

A585 Windy Harbour to Skippool Improvement Scheme

TR010035

8.2 Draft Statement of Common Ground with Lancashire County Council

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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[]

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

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Author:	A585 Windy Harbour to Skippool Improvement Scheme Project Team, Highways England

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Rev 0	May 2019	Deadline 2 Submission
Rev 1	September 2019	Deadline 8 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) JON STOKES
Project Manager
On behalf of Highways England
Date: 3 October 2019

Signed


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On behalf of Lancashire County Council
Date: 1 October 2019

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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.
- 1.1.4 This signed statement of common ground is subject to the DCO being made.

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.
May 2019	Meeting	Discussion with LCC on the traffic modelling.
June 2019	Meeting	Discussion with LCC on dDCO, SoCG and traffic modelling.
June	Meeting	Discussion with LCC on de-trunking legal agreement

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)

Ref	Matters of Agreement	Highways England in Agreement	LCC in Agreement	Status
1.0	LANDSCAPE			
1.1	Scope of the Assessment			
	<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>	Agreed	Agreed	AGREED
1.2	Methodology			
	<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"> • IAN 135/10: Landscape and Visual Effects Assessment (Highways England, 2010) • Guidelines for Landscape and Visual Impact 	Agreed	Agreed	AGREED

Ref	Matters of Agreement	Highways England in Agreement	LCC in Agreement	Status
	<p>Assessment, 3rd Edition</p> <ul style="list-style-type: none"> • (Landscape Institute/ Institute of Environmental Management and Assessment, 2013) • GLVIA3 Statement of Clarification 1/13 (Landscape Institute, 2013) • An Approach to Landscape Character Assessment (Natural England, October 2014) • Landscape Institute Advice Note 01/11: Photography and Photomontage in Landscape and Visual Assessment (Landscape Institute, 2011) <p><i>Lancashire County Council agrees with the methodology adopted for the desk study, surveys and assessment.</i></p>			
1.3	Baseline			
	<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>	Agreed	Agreed	AGREED

Ref	Matters of Agreement	Highways England in Agreement	LCC in Agreement	Status
1.4	Mitigation Measures			
	<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 – Rev 1) 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>	Agreed	Agreed	AGREED
1.5	Residual Effects and Conclusions			
	<p>The Scheme's residual effects are outlined in Section 9.7 of ES Chapter 9: Landscape (document reference TR010035/APP/6.9) and the Environmental Statement Changes and Corrections Document (document reference TR010035/APP/7.11). The construction phase of the Scheme is predicted to have significant effects on the following receptors:</p> <ul style="list-style-type: none"> • Adverse effects on three Landscape Character Areas and one Townscape Character Area. • Adverse effects on visual amenity at 14 of the 21 representative viewpoints. 	Agreed	Agreed	AGREED

Ref	Matters of Agreement	Highways England in Agreement	LCC in Agreement	Status
	<p>During operation the following significant effects are predicted:</p> <ul style="list-style-type: none"> • Adverse effects on two Landscape Character Areas. • Beneficial effects on two Townscape Character Areas. • Adverse effects on visual amenity at 6 of the 21 representative viewpoints. <p><i>Lancashire County Council agrees with the residual effects and conclusions.</i></p>			
1.6	Monitoring			
	<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 – Rev 1).</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>	Agreed	Agreed	AGREED

Ref	Matters of Agreement	Highways England in Agreement	LCC in Agreement	Status
2.0	BIODIVERSITY			
2.1	Scope of the Assessment			
	<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"> • Designated sites (including wintering and passage birds) • Great Crested Newts • Breeding birds • Schedule 1 birds • Bats • Badgers • Otters <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"> • River Wyre (watercourse) • Other (non-Section 41) habitats • Protected and notable plant species (including fungi) • Invasive flora 	Agreed	Agreed	AGREED

Ref	Matters of Agreement	Highways England in Agreement	LCC in Agreement	Status
	<ul style="list-style-type: none"> • Aquatic invertebrates • Terrestrial invertebrates • Reptiles • Fish <i>spp</i> • Other amphibian species (not including great crested newts) • Hedgehog • Brown hare • Water voles <p><i>Lancashire County Council agrees with the scope of the assessment.</i></p>			
2.2	Methodology			
	<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>	Agreed	Agreed	AGREED

Ref	Matters of Agreement	Highways England in Agreement	LCC in Agreement	Status
	<ul style="list-style-type: none"> • Design Manual for Roads and Bridges (DMRB) Volume 11, Section 3, Part 4 Ecology and Nature Conservation (Highways Agency, 1993). • IAN 130/10 Ecology and Nature Conservation: Criteria for Impact Assessment (Highways Agency, 2010). • Chartered Institute of Ecology and Environmental Management (CIEEM) Guidelines have also been considered. <p><i>Lancashire County Council agrees with the methodologies adopted to undertake the desk study, surveys and assessment.</i></p>			
2.3	Baseline			
	<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>	Agreed	Agreed	AGREED

Ref	Matters of Agreement	Highways England in Agreement	LCC in Agreement	Status
	<i>Lancashire County Council considers the baseline presented is appropriate.</i>			
2.4	Mitigation and Enhancement Measures			
	<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 – Rev 1), and European Protected Species Licenses (EPSLs) for bats and Great Crested Newts (refer to Table 3.3).</p> <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 – Rev1). 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>	Agreed	Agreed	AGREED

Ref	Matters of Agreement	Highways England in Agreement	LCC in Agreement	Status
2.5	Residual Effects and Conclusions			
	<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>	Agreed	Agreed	AGREED
2.6	Monitoring			
	<p>Section 8.8 of ES Chapter 8: Biodiversity (document reference TR010035/APP/6.8) sets out the monitoring requirements for the Scheme, which is secured through the REAC (document reference TR010035/APP/7.3 – Rev 1). 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>	Agreed	Agreed	AGREED

Ref	Matters of Agreement	Highways England in Agreement	LCC in Agreement	Status
3.0	CULTURAL HERITAGE			
3.1	Scope of the Assessment			
	<p>Section 7.3 of the ES Chapter 7: Cultural Heritage (document reference TR010035/APP/6.7 – Rev 1) 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>	Agreed	Agreed	AGREED
3.2	Methodology			
	<p>Section 7.3 of the ES Chapter 7: Cultural Heritage (document reference TR010035/APP/6.7 – Rev 1) 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>	Agreed	Agreed	AGREED

Ref	Matters of Agreement	Highways England in Agreement	LCC in Agreement	Status
3.3	Baseline			
	<p>Section 7.5 of ES Chapter 7: Cultural Heritage (document reference TR010035/APP/6.7 – Rev 1) 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 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>	Agreed	Agreed	AGREED
3.4	Mitigation Measures			
	Section 7.6 of ES Chapter 7: Cultural Heritage	Agreed	Agreed	AGREED

Ref	Matters of Agreement	Highways England in Agreement	LCC in Agreement	Status
	<p>(document reference TR010035/APP/6.7 – Rev 1) set out the construction and operational phase mitigation measures for the Scheme. An Outline CEMP (document reference TR010035/APP/7.2 – Rev 1) has been prepared together with a REAC (document reference TR010035/APP/7.3 – Rev 1).</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>			
3.5	Residual Effects and Conclusions			
	<p>The Scheme’s residual effects are outlined in Section 7.7 of ES Chapter 7: Cultural Heritage (document reference TR010035/APP/6.7 – Rev 1) 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</p>	Agreed	Agreed	AGREED

Ref	Matters of Agreement	Highways England in Agreement	LCC in Agreement	Status
	<p>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>			
3.6	Monitoring			
	<p>Section 7.8 of ES Chapter 7: Cultural Heritage (document reference TR010035/APP/6.7 – Rev 1) 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>	Agreed	Agreed	AGREED
4.0	ROAD DRAINAGE AND WATER ENVIRONMENT			
4.1	Scope of the Assessment			
	<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</p>	Agreed	Agreed	AGREED

Ref	Matters of Agreement	Highways England in Agreement	LCC in Agreement	Status
	<p>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>			
4.2	Methodology			
	<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"> • DMRB Volume 11, Section 3, Part 10 (HD45/09) • The Planning Inspectorate's Advice Note 18 The Water Framework Directive (June 2017) <p><i>LCC considers that the methodology is appropriate.</i></p>	Agreed	Agreed	AGREED
4.3	Baseline			
	Section 12.5 of ES Chapter 12: Road Drainage and	Agreed	Agreed	AGREED

Ref	Matters of Agreement	Highways England in Agreement	LCC in Agreement	Status
	<p>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"> • Water features • Soils, geology and aquifers • Surface and groundwater quality • Flood risk • Highway drainage • Abstractions and discharges <p><i>LCC considers that the baseline presented is appropriate.</i></p>			
4.4	Mitigation Measures			
	<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 – Rev 1) has been prepared together with a REAC (document reference TR010035/APP/7.3 – Rev 1). Within these documents a</p>	Agreed	Agreed	AGREED

Ref	Matters of Agreement	Highways England in Agreement	LCC in Agreement	Status
	<p>set of best practice working is specified for implementation where necessary through the construction phase of the Scheme.</p> <p><i>LCC agrees with the mitigation measures proposed.</i></p>			
4.5	Residual Effects and Conclusions			
	<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"> • Flood risk benefit for areas upstream of the A585 crossing of the Main Dyke and a number of properties during river flooding events • Flood risk benefits for properties between Breck Road and the Main Dyke during a 0.5% annual exceedance probability tidal flood event. • Flood level increase in the Horsebridge Dyke and a small increase in floodplain flood depths. • Drawdown effects local to the proposed cutting with a magnitude of change assessed as Minor to Moderate. <p><i>LCC agrees with the residual effects and conclusions.</i></p>	Agreed	Agreed	AGREED

Ref	Matters of Agreement	Highways England in Agreement	LCC in Agreement	Status
4.6	Monitoring			
	<p>Section 12.8 of ES Chapter 12: Road Drainage and Water Environment (document reference TR010035/APP/6.12) sets out the monitoring requirements for the Scheme, which is secured through the REAC (document reference TR010035/APP/7.3 – Rev 1). 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 – A Flood Warning and Evacuation Plan (FWEP) has been developed for the Scheme and is appended to the Outline CEMP (Appendix Q) (document reference TR010035/APP/7.2 – Rev 1). Revision 1 of the FWEP will be submitted at Deadline 4.</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 – Rev 1).</p>	Agreed	Agreed	AGREED

Ref	Matters of Agreement	Highways England in Agreement	LCC in Agreement	Status
	<i>LCC agrees with the monitoring proposed.</i>			
	<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 to the Flood Risk Assessment (FRA) document reference TR010035/APP/5.2 – Rev 1) 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 all 7 consents for approval.</p>	Agreed	Agreed	AGREED
5.0	GEOLOGY AND CONTAMINATED LAND			
5.1	Scope of the Assessment			

Ref	Matters of Agreement	Highways England in Agreement	LCC in Agreement	Status
	<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> <p><i>LCC agrees with the scope of the assessment.</i></p>	Agreed	Agreed	AGREED
5.2	Methodology			
	<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>	Agreed	Agreed	AGREED

Ref	Matters of Agreement	Highways England in Agreement	LCC in Agreement	Status
	<ul style="list-style-type: none"> • DMRB Volume 11 (Highways Agency) (2009) • Model Procedures for the Management of Land Contamination (CLR11) EA, 2004) • Environmental Protection Act 1990: Part 2A Contaminated Land Statutory Guidance (Defra, 2012) • Guiding Principles for Land Contamination (EA, 2010) • The Definition of Waste: Development Industry Code of Practice (CL:AIRE, 2011) • Code of Practice for the Sustainable Management of Soils on Construction Sites (Defra, 2009) • Assessing risks posed by hazardous ground gases to buildings (C665) (CIRIA, 2007) • Contaminated land risk assessment. A guide to good practice (C552) (CIRIA, 2001) <p><i>LCC considers that the methodology is appropriate.</i></p>			
5.3	Baseline			
	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:	Agreed	Agreed	AGREED

Ref	Matters of Agreement	Highways England in Agreement	LCC in Agreement	Status
	<ul style="list-style-type: none"> • Geology and Geodiversity • Mining • Mineral Safeguarding Areas and Mineral Deposits • Hydrogeology and Hydrology • Pollution Incidents • Historical development • Landfill sites/waste management sites • Unexploded ordnance • Contaminated land <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 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>			

Ref	Matters of Agreement	Highways England in Agreement	LCC in Agreement	Status
5.4	Mitigation Measures			
	<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 – Rev 1) has been prepared together with a REAC (document reference TR010035/APP/7.3 – Rev 1). 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"> • Removal of contaminated materials • Remediation by appropriate in-situ or ex-situ techniques • Controlled storage of chemicals, waste oils and fuels <p><i>LCC agrees with the mitigation measures proposed.</i></p>	Agreed	Agreed	AGREED
5.5	Residual Effects and Conclusions			
	<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 contaminated land and the Scheme:</p>	Agreed	Agreed	AGREED

Ref	Matters of Agreement	Highways England in Agreement	LCC in Agreement	Status
	<ul style="list-style-type: none"> • Slight adverse on construction workers and residents as a result of contaminated land • Slight adverse on groundwater within the Source Protection Zone (SPZ) and neutral on groundwater outside the SPZ • Neutral on surface water <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>			
5.6	Monitoring			
	<p>Following a meeting with Wyre Borough Council on the 12/03/2019 the following wording was included within the REAC (document reference TR010035/APP/7.3 – Rev 1) submitted at Deadline 2 ‘<i>from the current gas monitoring undertaken the risk from ground gases is considered low. This is however based on limited monitoring data. Further assessment should be undertaken to fully establish the risk from ground gas especially in confined spaces and if required appropriate mitigation implemented</i>’.</p> <p><i>LCC agrees with the monitoring proposed for Geology and Contaminated Land.</i></p>	Agreed	Agreed	AGREED

Ref	Matters of Agreement	Highways England in Agreement	LCC in Agreement	Status
6.0	MATERIALS			
6.1	Scope of the Assessment			
	<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"> • Material resources (the use of primary, secondary, recycled and manufactured materials) • Waste (arising from existing site materials and demolition activities and materials brought on site but not used for the original purpose) <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>	Agreed	Agreed	AGREED
6.2	Methodology			
	Section 14.3 of ES Chapter 14: Materials (document reference TR010035/APP/6.14) sets out the	Agreed	Agreed	AGREED

Ref	Matters of Agreement	Highways England in Agreement	LCC in Agreement	Status
	<p>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>			
6.3	Baseline			
	<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 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>	Agreed	Agreed	AGREED
6.4	Mitigation Measures			

Ref	Matters of Agreement	Highways England in Agreement	LCC in Agreement	Status
	<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 – Rev 1) has been prepared together with a REAC (document reference TR010035/APP/7.3 – Rev 1). 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"> • Sourcing fill material on-site • Sourcing construction materials locally • Recycled content in construction materials • Recycling of waste materials <p><i>LCC agrees with the mitigation measures proposed.</i></p>	Agreed	Agreed	AGREED
6.5	Residual Effects and Conclusions			
	<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>	Agreed	Agreed	AGREED

Ref	Matters of Agreement	Highways England in Agreement	LCC in Agreement	Status
	<i>LCC agrees with the residual effects and conclusions.</i>			
6.6	Monitoring			
	<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 – Rev 1).</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/7.2 – Rev 1). The SWMP would also be used to measure and monitor the types 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>	Agreed	Agreed	AGREED
7.0	PUBLIC RIGHTS OF WAY			
7.1	Scope of the Assessment			
	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	Agreed	Agreed	AGREED

Ref	Matters of Agreement	Highways England in Agreement	LCC in Agreement	Status
	<p>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>			
7.2	Methodology			
	<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> <p><i>LCC considers that the methodology is appropriate.</i></p>	Agreed	Agreed	AGREED
7.3	Baseline			
	<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</p>	Agreed	Agreed	AGREED

Ref	Matters of Agreement	Highways England in Agreement	LCC in Agreement	Status
	<p>usage. The following PRoW with the potential to be affected by the scheme were identified:</p> <ul style="list-style-type: none"> • Footpath 1 (Poulton) • Footpath 2 (Singleton) • Footpath 6 (Singleton) • Footpath 8 (Singleton) • Footpath 2 (Poulton) • Footpath 3 (Poulton) • The Wyre Way <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> <p><i>LCC considers that the baseline presented is appropriate.</i></p>			
7.4	Mitigation Measures			
	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.	Agreed	Agreed	AGREED

Ref	Matters of Agreement	Highways England in Agreement	LCC in Agreement	Status
	<p>An Outline CEMP (document reference TR010035/APP/7.2 – Rev 1) 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"> • Siting of compound buildings and material storage areas away from PRoW • Installing a new footbridge (Grange Footbridge) to improve safety for Non-Motorised Users crossing the proposed bypass • Landscaping including tree, shrub and hedgerow planting to reduce visibility of the Scheme and bunding to reduce noise • Liaise directly with PRoW officers from local authorities in order to keep them fully apprised <p><i>LCC agrees with the mitigation measures proposed.</i></p>			
7.5	Residual Effects and Conclusions			
	<p>Paragraphs 10.8.11 to 10.8.16 in Section 10.9 of ES Chapter 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</p>	Agreed	Agreed	AGREED

Ref	Matters of Agreement	Highways England in Agreement	LCC in Agreement	Status
	<p>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>			
7.6	Monitoring			
	<p>No monitoring with regards to footpaths is required.</p> <p><i>LCC agrees that no monitoring is required for footpaths.</i></p>	Agreed	Agreed	AGREED
8.0	TRAFFIC			
8.1	<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 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</p>	Agreed	Agreed	AGREED

Ref	Matters of Agreement	Highways England in Agreement	LCC in Agreement	Status
	<p>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. Furthermore, the Applicant carried out a review of the Wyre adopted plan and have now satisfied Wyre Borough Council's requirements refer to SoCG with Wyre (document reference TR010035/APP/8.4)</p>			
8.2	<p>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 (document reference TR010035/APP/7.1). Sensitivity tests were undertaken by the Applicant that considered the impact of other Highways England Asset Renewal schemes on the A585 Windy Harbour to Skippool Improvement Scheme which showed that when including the capacity improvement upgrades of adjacent potential Highways England Asset Renewal schemes along the A585 route, it remained economically worthwhile (based on an assessment of Transport User Benefits only) to proceed with the A585 Windy Harbour to Skippool Improvement Scheme. The</p>	Agreed	Agreed	AGREED

Ref	Matters of Agreement	Highways England in Agreement	LCC in Agreement	Status
	<p>impact of the Scheme on traffic distribution across the highway network has been assessed and is found in the Scheme Combined Modelling and Appraisal Report (document reference TR010035/APP/7.12). Lancashire County Council are satisfied that by comparing the reference case and post variable demand matrices for the traffic model (presented in ComMA (document reference TR010035/APP/7.12), appendix F Table 4.4 and Table 5.3) the post variable demand matrix totals are similar or slightly higher than the reference case suggesting that there is no suppressed demand in the model.</p>			
8.3	<p>Lancashire County Council find the Applicant's traffic modelling acceptable as set out in the Transport Assessment (document reference TR010035/APP/7.4) and Combined Modelling and Appraisal Report (document reference TR010035/APP/7.12) and are satisfied with the results of the LinSIG modelling for Skippool Junction and Skippool Bridge Junction.</p>	Agreed	Agreed	AGREED
8.4	<p>Lancashire County Council is satisfied that the proposed development is compatible with regional and local strategies to positively influence the uptake and mode share for public transport, walking and cycling.</p>	Agreed	Agreed	AGREED
9.0	SIGNING STRATEGY			
9.1	<p>The Scheme signing strategy currently replicates</p>	Agreed	Agreed	AGREED

Ref	Matters of Agreement	Highways England in Agreement	LCC in Agreement	Status
	<p>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 the direction signs have been broken down into their 'Primary' and "Local" destinations as required</p> <p><i>LCC agrees with the proposes signing strategy</i></p>			
9.2	<p>There are currently 4 diversion routes within the Scheme limits, split at Little Singleton junction.</p> <ul style="list-style-type: none"> • A585-N-13-1, which covers an A585 closure northbound bound between the M55 and the A585 at Little Singleton the symbol is a filled diamond • A585-S-13-2, which covers an A585 closure southbound between the A585 at Little Singleton and the M55 the symbol is a filled triangle. • A585-N-13-3, which covers an A585 closure northbound between the A585 at Little Singleton and Fleetwood the symbol is an open square. • A585-S-13-4, which covers an A585 closure southbound between the A585 at Fleetwood and Little Singleton the symbol is an open circle. <p>Proposal is to replicate the split at Poulton junction for</p>	Agreed	Agreed	AGREED

Ref	Matters of Agreement	Highways England in Agreement	LCC in Agreement	Status
	<p>the operational phase as outlined in the Signing Strategy.</p> <p>Lancashire County Council are satisfied with the proposed construction diversion routes as set out in the Traffic Management Plan (TR010035/APP/7.5)</p> <p><i>LCC agrees with the proposed diversions</i></p>			
10.0	RE-CLASSIFIED ROADS			
10.1	<p>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.</p> <p><i>LCC agrees with the classification of roads</i></p>	Agreed	Agreed	AGREED
11.0	DE-TRUNKING MEASURES			
11.1	<p>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:</p> <ul style="list-style-type: none"> • Mains Lane from its junction with Skippool Bridge Junction to a PROW FP3 (Singleton) east of Little Singleton Junction including changes to Shard Road Junction and Little Singleton Junction • Old Mains Lane link road 	Agreed	Agreed	AGREED

Ref	Matters of Agreement	Highways England in Agreement	LCC in Agreement	Status
	<ul style="list-style-type: none"> • Garstang New Road east of Little Singleton Junction • Other measures to the existing local network to mitigate against modelled impacts including Garstang Road corridor. <p>As shown within ES Chapter 2 (document reference 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 Schedule 3, Part 5 of the Development Consent Order.</p> <p>The maintenance responsibility for the following roads would remain with Lancashire County Council:</p> <ul style="list-style-type: none"> • B5412 Skippool Road north of Skippool Junction, A588 Breck Road and the service road south of Skippool Junction • A586 Garstang Road East both east and west of the proposed Poulton Junction • B5260 Lodge Lane • A586 Garstang Road east of Windy Harbour Junction • Windy Harbour Road north of Windy Harbour Junction • Pool Foot Lane east of Little Singleton Junction 			

Ref	Matters of Agreement	Highways England in Agreement	LCC in Agreement	Status
	<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"> • Pavement (carriageway /footway/ cycleway) • Drainage • Signing and lining • Lighting Columns and cabling • Trees • Traffic Signals and cabling <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. The specification for the lighting system will be developed in the detailed design stage and agreed with LCC.</p> <p>The dDCO (document reference TR010035/APP/3.1) and the legal agreement sets out the formal agreement between the Applicant and Lancashire County Council for the de-trunking and handover.</p> <p><i>LCC agrees with the De-Trunking measures and the legal agreement including handover maintenance funds provided by HE to LCC.</i></p>			

Ref	Matters of Agreement	Highways England in Agreement	LCC in Agreement	Status
12.0	RESPONSIBILITY OF STRUCTURES			
12.1	<p>There are 4 new bridge structures as part of the Scheme;</p> <ul style="list-style-type: none"> • Skippool Clough Culvert • Skippool Bridge • Lodge Lane Bridge • Grange Footbridge <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> <p><i>LCC agrees with the ownership and maintenance of the structures</i></p>	Agreed	Agreed	AGREED

Ref	Matters of Agreement	Highways England in Agreement	LCC in Agreement	Status
13.0	<i>Draft Development Consent Order</i>			
13.1	<i>Lancashire County Council has reviewed the draft DCO (document reference TR010035/APP/3.1) including all Articles and Requirements and agrees with its contents.</i>	Agreed	Agreed	AGREED

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