

From: [REDACTED]
To: [A585 Windy Harbour to Skippool](#)
Subject: A585 Windy Harbour to Skippool Improvement Scheme - (TR010035)
Date: 17 May 2019 23:14:17
Attachments: [Head of Planning Services Letter.pdf](#)
[Windy Harbour Junction.pdf](#)
[River Wyre Flooding.pdf](#)
[Flood Barriers.pdf](#)

Our Reference : 20021754

FLEETWOOD RENEWABLE ENERGY ENTERPRISE 2007

A585 Windy Harbour to Skippool Improvement Scheme

Dear Sir

We are concerned that the above Scheme will not improve communication to Fleetwood which have become progressively worse following the Fleetwood and Thornton Area Action Plan. It seems to us that greater use can be made of the River Wyre which is an asset of huge benefit for the area and the reason for the Town being built. It could now be used to reduce traffic congestion over a wide area and managed to prevent flooding whilst producing renewable energy. We trust that in preparing your report for road improvements you will take all these benefits into consideration.

Introduction

The Borough of Fleetwood was a town of high employment when it was amalgamated with a number of nearby Urban District Councils to form Wyre Borough. The Town had been an area of high employment until the collapse of the UK fishing industry and the closure of the ICI chemical plants. The loss of employment in the Town resulted in an increase in commuters.

Originally the Town had been well planned with residential and industrial areas and the Local Authority sought to reverse the decline with a series of Master and Action Plans starting in 2007.

These schemes concentrated on building large scale housing developments on brownfield sites including one on reclaimed industrial land between the River Wyre and the Dock.

Congestion on the A585 was already a concern and additional residents would create more commuters.

The attached letter from Wyre Planning Services refers to the Fleetwood and Thornton Area Action Plan acknowledging the limited road capacity for vehicles from 1300 additional homes and the potential flood risk issues.

Limited Road capacity

Congestion on the A585's narrow two lane roads to Fleetwood made potential employers wary of expanding in Fleetwood and poor road access later contributed to the closure of the Ferry Service to Ireland.

To deal with additional traffic from the proposed housing developments individual junctions were assessed for improvements on the A585 and the cost was to be apportioned to proposed housing developments. Drawings were prepared for improving 12 junctions but only 3 of the junctions were significantly modified.

The junctions that were modified were not those that created the greatest congestion. The

modification to the Windy Harbour Junction has not significantly improved traffic flow. Reducing two lanes to one over a short distance on Fleetwood Road tends to create conflict and is a hazard for drivers.

The Planning Inspector was perceptive in questioning the soundness of the Area Action Plan with regard to traffic implications. In the event the proposed improvements, albeit of questionable value, were not undertaken and congestion has increased.

The present gridlock from Skippool to Norcross is caused by the cumulative effect of stoppages at Shard Road. The resulting tailback is greater than that from Windy Harbour to Little Singleton which is the basis for spending £150 million pounds on the bypass.

Beyond Skippool the bypass will simply move traffic queues gathering from Shard Road to Skippool. Here the stoppage time will be greater and Skippool being 1000 metres nearer to Norcross, congestion will extend to at least Victoria Road.

On the basis of an analysis of traffic movements on the A585 there are no grounds to assume that traffic lights at Skippool and Norcross will reduce congestion. There are no details of the traffic light arrangement at the Skippool "U" turn which could cause considerable delays.

Queues from Victoria Road to Skippool Bridge will be double the length of those from Windy Harbour to Skippool. This will increase gridlock to and from the coast and inhibit economic growth.

Flooding from the River Wyre

In view of the flood risk there was an argument that this aspect of the Fleetwood and Thornton Area Action Plan should been reviewed. Wyre Council reported that flooding from the River Wyre relating to the Dock development was low risk in relation to a 1 in 200 year flood. The attached Sketch No FR 2100 based on expert opinion shows that this is not the case.

Before the housing development took place on the dock sand was pumped from the River Wyre to raise the ground. It was not raised sufficiently to prevent overtopping from a 1 in 200 years storm or one similar to the 1927 flood.

Wyre Council were warned by a senior member of staff at the Environment Agency of this risk who also warned that the Agency would have no responsibility for any loss of land and property.

This risk could be eliminated with a flood barrier at the mouth of the river as they have at Ipswich to prevent similar flooding. It is not clear why such a scheme has been opposed for 12 years by Wyre Council.

The bypass will not meet the criteria of reducing grid-lock and increase economic growth which is the stated aim of the Fylde Coast Highways and Transport Masterplan

With a flood barrier in place a road to the M6 across Pilling Sands could be built for a small fraction of the value of land and property at risk from flooding. This route would take pressure off the A585 and make Wyre Council into a more inclusive unit.

Mr E. Greenwood



Garry Payne, BA (Hons), MRTPI
Head of Planning Services

23 August 2007

Please ask for: Philippa Clarke
Extension No: 7473
Our ref:
Your ref:

Dear, Mr Greenwood

Re: Fleetwood/Thornton Area Plan

I have been asked by Mr Jim Corry to reply to you regarding this matter.

Following a public consultation exercise, in October 2006, on Issues and Options for the Fleetwood – Thornton Area Action Plan, a Preferred Options report was produced.

Broadly speaking this encourages further growth and seeks to maximise the development opportunities associated with the Area to their full potential. Focusing a large proportion of the Borough's housing requirement within the Area would result in reduced pressure for further release of greenfield sites elsewhere in the Borough.

The concentration of large-scale development within the Area would also maximise the opportunities to secure developer contributions of the amount needed to provide new community facilities and improve the road system.

It is acknowledged that the limited capacity of the road system needs to be significantly improved before any large-scale development takes place.

The Preferred Option has been arrived at by the public consultation exercise on the Issues and Options and also as a result of a transport study, the Strategic Flood Risk Assessment and consultation with the PCT and LCC Education.

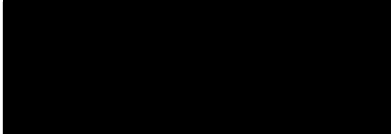
The Preferred Option went out to public consultation for a period of six weeks from 29th June to 10th August. Two special Area Forum meetings were arranged and there was consultation with the Fleetwood Youth Group. The documents and plans were displayed at Fleetwood and Thornton Libraries and the Civic Centre during this period.

Do you have a compliment, complaint or suggestion about any of our services? Please contact our Corporate Feedback Co-ordinator on 01253 887338

If you have access to the Internet you can view the document and the appendices from the Planning webpage or if you contact me I can arrange for you to view the document at the Civic Centre.

I trust this information is of assistance and if you require any further details, please do not hesitate to contact me on the above number.

Yours sincerely,



Philippa Clarke BA (Hons) MRTPI

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WATER LEVEL ON A 10 METRE TIDE IS LESS THAN A METRE BELOW THE STONE QUAY

The Proudman Oceanographic Laboratory's Model shows that along this coast there could be a tidal surge of 2.5 metres. When this take place at the same time the Highest Spring Tide it will raise the water level to 13.3 metres above Chart Datum as indicated by these lines.

Both sides of the river will be seriously flooded during a 1 in 200 years storm. This could happen this year and again next year. The flood could extend from Fleetwood to beyond Poulton and from Knott End to Pilling

With a flood barrier in place the tide would still ebb and flow but with the option of preventing flooding during a storm surge

A flood barrier from Fleetwood across the estuary and a raised beach to beyond Pilling could be built for only a small portion of the value of the land and property at risk from flooding

During the investigation into the housing development on the Dock, Wyre Council advised the Planning Inspector that the flood risk from the River Wyre was not a concern

Flood Barriers, Power Plant, Ferry Terminal and Coastal Improvements

