Source Protection Zone (SPZ) and neutral on groundwater outside the SPZ</li> <li>Neutral on surface water</li> </ul> <p>These effects are likely to be short-term when significant earthwork movements are taking place.</p> <p><i>LCC agrees with the residual effects and conclusions.</i></p>			
<b>Monitoring</b>			
<p>No monitoring with regards to geology and contaminated land is required.</p> <p><i>LCC agrees that no monitoring is required for Geology and Contaminated Land.</i></p>	Agreed		UNDER DISCUSSION
<b>MATERIALS</b>			
<b>Scope of the Assessment</b>			
<p>Section 14.3 of ES Chapter 14: Materials (document reference TR010035/APP/6.14) states that the assessment considers impacts during construction on:</p> <ul style="list-style-type: none"> <li>Material resources (the use of primary, secondary, recycled</li> </ul>	Agreed		UNDER DISCUSSION

Matters of Agreement	Highways England in Agreement	LCC in Agreement	Status
<p>and manufactured materials)</p> <ul style="list-style-type: none"> <li>Waste (arising from existing site materials and demolition activities and materials brought on site but not used for the original purpose)</li> </ul> <p>During operation, it is anticipated that only minor quantities of resources would be used, and minor quantities of waste produced. Therefore, operational impacts have been scoped out of the assessment in accordance with the Scoping Opinion received from the Planning Inspectorate (document reference TR010035/APP/6.5.1).</p> <p><i>LCC agrees with the scope of the assessment.</i></p>			
<b>Methodology</b>			
<p>Section 14.3 of ES Chapter 14: Materials (document reference TR010035/APP/6.14) sets out the methodology for undertaking desk studies and the assessment in accordance with IAN 153/11.</p> <p><i>LCC considers that the methodology is appropriate.</i></p>	Agreed		UNDER DISCUSSION
<b>Baseline</b>			
<p>Section 14.5 of ES Chapter 14: Materials (document reference TR010035/APP/6.14) summarises the existing and future baseline information identified during the desk study and</p>	Agreed		UNDER DISCUSSION

Matters of Agreement	Highways England in Agreement	LCC in Agreement	Status
<p>engagement with local authorities.</p> <p>The materials required for construction of the Scheme would include metals, aggregate, pavement, concrete and soils. A non-exhaustive list of key material resources likely to be used in the Scheme is presented in Table 4 - 4 in Section 14.5.</p> <p>The Scheme would result in the production of waste arising from a number of activities, including damage to materials and goods, off-cuts, excavation of soils, packaging and demolition activities.</p> <p><i>LCC considers that the baseline presented is appropriate.</i></p>			
<b>Mitigation Measures</b>			
<p>Section 14.6 of ES Chapter 14: Materials (document reference TR010035/APP/6.14) sets out the construction and mitigation measures for the Scheme. An Outline CEMP (document reference TR010035/APP/7.2) has been prepared together with a REAC (document reference TR010035/APP/7.3). Within these documents a set of best practice working are specified for implementation where necessary through the construction phase of the Scheme. Proposed mitigation measures include:</p> <ul style="list-style-type: none"> <li>• Sourcing fill material on-site</li> <li>• Sourcing construction materials locally</li> </ul>	Agreed		UNDER DISCUSSION



Matters of Agreement	Highways England in Agreement	LCC in Agreement	Status
<ul style="list-style-type: none"> <li>Recycled content in construction materials</li> <li>Recycling of waste materials</li> </ul> <p><i>LCC agrees with the mitigation measures proposed.</i></p>			
<b>Residual Effects and Conclusions</b>			
<p>Section 14.9 of ES Chapter 14: Materials (document reference TR010035/APP/6.14) concludes that there would be No Significant effects from the use of material resources and No Significant effects from the arisings and management of waste as a result of the construction of the Scheme.</p> <p><i>LCC agrees with the residual effects and conclusions.</i></p>	Agreed		UNDER DISCUSSION
<b>Monitoring</b>			
<p>Section 14.8 of ES Chapter 14: Materials (document reference TR010035/APP/6.14) sets out the monitoring requirements for the Scheme, which is secured through the REAC (document reference TR010035/APP/7.3).</p> <p>Monitoring measures have been included within the Outline SWMP (Site Waste Management Plan) contained in Appendix L of the CEMP (document reference TR010036/APP/6.7). The SWMP would also be used to measure and monitor the types</p>	Agreed		UNDER DISCUSSION

Matters of Agreement	Highways England in Agreement	LCC in Agreement	Status
<p>and quantities of waste sent off-site, to ensure that the waste hierarchy is being implemented wherever possible.</p> <p><i>LCC agrees with the proposed monitoring.</i></p>			
<b>PUBLIC RIGHTS OF WAY</b>			
<b>Scope of the Assessment</b>			
<p>Paragraph 10.3.1 and 10.3.2 in Section 10.3 of ES Chapter 10 People and Communities (document reference TR010035/APP/6.10) sets out the scope of the assessment. Public Rights of Way (PRoW) were scoped into the assessment which covers both during construction and operation.</p> <p><i>LCC agrees with the scope of the assessment.</i></p>	Agreed		UNDER DISCUSSION
<b>Methodology</b>			
<p>Section 10.4 of ES Chapter 10: People and Communities (document reference TR010035/APP/6.10) sets out the methodology for undertaking the desk study, surveys and the assessment.</p> <p>The methodology was undertaken in accordance with DMRB Volume 11, Section 3, Part 8 'Pedestrians, Cyclists and Equestrians and Community Effects'.</p>	Agreed		UNDER DISCUSSION

Matters of Agreement	Highways England in Agreement	LCC in Agreement	Status
<i>LCC considers that the methodology is appropriate.</i>			
<b>Baseline</b>			
<p>Section 10.5 of ES Chapter 10: People and Communities (document reference TR010035/APP/6.10) summarises the existing and future baseline information identified during the desk study and field surveys. PRow potentially affected by the Scheme were identified, mapped and surveyed for usage. The following PRow with the potential to be affected by the scheme were identified:</p> <ul style="list-style-type: none"> <li>• Footpath 1 (Poulton)</li> <li>• Footpath 2 (Singleton)</li> <li>• Footpath 6 (Singleton)</li> <li>• Footpath 8 (Singleton)</li> <li>• Footpath 2 (Poulton)</li> <li>• Footpath 3 (Poulton)</li> <li>• The Wyre Way</li> </ul> <p>Of these PRow, only Footpath 2 (Singleton) crosses the Scheme but Footpath 8 (Singleton) is diverted locally on the west side of Main Dyke at Skippool Bridge where it connects to A585 Breck Road.</p>	Agreed		UNDER DISCUSSION

Matters of Agreement	Highways England in Agreement	LCC in Agreement	Status
<i>LCC considers that the baseline presented is appropriate.</i>			
<b>Mitigation Measures</b>			
<p>Section 10.6 of ES Chapter 10: People and Communities (document reference TR010035/APP/6.10) sets out the construction and operational phase mitigation measures for the Scheme. An Outline CEMP (document reference TR010035/APP/7.2) has been prepared together with a REAC (document reference TR010035/APP/7.3). Mitigation measures proposed relating to PRow include:</p> <ul style="list-style-type: none"> <li>• Siting of compound buildings and material storage areas away from PRow</li> <li>• Installing a new footbridge (Grange Footbridge) to improve safety for Non-Motorised Users crossing the proposed bypass</li> <li>• Landscaping including tree, shrub and hedgerow planting to reduce visibility of the Scheme and bunding to reduce noise</li> <li>• Liaise directly with PRow officers from local authorities in order to keep them fully appraised</li> </ul> <p><i>LCC agrees with the mitigation measures proposed.</i></p>	Agreed		UNDER DISCUSSION
<b>Residual Effects and Conclusions</b>			
Paragraphs 10.8.11 to 10.8.16 in Section 10.9 of ES Chapter	Agreed		UNDER

Matters of Agreement	Highways England in Agreement	LCC in Agreement	Status
<p>10: People and Communities (document reference TR010035/APP/6.10) summarises the residual effects on PRoW. Table 10-16 in paragraph 10.8.12 details the construction effects on each PRoW. During construction severance impacts on local footpaths have been assessed as slight, which is not significant in terms of EIA.</p> <p>During operation improvements to a PRoW would greatly improve connectivity with other routes and improve the standard of the path. The effect is deemed to be moderate beneficial, resulting in an overall significant effect in terms of EIA.</p> <p><i>LCC agrees with the residual effects and conclusions.</i></p>			DISCUSSION
<b>Monitoring</b>			
<p>No monitoring with regards to footpaths is required.</p> <p><i>LCC agrees that no monitoring is required for footpaths.</i></p>	Agreed		UNDER DISCUSSION
<b>TRAFFIC</b>			
<p>Lancashire County Council is satisfied that the applicant has accurately identified the Development Plans and Transport Plans currently in place for each of the local authorities against which the proposed development falls to be assessed. Note that the planning status and quantum of future developments were provided by Fylde Borough Council and Blackpool Council in November 2017. However, Wyre Council was</p>	Agreed		UNDER DISCUSSION

Matters of Agreement	Highways England in Agreement	LCC in Agreement	Status
unable to provide the planning status and quantum of future developments within the Wyre Council area and suggested that the Applicant prepare this information based on the Wyre Local Plan. Assumptions were therefore made by the Applicant regarding the level of certainty, timing, quantum, land-use and trip rates of the developments included in the Stage 3 A585 Uncertainty Log in the Wyre Council Local Authority area.			
Lancashire County Council is satisfied that the traffic forecasts and economic case for the proposed development have been adequately tested through the local transport model, and that the requirements of paragraphs 4.5 and 4.6 of National Policy Statement for National Networks (NPSNN) have been met.	Agreed		UNDER DISCUSSION
Lancashire County Council find the Applicant's traffic modelling acceptable as set out in the Transport Assessment (document reference TR010035/APP/7.4)	Agreed		UNDER DISCUSSION
Lancashire County Council is satisfied that the proposed development is compatible with regional and local strategies to increase uptake and mode share for public transport, walking and cycling.	Agreed		UNDER DISCUSSION
<b>SIGNING STRATEGY</b>			
The Scheme signing strategy currently replicates existing Tourism signs and route confirmatory signs have not been provided in addition to the Advance Directional Signs due to short distance between junctions. As part of the signing strategy for the A585 the ahead and side road destinations for	Agreed		UNDER DISCUSSION

Matters of Agreement	Highways England in Agreement	LCC in Agreement	Status
the direction signs have been broken down into their 'Primary' and "Local" destinations as required  <i>LCC agrees with the proposes signing strategy</i>			
There are currently 4 diversion routes within the Scheme limits, split at Little Singleton junction. Proposal is to replicate the split at Poulton junction.  <i>LCC agrees with the proposed diversions</i>	Agreed		UNDER DISCUSSION
<b>RE-CLASSIFIED ROADS</b>			
Classification of Roads Plans (Document reference TR010035/APP/2.7) sets out which roads are to be re-classified as part of the Scheme, these are a mixture of roads to be de-trunked and local roads currently owned by LCC.  <i>LCC agrees with the classification of roads</i>	Agreed		UNDER DISCUSSION
<b>DE-TRUNKING MEASURES</b>			
The maintenance responsibility of the following roads would be transferred from Highways England to Lancashire County Council as part of the Scheme and the De-Trunking process: <ul style="list-style-type: none"> <li>• Mains Lane from its junction with Skippool Bridge Junction to Little Singleton Junction including changes to Shard Road Junction and Little Singleton Junction</li> <li>• Old Mains Lane link road</li> <li>• Garstang New Road east of Little Singleton Junction</li> </ul> As shown within ES Chapter 2 (document reference	Agreed		UNDER DISCUSSION

Matters of Agreement	Highways England in Agreement	LCC in Agreement	Status
<p>TR010035/APP/6.2) and the Traffic Regulation Measures and De-Trunking Plans (document reference TR010035/APP/2.8). The limits of De-Trunking would be defined by the stop lines at the junctions.</p> <p>The maintenance responsibility for the following roads would remain with Lancashire County Council:</p> <ul style="list-style-type: none"> <li>• B5412 Skippool Road north of Skippool Junction, A588 Breck Road and the service road south of Skippool Junction</li> <li>• A586 Garstang Road East both east and west of the proposed Poulton Junction</li> <li>• B5260 Lodge Lane</li> <li>• A586 Garstang Road east of Windy Harbour Junction</li> <li>• Windy Harbour Road north of Windy Harbour Junction</li> <li>• Pool Foot Lane east of Little Singleton Junction</li> </ul> <p>Prior to the De-Trunking, an asset condition survey shall be carried out and agreement made between Highways England and Lancashire County Council, which will identify any corrections to defects, if any. This would consist of but not be limited to;</p> <ul style="list-style-type: none"> <li>• Pavement</li> <li>• Drainage</li> <li>• Lighting Columns and cabling</li> <li>• Trees</li> </ul>			



Matters of Agreement	Highways England in Agreement	LCC in Agreement	Status
<p>All lighting columns along the section of De-Trunking will be handed over as LED lights and be operational from a central management system.</p> <p><i>LCC agrees with the De-Trunking measures</i></p>			
<b>RESPONSIBILITY OF STRUCTURES</b>			
<p>There are 4 new bridge structures as part of the Scheme;</p> <ul style="list-style-type: none"> <li>• Skippool Clough Culvert</li> <li>• Skippool Bridge</li> <li>• Lodge Lane Bridge</li> <li>• Grange Footbridge</li> </ul> <p>Lodge Lane Bridge structure up to and including the deck waterproofing and the bridge parapets will be owned and maintained by Highways England. It will be Lancashire County Council's responsibility for any maintenance of the surfacing on the deck above the waterproofing layer.</p> <p>The entirety of the Grange Footbridge structure will be handed over to Lancashire County Council's ownership post Scheme completion and as part of the De-Trunking process.</p> <p>The maintenance of the two other structures will be Highways England's responsibility.</p>	Agreed		UNDER DISCUSSION

Matters of Agreement	Highways England in Agreement	LCC in Agreement	Status
<i>LCC agrees with the ownership and maintenance of the structures</i>			

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