

A585 Windy Harbour to Skippool Improvement Scheme

TR010035

8.16 Draft Statement of Common Ground with MMO

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

**A585 Windy Harbour to Skippool
Improvement Scheme**
Development Consent Order 20[]

STATEMENT OF COMMON GROUND MMO

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

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STATEMENT OF COMMON GROUND

This Statement of Common Ground has been prepared and agreed by (1) Highways England Company Limited and (2) Marine Management Organisation

Signed 

Jon Stokes

Project Manager

On behalf of Highways England

Date:

Signed... 

Jamie Short

Marine Licensing Case Officer

On behalf of MMO

Date: 04/10/2019

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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 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 on the Planning Inspectorate 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) Marine Management Organisation.

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 The Marine Management Organisation (MMO) was established by the Marine and Coastal Access Act 2009 (the "2009 Act") to make a contribution to sustainable development in the marine area and to promote clean, healthy, safe, productive and biologically diverse oceans and seas.

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 MMO, 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 MMO.

2 RECORD OF ENGAGEMENT

A summary of the meetings and correspondence that has taken place between Highways England and Marine Management Organisation in relation to the Application is outlined in

2.1.1 Table 2-1.

Table 2-1: Record of Engagement

Date	Form of correspondence	Key topics discussed and key outcomes (the topics should align with the Issues tables)
March 2018	Email	MMO requested exact location of the proposed scheme following the Section 42 Consultation request. Highways England then provided the information (co-ordinates and map)
May 2018	Email/Letter	MMO provided responses/comments on the Preliminary Environmental Information Report (PEIR) and general comment.
May 2018	Teleconference and email	Discussion regarding the parts of the Scheme which would require a deemed marine licence. Note that the Applicant amended the redline boundary following these discussions and before submission of the DCO application.
November 2018	Teleconference	Discussion of Schedule 8 of the Draft DCO (Deemed Marine Licence)
February 2019	Teleconference	Discussion of MMO's relevant representation and responses provided to their comments.
May 2019	Email	Discussion regarding further amendments to dDCO and Deemed Marine Licence for Deadline 2.

June 2019	Email	Discussion regarding amendments to the dDCO
August 2019	Email	Discussion regarding amendments to dDCO

2.1.1 It is agreed that this is an accurate record of the key meetings and consultation undertaken between (1) Highways England and (2) MMO 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	MMO in Agreement	Status
<i>The MMO agrees with the methodologies, assessments and conclusions set out in the Environmental Statement (document reference TR010035/APP/6.1 to TR010035/APP/6.20)</i>	Agreed	Agreed	AGREED

3.2 Habitats Regulations Assessment

Matters of Agreement	Highways England in Agreement	MMO in Agreement	Status
<i>The MMO agrees with the methodologies, assessments and conclusions set out in the Habitats Regulation Assessment (document reference TR010035/APP/5.4) but ultimately defers its opinion to that of Natural England.</i>	Agreed	Agreed	AGREED

3.3 Water Framework Directive Assessment

Matters of Agreement	Highways England in Agreement	MMO in Agreement	Status
<i>The MMO agrees with the methodologies, assessments and conclusions set out in the Water Framework Directive Assessment (document reference TR010035/APP/5.6) but ultimately defers its opinion to that of the Environment Agency.</i>	Agreed	Agreed	AGREED

3.4 Draft Development Consent Order

Matters of Agreement	Highways England in Agreement	MMO in Agreement	Status
<i>The MMO agrees with the articles and schedules set out in the Draft DCO (document reference TR010035/APP/3.1). Comments on the Draft DCO have been received from the MMO and the Draft DCO will be submitted at Deadline 2 to address these.</i>	Agreed	Agreed	AGREED

3.5 Deemed Marine Licence

Matters of Agreement	Highways England in Agreement	MMO in Agreement	Status
<i>The MMO agrees with the clauses and any conditions set out in the Deemed Marine Licence within the Draft DCO (document reference TR010035/APP/3.1). Comments on the Deemed Marine Licence have been received from the MMO and the licence has been amended and will be submitted at Deadline 2 to address these.</i>	Agreed	Agreed	AGREED

3.6 Marine Conservation Zone Assessment

Matters of Agreement	Highways England in Agreement	MMO in Agreement	Status
<i>The MMO agrees with the methodologies, assessments and conclusions set out in the Marine</i>	Agreed	Agreed	AGREED

Matters of Agreement	Highways England in Agreement	MMO in Agreement	Status
<i>Conservation Zone Screening Assessment (Appendix A)</i> but ultimately defers its opinion to that of Natural England.			

Appendix A – Marine Conservation Zone Assessment

A585 Windy Harbour to Skippool Improvement Scheme

Marine Conservation Zone Screening

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This report dated 19/03/2019 has been prepared for Highways England (the "Client") in accordance with the terms and conditions of appointment dated 16 March 2016 (the "Appointment") between the client and Arcadis Consulting (UK) Limited ("Arcadis") for the purposes specified in the Appointment. For the avoidance of doubt, no other person(s) may use or rely upon this report or its contents, and Arcadis accepts no responsibility for any such use or reliance thereon by any other third party.

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1 Introduction

1.1 Background

- 1.1.1 Highways England has been investigating options to alleviate a major bottle neck along the A585 between the Windy Harbour junction and the Skippool junction near Poulton-le-Fylde, Lancashire for a number of years. After consulting on different route options, an offline 4.85km 'southern' bypass was announced as the preferred solution in October 2017 (hereafter referred to as 'the Scheme').
- 1.1.2 The Scheme is a Nationally Significant Infrastructure Project (NSIP) under the Planning Act (2008). Therefore, an application for a Development Consent Order is required to be submitted to the Secretary of State for Transport via the Planning Inspectorate.
- 1.1.3 The Scheme is largely terrestrial, however, Skippool Clough culvert under Skippool Junction roundabout needs to be replaced therefore requires a marine licence. This is because the north headwall of the culvert is located within the mean high-water springs. As such, a deemed Marine Licence is being discussed with the Marine Management Organisation (MMO). A draft of the deemed Marine Licence is provided in the draft Development Consent Order (document reference TR010035/APP/3.1).
- 1.1.4 Section 126 of the Marine and Coastal Access Act (MCAA) (2009) places specific duties on the MMO with respect to the authorisation of an act that is capable of affecting a Marine Conservation Zone (MCZ) when determining marine licence applications. In line with this, the MMO incorporates a MCZ assessment into their marine licence decision-making process.
- 1.1.5 This process applies to all new marine licence applications and is relevant to all designated MCZs. Those sites identified as possible candidates for designation are not formally subject to the MCZ assessment process, however, they are taken in to account as part of the licence determination. As such it has been determined a MCZ Screening assessment should be undertaken in support of the deemed marine licence for the Scheme.
- 1.1.6 The Scheme works associated with the replacement of Skippool Clough culvert were identified to be partially within the proposed Wyre – Lune MCZ (hereafter 'the Proposed MCZ'), therefore there would be the potential for direct effects on the Proposed MCZ. Works relating to the replacement of Skippool Bridge and Skippool Junction were also identified to be adjacent to watercourses that are hydrologically connected to the Proposed MCZ, therefore there would be the potential for indirect effects on the Proposed MCZ. This report provides the MCZ Screening assessment of these works and identifies whether the Scheme has the potential (alone or in-combination) to cause adverse effects on the Proposed MCZ.

1.2 Scheme Overview

- 1.2.1 Highways England is proposing the A585 Windy Harbour to Skippool Scheme which is to provide an improvement to 4.85km of the existing single carriageway A585 trunk road route that extends in a generally north west direction for approximately 19km between M55 Junction 3 and the port of Fleetwood at the northern end of the Fylde Peninsula.
- 1.2.2 The Scheme is shown on a general arrangement drawing (document reference TR010035/APP/2.5) and consists of:
- A 4.85km (3 miles) long dual 2-lane carriageway bypass from Windy Harbour Junction to the Skippool Junction
 - Four new junctions including: conversion of Skippool Junction to a traffic signal-controlled crossroads with A588 Breck Road and B5412 Skippool Road; Skippool Bridge Junction in the form of a three-arm traffic signal-controlled junction with the existing Mains Lane; Poulton Junction in the form of a signal-controlled crossroads connecting the new bypass to A586 Garstang Road East and modification to Little Singleton Junction (also known as Five Lane Ends) to accommodate U-turning traffic including buses
 - Between Skippool Bridge Junction and Poulton Junction the bypass is on embankment. East of Poulton Junction through to east of Lodge Lane the bypass is mostly in cutting
 - Three new major structures including: replacement of Skippool Bridge; Lodge Lane Bridge and Grange Footbridge
 - Alterations to the existing road network on completion of the bypass include: de-trunking the A585

between Skippool Bridge Junction and the end of Garstang New Road east of Little Singleton; altering Garstang New Road east of Little Singleton to allow restricted access to farmers' fields; and upgrading the lighting along Mains Lane and Garstang Road East

- 1.2.3 The only element of the Scheme considered to be marine works is the replacement of Skippool Clough culvert which involves demolishing and replacing the north headwall located within the mean high-water springs.

1.3 Marine Conservation Zone Assessment Process

- 1.3.1 The MCZ assessment process comprises the following stages¹:

- Screening
- Stage 1 Assessment
- Stage 2 Assessment

Screening (this report)

- 1.3.2 All marine licence activities are screened to determine whether:

- The licensable activity is taking place within or near an area already designated or being put forward as an MCZ
- The activity has the potential to significantly affect the protected features of an MCZ; or any ecological or geomorphological process on which the conservation of any protected feature of an MCZ is dependant
- The MMO uses a risk-based approach when determining the 'nearness' of an activity with respect to MCZs. This includes applying an appropriate buffer zone to the MCZ features under consideration, as well as a consideration of risks from activities further removed from features
- If an effect has the potential to be significant, or is not known, it would trigger the need for Stage 1 Assessment

Stage 1 Assessment

- 1.3.3 The Stage 1 assessment would further consider the extent of the potential effects of the Scheme on the MCZ.

- 1.3.4 At this stage the conservation objectives of the MCZ are considered, which are high level criteria describing the desired condition of the site's features. The objectives for features within an MCZ state whether the features are in the desired favourable condition and need to be maintained, or whether the features are not in the desired favourable condition, and thus need to be recovered.

- 1.3.5 The MMO use the information provided by the applicant as part of their marine licence application and seek advice from the Statutory Nature Consultation Bodies (SNCBs) to determine whether:

- There is no significant risk of the activity hindering the achievement of the conservation objectives stated for the MCZ
- The MMO can exercise its functions to further the conservation objectives stated for the MCZ
- If neither of these criteria can be met, the Stage 1 assessment would then consider whether there is no other means of proceeding with the Scheme which would create a substantially lower risk of hindering the achievement of the conservation objectives of the MCZ. This includes proceeding with it in another manner, or at another location
- If an alternate manner of undertaking the work, methods of reducing the effects cannot be identified and implemented, and there are no alternative locations, then the application would proceed to Stage 2 Assessment

Stage 2 Assessment

- 1.3.6 The Stage 2 Assessment considers the likely benefits against the potential adverse effects that may occur as a result of the Scheme. The MMO would consult with the SNCBs and various advisors, in particular for specific advice on socio-economic matters, in order to determine whether:

¹Marine Management Organisation (2013) Marine conservation zones and marine licensing.

- The benefit(s) to the public of proceeding with the Scheme clearly outweigh the risk of damage to the environment; and, if so, whether
- The applicant can satisfy the MMO that they will implement measures of equivalent environmental benefit to the damage which the Scheme is likely to have on the MCZ
- In determining 'measures of equivalent environmental benefit' the types of compensatory measures that might be considered under the Habitats Directive would also be appropriate to put forward at this stage, although consideration will not be confined to those

1.4 Report Structure

1.4.1 This report has been subdivided into the following Sections:

- Section 1: Introduction
- Section 2: Wyre – Lune Proposed MCZ
- Section 3: Scheme Activities with Potential Adverse Effects on the Proposed MCZ
- Section 4: Screening of Potential Adverse Effects on the Proposed MCZ
- Section 5: Summary

2 Wyre – Lune Proposed Marine Conservation Zone

2.1 Overview

- 2.1.1 The Wyre-Lune Proposed MCZ is an inshore site that covers an area of approximately 92km². It is located in the southern part of Morecambe Bay, Lancashire, in the Irish Sea (see Appendix A). The area is made up of two estuaries that form salt marsh where the rivers meet the sea. The salt marsh habitat within the Proposed MCZ is important as it provides a nursery ground for fish to mature and improve their chances of reaching maturity.

2.2 Designated Feature

- 2.2.1 The Proposed MCZ's sole designated feature is Smelt (*Osmerus eperlanus*). Smelt is a species of principal importance for the purpose of conservation of biodiversity under the Natural Environment and Rural Communities Act 2006.
- 2.2.2 Smelt were once widespread in estuaries in the UK but have declined considerably over the past 200 years. They are known to congregate in large shoals in lower estuaries and migrate into freshwater where they spawn in spring. Estuaries such as those around the Wyre and the Lune therefore provide critical habitats required to complete smelt lifecycles, including for feeding and post-larval development.
- 2.2.3 Smelt migrate up estuaries during the spring to spawn, laying eggs on gravel substrates or macrophytes. Spawning occurs on the highest spring tides and occurs during the night over a period of days to a few weeks.

3 Scheme Activities with Potential for Adverse Effects on the Proposed MCZ

3.1 Skippool Clough Culvert

- 3.1.1 Passing under the existing footprint of Skippool Junction roundabout is Skippool Clough Culvert which carries Horsebridge Dyke northwards towards the Wyre Estuary. It has been identified that the culvert is approaching the end of its useful life and the preferred option would be to replace the culvert with a new culvert immediately east of the existing.
- 3.1.2 The construction would likely commence at the north end of the culvert using conventional excavation techniques across the existing carriageways. The new culvert would pass under several items of utilities apparatus that would, at least, have to be supported during construction.
- 3.1.3 Initially, it would be necessary to provide temporary widening of the carriageway adjacent to the existing main roundabout island to allow for the following traffic management layouts.
- 3.1.4 The first phase is likely to comprise of:
- Construction of a temporary sheet piled cofferdam at the north end of the proposed culvert to allow working in the tidal part of Horsebridge Dyke
 - Excavation through the verge and part of the carriageway and installation of the northern 20m length of culvert units, backfill and reinstate footway and carriageway
 - Construction of the northern headwall with tidal flap valve and alteration of existing highway drainage to connect to the northern headwall
- 3.1.5 The second phase is likely to comprise of:
- Excavation through part of the carriageway and roundabout island
 - Installation of the middle 40m length of culvert units and backfill
 - Reinstate carriageway and roundabout
- 3.1.6 The third and final phase is likely to comprise of:
- Excavation through the part of the southern roundabout carriageway and installation of the southern 25m length of culvert units, backfill and reinstate footway and carriageway
 - Construction of the southern headwall and concrete channel to connect to the existing
 - Decommission and backfill the existing culvert and removal of the existing culvert headwalls
 - Remove the temporary cofferdam
- 3.1.7 It is estimated that these works would take about four months to complete.
- 3.1.8 The replacement culvert would discharge water from the Horsebridge Dyke into the tidal watercourse immediately east of the existing culvert. The existing drainage network would be largely replicated by the proposed drainage system.
- 3.1.9 The replacement culvert is partially within the Proposed MCZ, therefore, there is potential for direct impacts on the designation and its qualifying features.

3.2 Skippool Junction

- 3.2.1 This section of the works would require a new four-way signalised junction to be built on the footprint of the existing roundabout. The first activity at this junction would be to install traffic management to create a lane width around the centre of the roundabout for a site access and then within this area break out all the existing infrastructure and replace with full depth construction to the new road alignment. Once these works have been completed a smaller temporary roundabout would be installed.
- 3.2.2 During Phase 1 the main carriageway would be built on its new alignment and splitter islands would be built to allow them to be utilised as part of the next phase.
- 3.2.3 Phase 2 would involve the re-construction of the westbound carriageway and the service road in front of the houses to the east of the existing roundabout.

- 3.2.4 Phase 3 would see the junction being controlled by temporary traffic signals while the remaining traffic islands are completed. With all the new islands completed a final period of works would be undertaken to complete any outstanding areas of surface course, install the permanent white lining and complete and commission the traffic signals.
- 3.2.5 Skippool Junction is adjacent to the Proposed MCZ therefore there is potential for indirect impacts associated with discharge / run off into the Proposed MCZ during construction and operation.

3.3 Skippool Bridge

- 3.3.1 Skippool Bridge would be built in two main phases. Phase 1 would see the off-line northern half of the bridge built, with traffic remaining on the existing A585.
- 3.3.2 Phase 1 of the bridge construction would comprise:
- Site clearance including the demolition of the West Wynds property on Old Mains Lane
 - Diversion of existing highway drainage outfalls and installation of temporary sheet piling to form a piling platform within the banks of Main Dyke north of the existing bridge
 - Installation of bored concrete piles on both sides of Main Dyke to form the supports to the bridge abutments and wing walls adjacent to the northern end of the abutments, remove temporary sheet piling
 - Installation of precast concrete bridge beams onto the bridge abutment and construction of an in-situ concrete deck including provision for the utilities apparatus under the northern footway
 - Installation of the diverted utilities apparatus within the bridge deck
 - Completion of road and footway construction on the approaches and over the bridge
- 3.3.3 During Phase 2, the existing bridge would be demolished and existing utilities apparatus removed. For the southern half of the bridge, the sheet piling for a piling platform, installation of bored piles for the bridge abutments, bridge beams, in-situ deck, road / footway construction and utilities diversions would be similar to Phase 1.
- 3.3.4 Skippool Bridge traverses Main Dyke which drains into the Proposed MCZ. Therefore there is potential for indirect impacts on the Proposed MCZ though run off / discharge during construction and operation.

4 Screening of Potential Adverse Effects on the Proposed MCZ

4.1 Overview

4.1.1 The works relating to Skippool Junction and Skippool Clough Culvert are within (85m²) and adjacent to the Proposed MCZ. The culvert discharges into Horsebridge Dyke which is hydrologically connected to the Wyre Estuary. The works relating to Skippool Bridge are 180m south of the Proposed MCZ and adjacent to Main Dyke which runs into the Proposed MCZ 200m downstream before converging with Horsebridge Dyke and draining into the Wyre Estuary (see Appendix A). These works present the potential for direct and indirect adverse effects on smelt (sole designated feature of the Proposed MCZ) through the disruption of spawning, loss of habitat and increased mortality.

4.2 Spawning

4.2.1 Smelt are threatened by the disruption of their migration up tidal watercourses and spawning in freshwater. However, the existing tidal flap on Horsebridge Dyke and tidal gate on Main Dyke prevent smelt from migrating up the watercourses into freshwater to spawn. The tidal watercourses in proximity to the Scheme are therefore not viable migration routes or suitable for smelt spawning. As such, no adverse effects on smelt migration and spawning in these watercourses are anticipated during construction or operation.

4.3 Loss of Habitat and Mortality

4.3.1 Smelt are also threatened by the loss of their habitat due to sedimentation and by increased mortality as a result of changes in water quality. Tables 4-1 and 4-2 identify the potential adverse effects that may arise during construction and operation of the Scheme, set out proposed mitigation measures and conclude the likely residual effects. Mitigation measures noted in Table 4-1 and 4-2 are also included within the Outline Construction and Environmental Management Plan (document reference TR010035/APP/7.2 – Rev 1).

Table 4-1: Potential Adverse Construction Effects

Potential Adverse Effects	Proposed Mitigation	Residual Adverse Effects
Changes in water quality (contamination/eutrophication/turbidity) from runoff and discharges from the construction works into Horsebridge Dyke and Main Dyke may result in smelt mortality.	Temporary cofferdam at the north headwall of the culvert and spill containment equipment on site. A sump will be within the cofferdams to collect minor spills. Daily inspections of integrity of cofferdam to prevent leaks and regular dewatering to prevent overflow.	No significant adverse effects on smelt.
The accidental release of fuels / oils / chemicals into Horsebridge Dyke and Main Dyke during construction or the delivery of materials may result in smelt mortality.	Use of well-maintained equipment and plant to minimise potential for fuel / oil and chemical spills. All machinery will be checked on arrival and daily, with particular attention paid to hydraulic hoses to identify damage or significant wear. Site-wide protection of surface waters and drainage systems will be in place.	No significant adverse effects on smelt.
Soil/construction material runoff into Horsebridge and Main Dykes due to earthworks may result in sedimentation of the watercourses and have adverse effects on salt marsh habitat downstream.	Temporary cofferdam at the north headwall of the culvert and removal of soils that will not be reinstated. Bunding extended from cofferdam along watercourse to above the maximum expected flood level. Provision of settlement ponds for site	No significant adverse effects on smelt.

Potential Adverse Effects	Proposed Mitigation	Residual Adverse Effects
	run-off. Daily inspections of integrity of containment bunds to prevent leaks.	
Damage of existing foul sewer during construction may result in the discharge of sewage into the watercourses with adverse effects on water quality causing smelt mortality.	Full survey of route and depth of foul sewer to be carried out prior to groundworks.	No significant adverse effects on smelt.
Overflow of septic tanks on construction compounds or break in connection to mains sewer may result in the discharge of sewage into the watercourses with adverse effects on water quality causing smelt mortality.	Effluent from the site welfare facilities will be discharged and stored in effluent tanks located under the welfare units. The effluent tanks will be monitored daily and emptied through the contract hire agreement.	No significant adverse effects on smelt.
Debris entering Horsebridge Dyke and Main Dyke during demolition of culvert and bridge respectively may result in adverse effects on smelt habitat downstream.	Temporary containment structure downstream of the north headwall of Skippool Clough Culvert will be implemented prior to demolition. Provide demolition crash decks under the bridge.	No significant adverse effects on smelt.
Cofferdam at the north headwall of the culvert would require temporary land take (85m ²) within the Proposed MCZ.	Works would be undertaken in the shortest timespan possible to minimise the duration over which the cofferdam is in place.	No significant adverse effects on smelt.

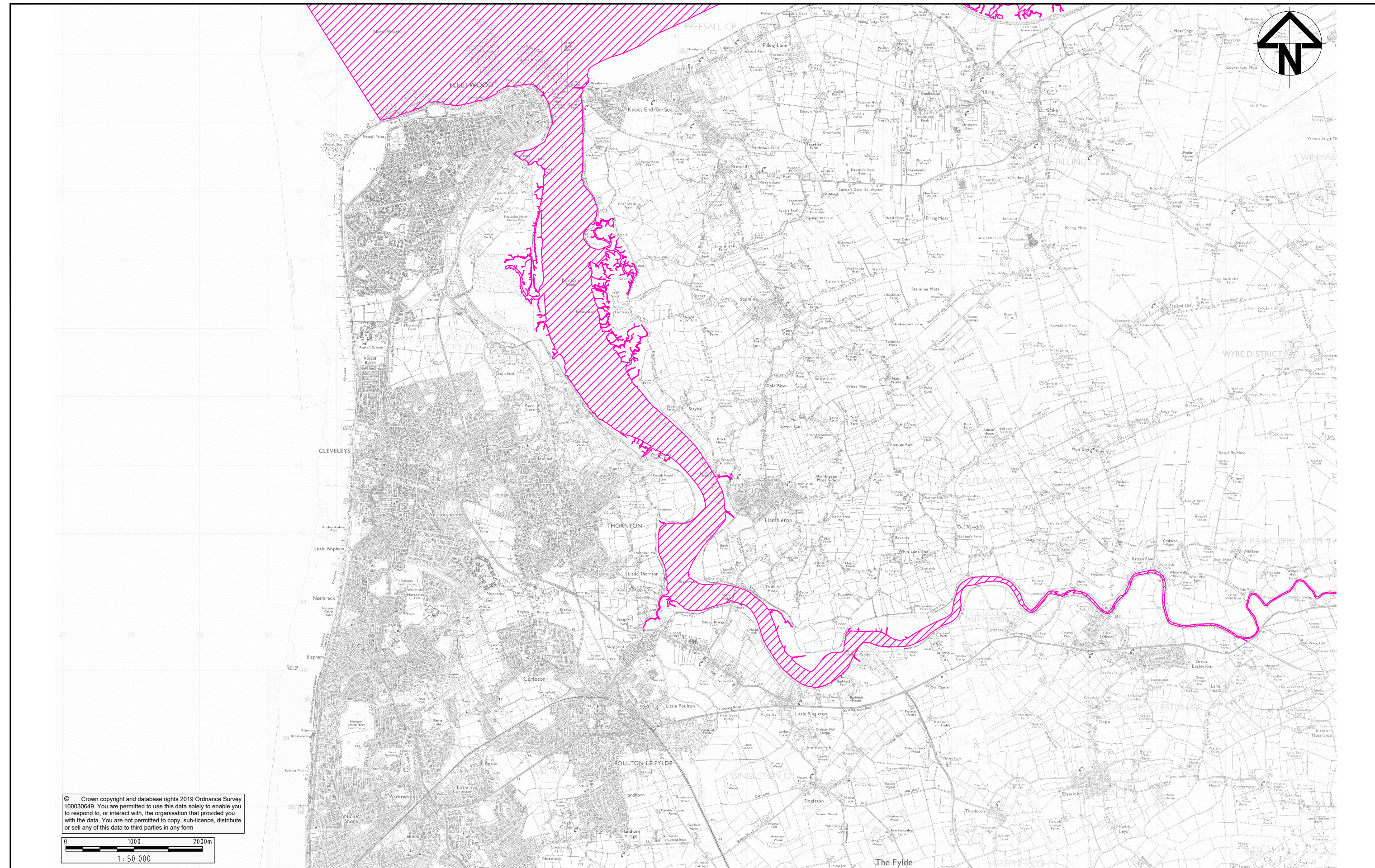
Table 4-2: Potential Adverse Operational Effects

Potential Adverse Effects	Proposed Mitigation	Residual Adverse Effects
The accidental spillage of fuels / oils / chemicals from vehicles on the A585 may enter road drainage and discharge into the tidal watercourses resulting in smelt mortality within the tidal watercourses and downstream in the Wyre Estuary.	Accident spillage risk assessment calculations in the drainage strategy appended to the Flood Risk Assessment (document reference TR010035/APP/5.2 – Rev 1) for the catchment shows that the risk of a serious accidental pollution incident has a less than 1% probability of occurring. In the unlikely event that there is an incident, accidental spillage containment is provided in the form of shut off penstocks on the four outfalls that discharge into Horsebridge Dyke and Main Dyke.	No significant adverse effects on smelt.
Change in rates of drainage discharge into Horsebridge Dyke may affect water flows in the watercourse with associated adverse effects salt marsh habitat downstream.	Attenuation in the form of oversized pipes has been provided to maintain the existing discharge rate while accommodating the additional paved area and a 20% climate change allowance.	There would be no significant change from existing rates of drainage discharge, as such, there would be no significant adverse effects on smelt habitat.

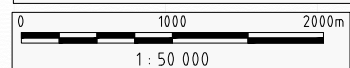
5 Summary

- 5.1.1 The potential for the Scheme to have adverse effects on the Wyre – Lune Proposed MCZ has been considered. In particular, this report has screened works associated with the construction and operation of Skippool Junction, Skippool Clough Culvert and Skippool Bridge.
- 5.1.2 There would be no adverse effects on smelt spawning due to the presence of existing tidal barriers that prevent smelt migration into freshwater and spawning. Furthermore, adverse effects on smelt habitat and mortality are not considered likely due to the small scale of the works following the implementation of appropriate mitigation measures.
- 5.1.3 This report concludes that the Scheme would not affect either the protected feature (smelt) of the Proposed MCZ or any ecological or geomorphological process on which the conservation of the protected feature of the Proposed MCZ is (wholly or in part) dependant.
- 5.1.4 Therefore, Section 126 of the MCAA does not apply and a Stage 1 Assessment is not required to further consider the likelihood of potential adverse effects of the Scheme on the Proposed MCZ.

Appendix A – Figures



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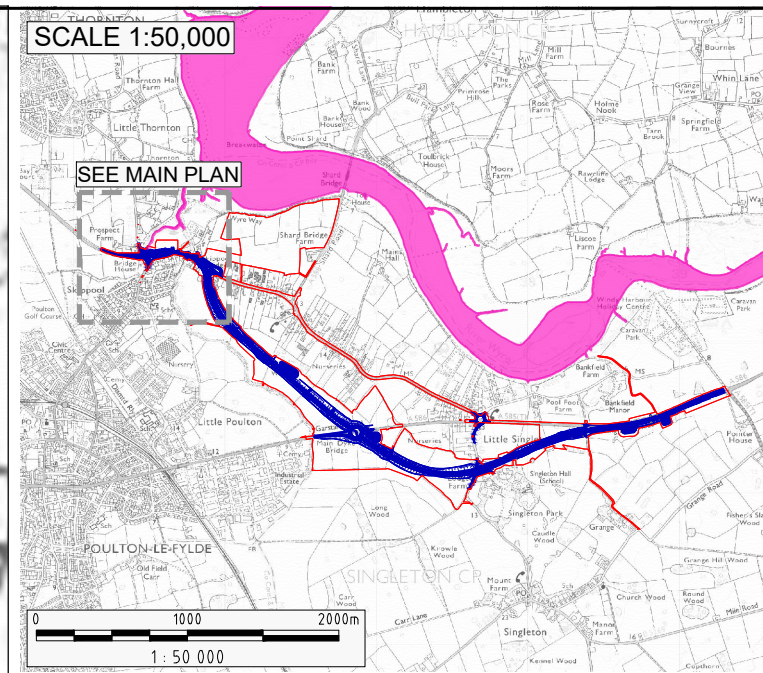
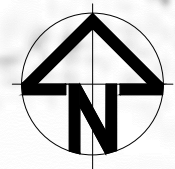
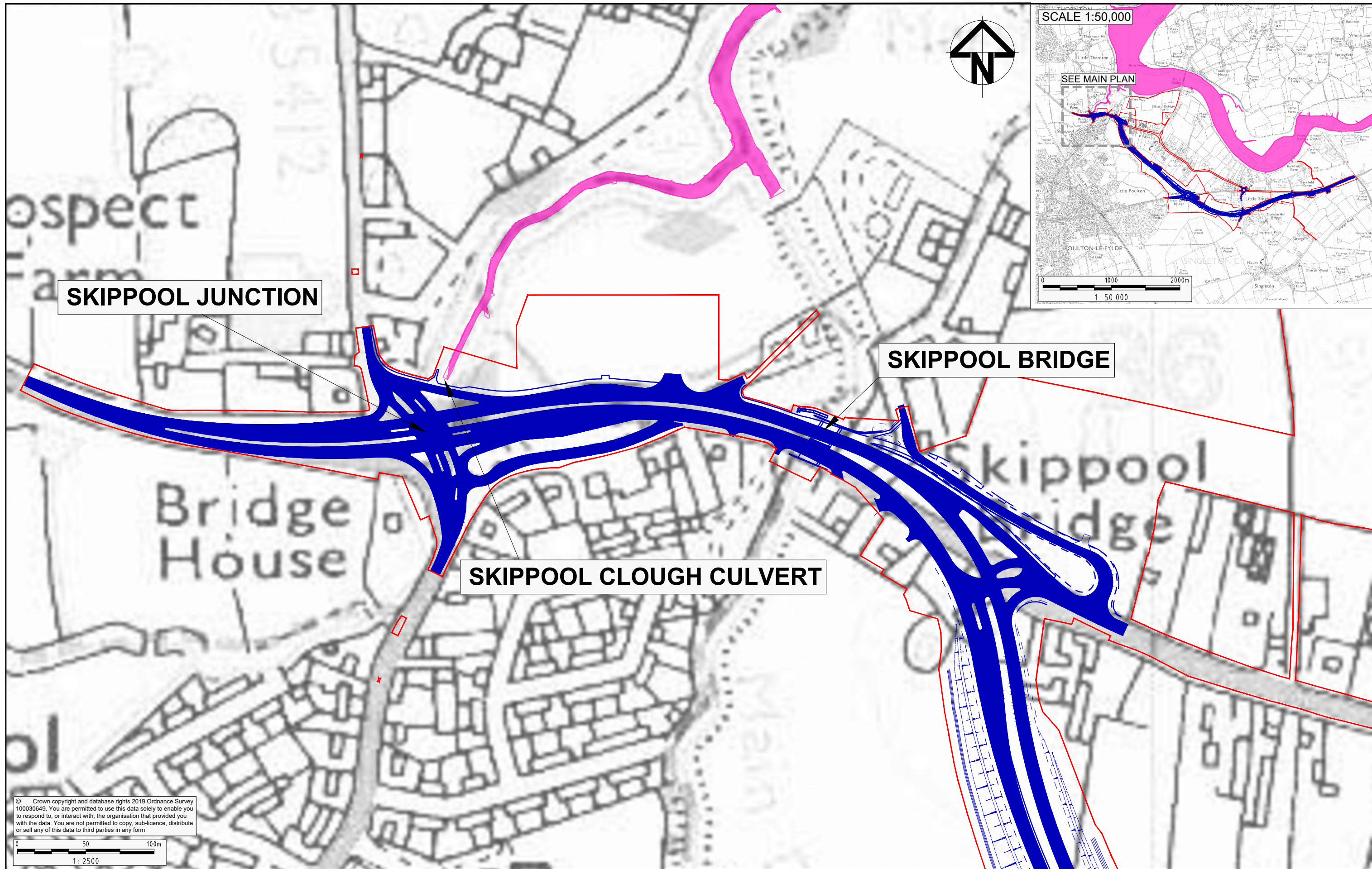
KEY:
 Marine Conservation Zones



Client
 Project **A585 WINDY HARBOUR TO SKIPPOOL IMPROVEMENT SCHEME**
 Drawing Title
WYRE - LUNE PROPOSED MARINE CONSERVATION ZONE LOCATION

Status	MCZ SCREENING	Revision	01
Scale	1:50 000 @ A3	Date	FEB 2019
Drawn By	J.NORMAN	Checked By	K.BURROWS
Approved By	N.HENDERSON		
PINS No.	TR010035	FIGURE	2.1
Drawing number	HE548643-A585-EAC-SZ_GN_000-DR-L-4031		

01	S2	FEB19	FOR INFORMATION	JN	KB	NH
Rev	Status	Rev. Date	Purpose of revision	Drawn	Check'd	Apprv'd

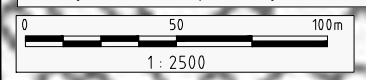


SKIPPOOL JUNCTION

SKIPPOOL BRIDGE

SKIPPOOL CLOUGH CULVERT

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KEY:

	Draft Order Limits
	The Scheme
	Marine Conservation Zones



Client
Project A585 WINDY HARBOUR TO SKIPPOOL IMPROVEMENT SCHEME
Drawing Title
SCHEME WORKS IN PROXIMITY TO THE MARINE CONSERVATION ZONE LOCATION

Status	MCZ SCREENING	Revision	01
Scale	1:2500 @ A3	Date	FEB 2019
Drawn By	J.NORMAN		
Checked By	K.BURROWS		
Approved By	N.HENDERSON		
PINS No.	TR010035		FIGURE 3.1
Drawing number	HE548643-A585-EAC-SZ_GN_000-DR-L-4032		

01	S2	FEB19	FOR INFORMATION	JN	KB	NH
Rev	Status	Rev. Date	Purpose of revision	Drawn	Check'd	Apprv'd

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