

A585

Windy Harbour to Skippool scheme

Preliminary Environmental Information Report Non-Technical Summary



Contents

1	Introduction	3
1.1	Background.....	3
1.2	Purpose of the Preliminary Environmental Information Report and this Non-Technical Summary	3
1.3	Consultation and how to respond	3
2	The proposed scheme.....	4
2.1	Why is the scheme needed?.....	4
2.2	Scheme alternatives and options	4
2.3	Scheme description	4
3	Potential environmental effects	6
3.1	Air quality	6
3.2	Cultural heritage.....	7
3.3	Biodiversity.....	9
3.4	Landscape	11
3.5	Noise and vibration	13
3.6	People and communities.....	14
3.7	Road drainage and the water environment	16
3.8	Geology and contaminated land.....	18
3.9	Climate	18
3.10	Materials.....	19
3.11	Assessment of cumulative effects	20

1 Introduction

1.1 Background

The A585 is the main transport link to the northern part of the Fylde peninsula and plays a huge part in supporting the local economy. It currently suffers high levels of congestion and is not considered able to support future growth in the area.

On 24 October 2017, we announced that a bypass between Windy Harbour and Skippool would be constructed to address identified issues. The scheme is categorised as a Nationally Significant Infrastructure Project under the Planning Act 2008. As such, we are required to make an application for a Development Consent Order to obtain planning permission to construct the scheme. We currently expect to submit our application in Autumn 2018.

The application will also be supported by an Environmental Statement which will be prepared in accordance with European and national legislation. More information about the scheme is contained within the consultation brochure.

1.2 Purpose of the Preliminary Environmental Information Report and this Non-Technical Summary

As part of the consultation and planning process, we are required to prepare a Preliminary Environmental Information Report. The purpose of the report is to provide members of the public, statutory consultees and other stakeholders with preliminary information about the scheme and its potential environmental effects. This information is intended to help people develop an informed view of the scheme and respond within the consultation period. The report presents an overview of the preliminary environmental information available at this stage. Further assessment and the development of detailed measures to reduce environmental effects are ongoing and will

ultimately be reported in the Environmental Statement. The Environmental Statement will include a detailed and comprehensive environmental assessment which will be submitted alongside our application for development consent.

This document summarises the Preliminary Environmental Information Report and is written using non-technical language.

Feedback received to this consultation will help us shape the scheme before we submit our application for development consent.

1.3 Consultation and how to respond

We're now holding a public consultation on our proposals. We'd like to hear what you think, so please share any concerns, ideas or local knowledge that you may have. The consultation will run from 21 March 2018 to 8 May 2018 and there are lots of ways you can tell us what you think. You can visit us at our events at:

- **Singleton Village Hall**
Friday 23 March 2018, 2pm – 8pm and
Saturday 7 April 2018, 10am – 4pm
- **Wyre Civic Centre**
Tuesday 10 April 2018, 3pm – 8pm
- **Fleetwood Nautical Campus**
Wednesday 11 April, 1pm – 7pm

Alternatively, you can view all the consultation materials and respond online on our webpage www.highways.gov.uk/a585windyharbour-skipool

More details of how you can respond are contained within the consultation brochure.

2 The proposed scheme

2.1 Why is the scheme needed?

The A585 is the main road in and out of Fleetwood and surrounding areas. It is heavily congested between Windy Harbour and Skippool and drivers currently suffer from significant delays during peak periods. The road also has a poor safety record.

Congestion is particularly severe at the junction with the A586 at Little Singleton and the signalised junction with the A588 at Shard Road. A high number of accidents are reported at these junctions and the volume of traffic is also a concern for local people, pedestrians, equestrians and cyclists.

If we don't make improvements to this three-mile stretch of road, it is likely there will be a rise in traffic levels and the potential for the number of accidents, and delays to journey times, to increase due to planned growth in the area.

2.2 Scheme alternatives and options

We began work on evaluating design options for the scheme in 2015 and we looked at a range of potential environmental impacts together with other factors such as technical feasibility and value for money. We discussed the conclusions of the environmental assessments at technical workshops to help inform the selection of the preferred design. The following options were rejected:

- **Two Northern Bypass Options (N1 and N2):** Rejected as they were longer than the preferred design and had additional junctions that would affect journey times and increase environmental impacts

- **Five alternative Southern Bypass Options (S2, S3, S4, S5 and an additional option):**

Rejected on a range of grounds including: causing inappropriate use of local routes by traffic; safety and capacity reasons and concern that the route would divide and disconnect the local community

- **Two Online Options (O1 and O2):** Rejected as they did not meet the scheme's objectives (find out what these are on page 4 of the consultation brochure)

2.3 Scheme description (refer to Figure 2.1)

The scheme comprises 4.86 kilometres (~3 miles) of new two lane dual-carriageway bypass connecting Windy Harbour junction to Skippool junction. It will include four new junctions connecting the new bypass with existing roads including:

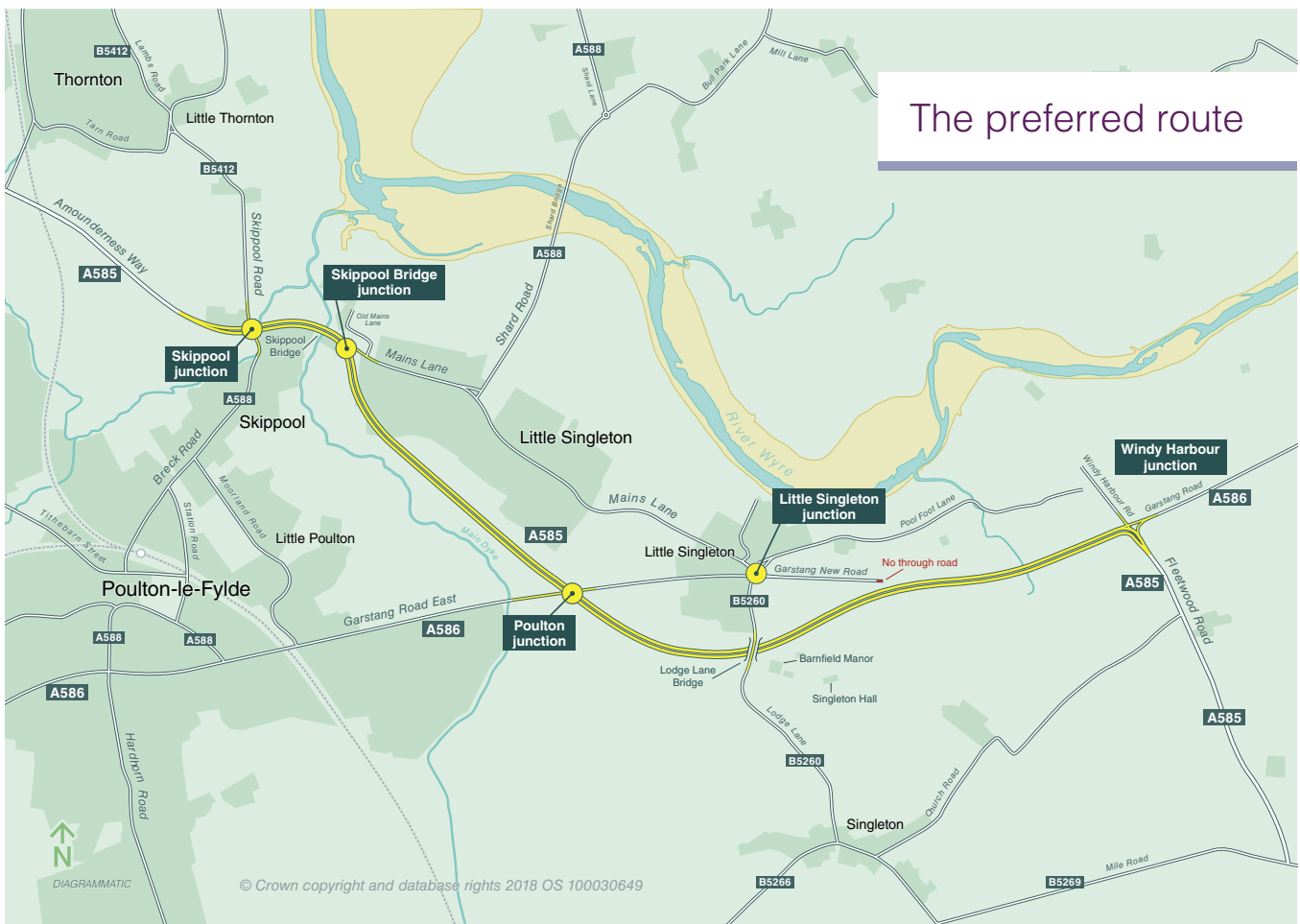
- Conversion of Skippool junction to a signal-controlled crossroads with A588 Breck Road and B5412 Skippool Road
- A new Skippool Bridge junction in the form of a three-arm traffic signal-controlled junction with the existing Mains Lane
- A new Poulton junction in the form of a four-arm roundabout connecting to A586 Garstang Road East
- Conversion of the traffic signal junction at Little Singleton to a roundabout

It will require new structures including:

- A replacement Skippool Bridge
- Lodge Lane would become a bridge over the bypass at this point where the bypass would be constructed in a cutting
- Culverts to allow water courses to pass beneath the bypass

- A footbridge (referred to as Grange Footbridge)
 - Temporary construction areas would be needed including three temporary construction compounds (including offices, materials storage, parking etc) - two at the western end and one at the eastern end.
 - A range of environmental mitigation measures would be included to help reduce the impacts of the scheme. These would include tree planting, noise barriers, earth embankments, wildlife crossing points and new wildlife habitat creation.

Figure 2.1: The scheme



3 Potential environmental effects

The paragraphs that follow outline the preliminary findings of the environmental assessment undertaken to-date. They cover the effects of the scheme on: air quality, cultural heritage, biodiversity, landscape, noise and vibration, people and communities, road drainage and the water environment, geology and contaminated land, climate materials and cumulative effects.

3.1 Air quality

Existing conditions

We have collected air quality information from Wyre Borough Council and Fylde Borough Council, Defra and Highways England. There is one Air Quality Management Area (AQMA) (an area designated by a local authority for having poor air quality) located near the scheme in Wyre, called Chapel Street AQMA. The recent air quality monitoring data in Wyre and Fylde shows no exceedances of the Air Quality Standards Objective / EU Limit Value (which is $40\mu\text{g}/\text{m}^3$) for the air pollutant nitrogen dioxide, associated with traffic vehicle emissions.

Construction

Key potential impacts

There are a number of sensitive receptors (particular groups of people who are likely to be affected) which include residential properties, located within 200m of the construction site boundary which could be affected by dust generated from construction activities as part of the scheme.

Key potential mitigation

Measures to minimise impacts as a result of construction include implementing a Construction Environmental Management Plan which would include commitments such as damping down vehicles and surfaces, covering stockpiles to

reduce dust and moving dust generating activities as far away as possible from local residents.

Operation

Key potential impacts

During the operation of the scheme, sensitive receptors including residential properties have the potential to experience an air quality impact from the changes in traffic due to the scheme. Air quality impacts are considered likely to occur where traffic has a change in flow of either more than 1000 vehicles per day, 200 heavy duty vehicles per day, or the speed changes more than 10 kilometres per hour. A number of representative properties located on these affected roads have been selected to predict concentration changes of air pollutants at these locations. The results of the air quality modelling predict that some locations will experience a benefit as the scheme will re-route traffic from Mains Lane onto the new bypass, so therefore, these properties are predicted to experience a reduction of air pollutant emissions. Some properties are predicted to experience an increase of air pollutant emissions as they are located close to the new bypass. However, the overall concentrations will remain below the threshold of the Air Quality Standards Objective / EU Limit Value ($40\mu\text{g}/\text{m}^3$).

Key potential mitigation

As the air pollutant at all locations are predicted to be well below the Air Quality Standards Objective / EU Limit Value, the scheme does not result in a significant impact on air quality. Therefore, no mitigation measures will be required.

3.2 Cultural heritage

Existing conditions

We've collated information for an area extending 1 kilometre around the scheme. Within this area the following heritage assets have been identified:

- Nine Grade II listed buildings (including the Singleton Hall Ice House) (see Figure 3.1)
- Two conservation areas (including Singleton Conservation Area and Poulton-Le-Fylde Conservation Area) (see Figure 3.1)
- 158 assets listed on the local Historic Environment Record (including Singleton Park and the Ribchester to Poulton-le-Fylde Roman Road)

The historic landscape in the area is considered to be a combination of ancient, post medieval and modern in origin.

There are no Grade I or II* listed buildings, scheduled monuments, World Heritage Sites, registered parks and gardens or registered battlefields within 1 kilometre.

We are working with Lancashire County Council to determine the need for further archaeological field investigations. The results of such investigations will be included within the Environmental Statement.

Construction

Key potential impacts

The Grade II listed Singleton Hall Ice House has the potential to experience temporary negative effects as a result of noise, dust and visual intrusion during the construction phase of the scheme which may affect its setting. Similar effects may also occur at Singleton Conservation Area although this is further away. Effects on other listed buildings and the Poulton-Le-Fylde Conservation Area are likely to be small due to their distance from the proposed construction works.

There could be direct permanent impacts on assets including part of Singleton Park, the local historic landscape character, the potential remains of the Ribchester to Poulton-le-Fylde Roman Road (although this is still to be determined) and a number of other, lower value assets identified on the Historic Environment Record.

The scheme may also have a direct physical impact on any potential below ground archaeological remains should they be present.

Key potential mitigation

During construction we will work to minimise impacts including implementing a Construction Environmental Management Plan which would include commitments such as damping down vehicles to reduce dust, managing construction traffic and proposing closed-board fencing which will provide visual screening near to the Ice House.

Operation

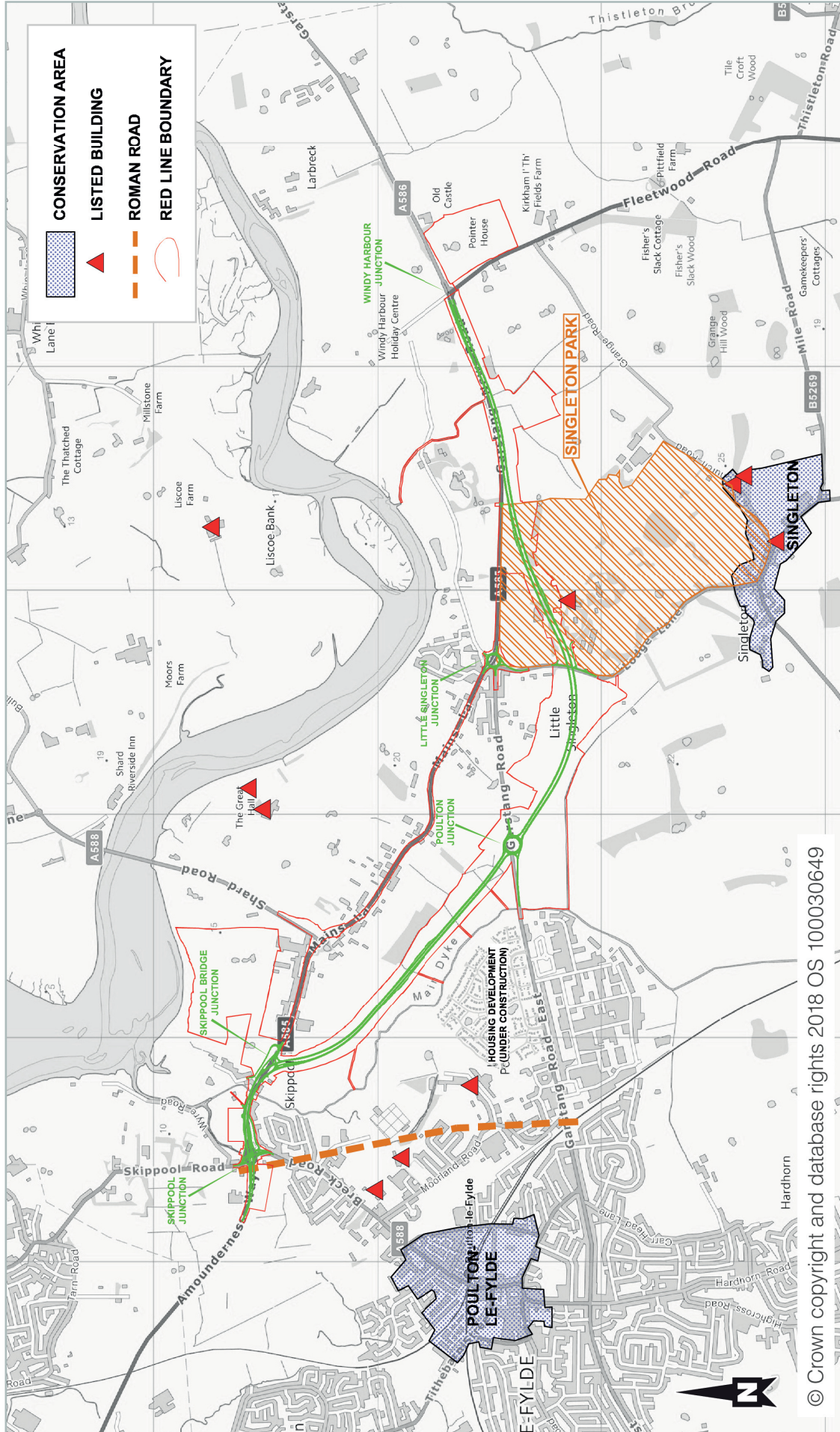
Key potential impacts

Once the road has been built and is open to traffic, we expect there to be the following effects to heritage assets; visual intrusion due to the presence of the new road and associated traffic and noise which may affect how heritage assets are experienced. These operational effects may be experienced at the Grade II listed Singleton Hall Ice House, End Cottage Old Farm, the Manor, the former chapel of St John and the attached priest's house together with Singleton Conservation Area and Singleton Park.

Key potential mitigation

We will explore potential measures to reduce operational impacts. These could include additional planting and careful positioning of earth mounds for visual screening. Figure 16.1 in Appendix A to the Preliminary Environmental Information Report presents draft environmental mitigation. Noise mitigation is outlined in Section 3.5.

Figure 3.1: Heritage assets



3.3 Biodiversity

Existing conditions

There are seven designated sites within the study area including Morecambe Bay and Duddon Estuary Special Protection Area, Morecambe Bay Ramsar site, Wyre Estuary Site of Special Scientific Interest, Wyre-Lune recommended Marine Conservation Zone, Skippool Marsh and Thornton Bank Biological Heritage Site, Shard Bridge Field Ditch Biological Heritage Site and Shard Bridge Field Ditch Biological Heritage Site. Sites within the study area are presented in Figure 3.2 overleaf.

We have undertaken surveys and identified the following habitats within 500m of the scheme:

- Hedgerows
- Coastal saltmarsh and mudflats
- Coastal and floodplain grazing marsh
- Ponds
- Rivers including Skippool Creek and Main Dyke amongst others

Further species surveys have identified the presence of great-crested newts, passage and wintering birds, breeding birds, bats and otters with the study area.

Construction

Key potential impacts

- Potential negative effects during construction may include:
 - Disturbance of animals during construction
 - Loss of habitat
 - Damage of habitat
 - Disconnecting or fragmentation of habitats
 - Pollution via run-off and spray from construction road traffic and air pollution due to construction activities
 - Increased sedimentation of watercourses
 - Visual and light pollution caused by construction lighting

Key potential mitigation

A Construction Environmental Management Plan would be developed and contain scheme

specific commitments to mitigate construction effects. Commitments detailed in this may include: minimising the removal of trees and shrubs; implementing pollution prevention measures; and, sensitive timing of works to avoid disturbance to features (i.e. bird species) of a designated site. Where appropriate, construction works would be supervised by an ecologist. Mitigation areas for birds would also be proposed.

A protected species licence is required for the scheme and would include detailed information to mitigate impacts on great crested newts.

Operation

Key potential impacts

Potential negative effects during the operation of the scheme, once it is built and open for traffic, include:

- Being killed by collisions with traffic (including wintering / passage birds, breeding birds, great crested newts, bats, badgers and otters)
- Polluted road runoff affecting the water environment
- Impacts on trees and shrubs from polluted spray from road traffic
- Impacts on species through road lighting
- Barriers to the movement of animals caused by the new road

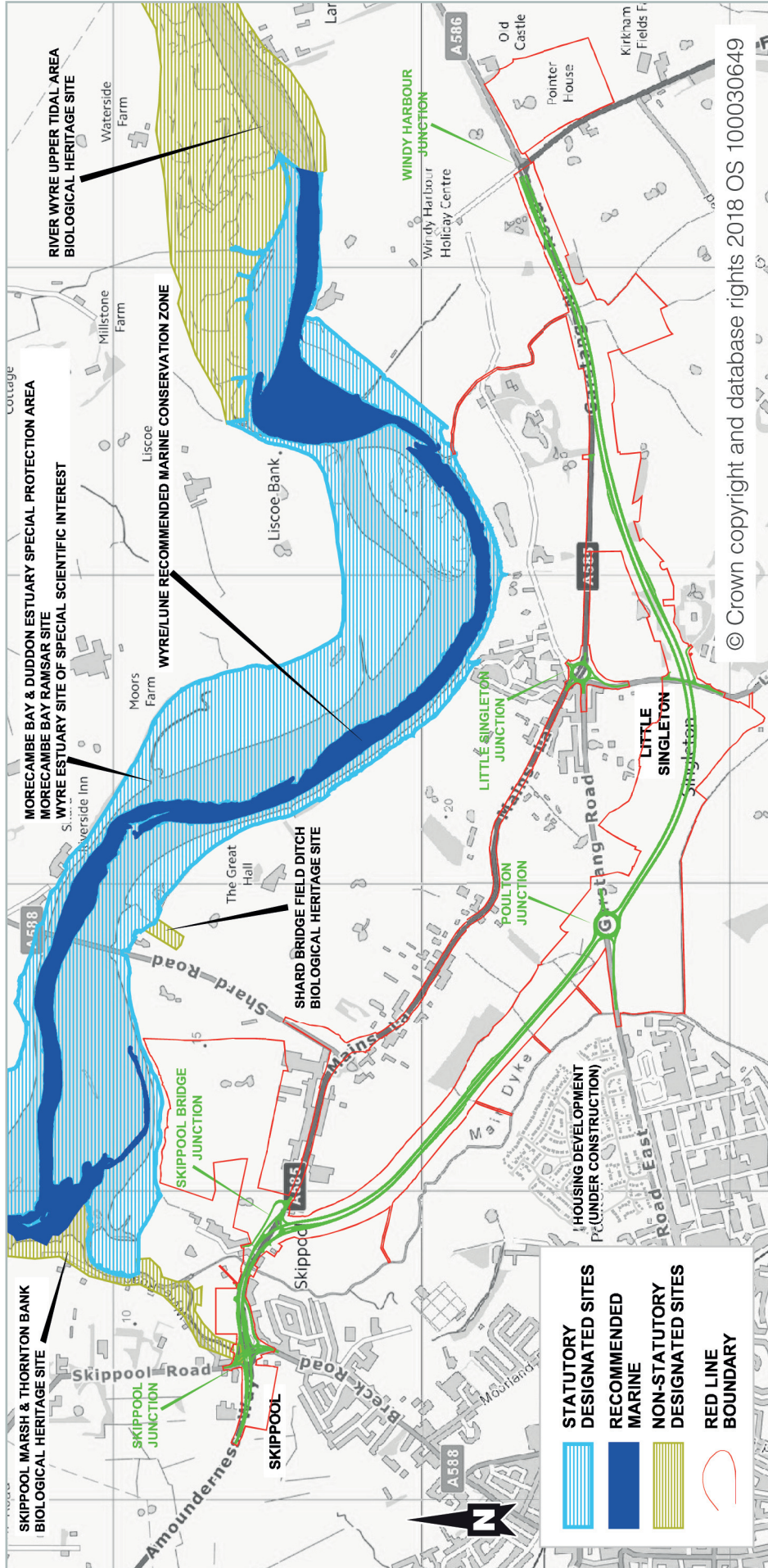
Key potential mitigation

The installation of new ponds for great crested newts would increase the availability of this habitat. Additionally, landscape screening such as trees and shrubs would increase terrestrial habitat quality and connectivity.

Road lighting will be designed to minimise light pollution.

Otter-friendly culverts would be installed at all watercourse crossings, which would increase the permeability of the scheme and minimise the barrier effect. Fencing would be installed to direct otters toward culverts and deter them from accessing the road.

Figure 3.2: Designated ecological sites



© Crown copyright and database rights 2018 OS 100030649

3.4 Landscape

Existing conditions

The study area for landscape and townscape assessment extends to 1 kilometre from the scheme boundary and 2 kilometres for the visual assessment.

At the national level, the application site falls entirely within National Character Area 32: Lancashire and Amounderness Plain which covers an area of high-grade agricultural land, located within the Fylde coast. This is considered to be a distinct area, with extensive views available across the plain. There are small to medium-sized blocks of mixed woodland, and medium to large-sized fields that form an open, large-scale agricultural landscape.

The landscape and townscape study area has been sub divided into seven landscape character areas (LCAs) and nine townscape character areas (TCAs) based on their physical and cultural elements.

The key landscape and visual receptors (particular groups of people who are likely to be affected) within the study area are presented in Figure 3.4. These include 17 representative viewpoints which have been agreed with Fylde Borough and Wyre Borough Council. Figure 3.3 also presents visual receptors with potentially significant effects.

Construction

Key potential impacts

The construction works have the potential to be visually intrusive and the appearance of construction activity will have a temporary negative impact upon visual receptors in the study area.

Key potential mitigation

The Construction Environmental Management Plan would include mitigation measures such requiring the installation of 3m high perimeter solid fence around the construction area boundary and the introduction of topsoil mounds as screening and baffles (directional shades) on lighting columns.

Operation

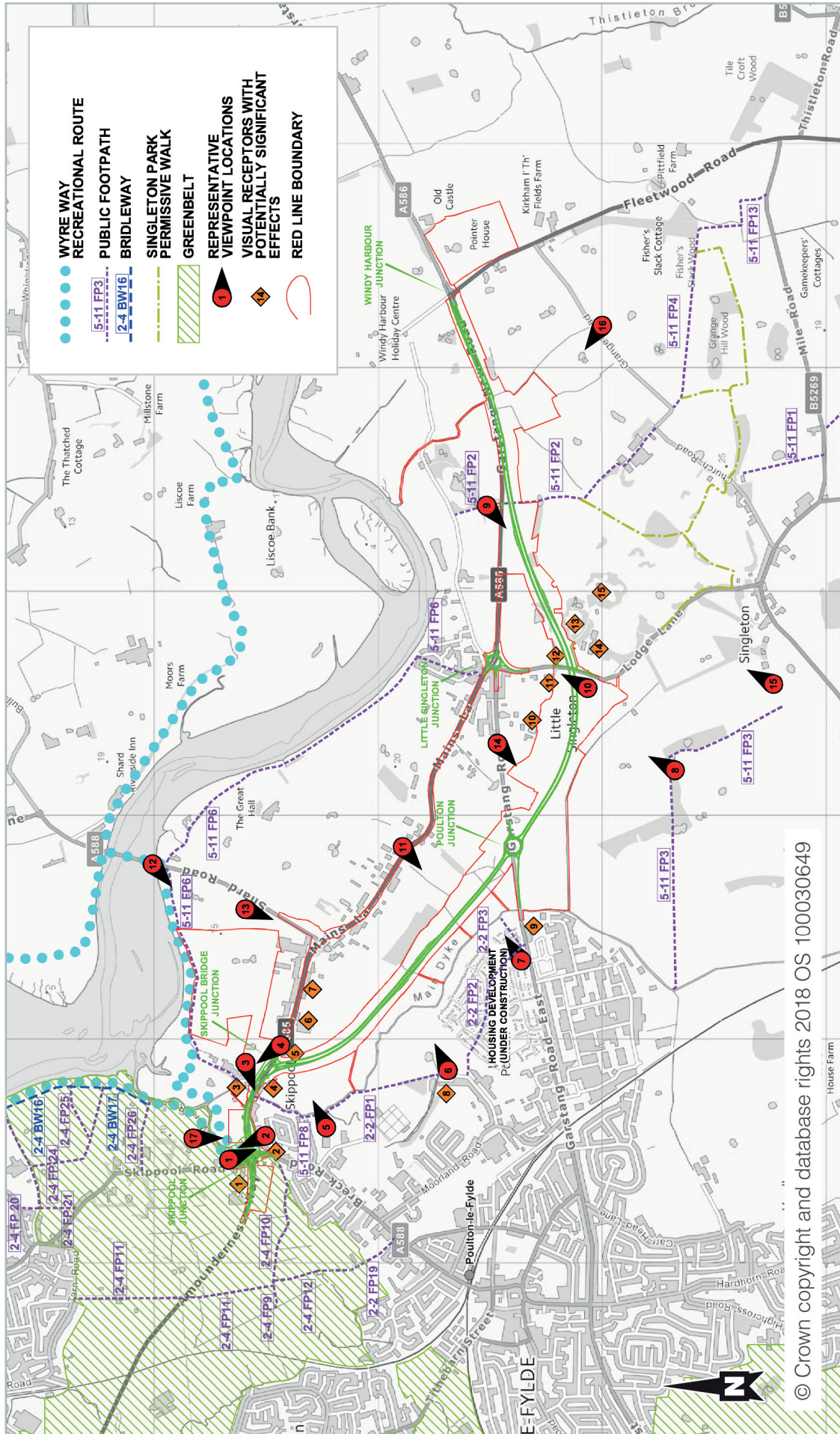
Key potential impacts

During operation the scheme would have the potential to impact negatively upon some landscape elements and visual receptors. This would include some properties: near to the Skippool Junction; on the south side of Mains Lane near where the western end of the bypass joins the existing road; from the new housing development under construction at Garstang Road East, Little Poulton and near to where the bypass passes under Lodge Lane.

Key potential mitigation

Mitigation would include the planting of shrubs and trees which will integrate the scheme into the existing landscape as it establishes over time. The implementation new woodland belt planting and earth mounds would provide screening and reduce the impact of the scheme on residential properties.

Figure 3.3: Landscape and visual receptors



© Crown copyright and database rights 2018 OS 100030649

3.5 Noise and vibration

Existing conditions

The noise and vibration study area has been defined in accordance with the *Design Manual for Roads and Bridges* and within it the following receptors have been identified:

- Approximately 2250 residential properties
- Seven 'other sensitive receptors' e.g. schools, care homes etc.
- Ten Noise Important Areas (designated for existing high levels of noise)

The dominant source of noise in the area of the scheme is road traffic noise, primarily generated by vehicles traveling along the principle routes in the area including the A585 and A586.

In order to gain an understanding of the existing noise levels within the local area, attended noise surveys were undertaken at eight monitoring locations positioned along the scheme corridor. The surveys were carried out in accordance with standard industry guidance.

Additional baseline noise surveys will be undertaken to inform the Environmental Statement.

Construction

Key potential impacts

There is potential for negative short-term noise and vibration effects during the two-year construction phase. It is anticipated that construction noise effects could occur due to:

- Noise from the operation of construction vehicles
- Noise from the construction of the B5260 Lodge Lane underpass
- Noise from lorry movements to and from the site, for example site deliveries
- Construction vibration effects could occur from piling

Key potential mitigation

Measures to minimise noise and vibration impacts would include adopting best practice which would be incorporated into the Construction Environmental Management Plan. Examples include:

- Installing appropriate fencing/temporary barriers around the construction areas likely to generate noise
- Providing contact details for a site representative in the event that disturbance due to noise or vibration from the construction works occurs
- Keeping site access routes in good condition and well maintained with no potholes
- Turning off machinery when not in use

Operation

Key potential impacts

Noise from the operation of the scheme has been assessed by means of a noise model. This enables the identification of areas that are at risk of potentially perceptible changes in operational noise in both the opening and the future design year (15 years after opening). In both scenarios there is a potential for significant impacts around the Skippool/Breck road area, including the eastern end of Poulton-le-Fylde and residential dwellings (under construction) to the west of the Poulton Industrial estate. A number of properties on Mains Lane that back onto the scheme also have the potential to experience changes. There is also the potential for impacts to the south of Little Singleton in the area surrounding the proposed bridge over the bypass at Lodge Lane.

Key potential mitigation

Mitigation of the operational noise will likely be in the form of environmental mounds and / or noise fencing. This will be considered in areas where there is the potential for perceptible impacts as a result of the scheme.

3.6 People and communities

Existing conditions

Land use in the vicinity of the scheme includes both commercial and residential land, land used by the community, development land and agricultural land. Key receptors (particular features / people who are likely to be affected) are identified on Figure 3.4 and include: public houses, hotel and holiday accommodation, a wedding/banqueting venue, an industrial estate, primary schools, a cemetery, a cricket ground, farms, caravan parks, Public Rights of Way and new residential areas under construction.

Agricultural land that may be affected is predominantly Grade 2 which is considered to be best and most versatile.

Construction

Key potential impacts

Construction has the potential to generate some negative, short term, impacts on local private and community facilities through land take and disconnecting and reducing access. Construction activities could affect the amenity of local residents and businesses, as well as users of public rights of way, through the generation of noise, dust, visual impacts and the movement of construction vehicles. Travel disruption may include congestion, delays and possible restrictions to access.

Construction will also lead to the permanent loss good quality agricultural land and a residential property called West Wynds, Old Mains Lane.

Key potential mitigation

The implementation and adherence to a Construction Environmental Management Plan would minimise negative environmental effects of construction activities, including visual impacts. The implementation of a Traffic Management Plan would minimise delays during construction. Such measures could include temporary signage and specific/defined routes that construction traffic would use would also help reduce uncertainty and frustration.

Operation

Key potential impacts

There would be both positive and negative effects on certain public rights of way and footpaths in the vicinity of the scheme during operation. Positive effects may include the creation of new, accessible footpath links across the road. Negative effects may include longer journey times as a result of diversion routes created.

We anticipate that drivers would experience a more pleasant journey once the road is opened with improved traffic flow and accessibility.

Key potential mitigation

New footbridges and footpath diversions would be designed to be fully accessible for pedestrians, walkers and cyclists. Design of the junctions will include specific measures for pedestrians and cyclists to assist them.

3.7 Road drainage and the water environment

Existing Conditions

There are three notable watercourses within 500m of the scheme - the River Wyre Estuary, Main Dyke and Horsebridge Dyke.

There are no source protection zones or licenced abstractions (water being removed from watercourses under licence) within the study area.

Parts of the area in the vicinity of the scheme are prone to river and tidal flooding as shown on Figure 3.5. Land at Skippool junction and to the west of the Windy Harbour junction are at a low risk of tidal flooding. We are currently preparing a Flood Risk Assessment to demonstrate how flood risk to the scheme would be managed now, and when taking climate change into account.

Construction

Key potential impacts

During construction there is potential for an increase in site run-off and flow of sediments to watercourses and groundwater.

Groundwater levels may also be lowered locally during construction and excavation works.

Key potential mitigation

The Construction Environmental Management Plan would document best practice pollution prevention measures and construction site drainage management proposals which would need to be adhered to in order to avoid these impacts.

Operation

Key potential impacts

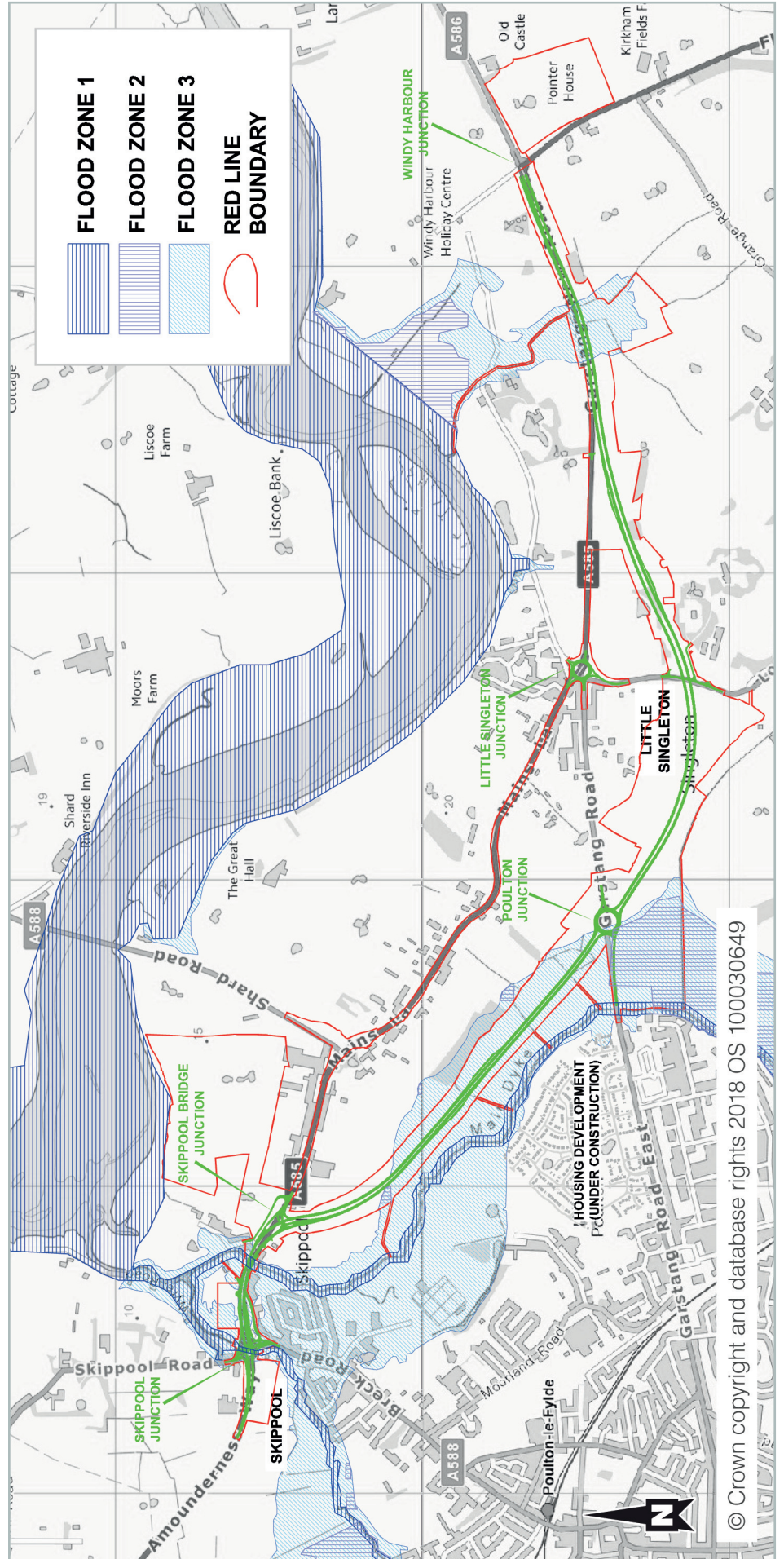
The scheme would increase the impermeable land cover which would increase the flow of surface water run-off and would transport any surface pollutants more quickly.

Key potential mitigation

Flood risk effects would be avoided by ensuring storage for flood water would not be lost and through the design and construction of appropriate watercourse crossings. We've designed the road to ensure it isn't vulnerable to flooding.

Appropriate road drainage and attenuation features would be provided so that rainfall runoff rates and any pollution events can be controlled.

Figure 3.5: Flood risk mapping



3.8 Geology and contaminated land

Existing conditions

The scheme crosses areas of tidal flats, alluvium, peat and glacial sand/gravels and clays that sit above a layer of mudstone. Above the mudstone is an aquifer (an aquifer is an underground layer of water-bearing permeable rock, rock fractures or unconsolidated materials).

There are no historical areas of coal mining in the study area. Sand and gravel extraction was possibly undertaken adjacent to the A585 east of Skippool. Excavations for clay for local brickworks was undertaken at Poulton-le-Fylde.

Whilst landfill sites have been identified within the study area, they are all some distance from the scheme and have been present for many years. We consider it unlikely that these would have a notable impact to the design of the scheme.

Construction

Key potential impacts

Potential negative effects during the construction of the scheme include:

- Spread of pre-existing (historic land use) contamination e.g. within the construction compound areas / general works
- Contaminants migrating into underlying groundwater and wider water environment

Key potential mitigation

Environmental design measures to prevent pollution incidents during the construction phase would be provided in the Construction Environmental Management Plan. A Pollution Prevention Plan would be produced for activities such as excavation and dewatering, storage of fuels, chemicals and oils, vehicle washing, pollution control and emergency contingency.

To reduce the spread of contaminants, contaminated soils within areas to be excavated would be removed prior to the main works.

Excavated soils would be appropriately stored to ensure that if dust is generated in dry weather periods, it does not affect residential properties. Other best practice measures such covering stockpiles and lorries containing soils would be implemented.

Operation

Once constructed the road itself would act as a barrier to the underlying ground conditions therefore no impacts are anticipated.

3.9 Climate

Existing conditions

Statistical results suggest that the UK daily maximum and minimum temperature extremes have risen by just over 1°C since the 1950s, and that heavy seasonal rainfall events and annual rainfall have also increased. It is important that the road is resilient to this and its contribution to climate change is understood.

Construction

Key potential impacts

Wetter conditions may increase surface runoff which may, in turn lead to an increase in soil erosion on site and may increase sediment loads to water courses. The risk of flooding may also increase.

The construction works may also be disrupted by extreme weather events such as storms which may delay the overall construction programme.

The construction of the scheme will contribute to climate change through the use of raw materials and energy which generate greenhouse gas emissions.

Key potential mitigation

Emergency response procedures would be incorporated within the Construction Environmental Management Plan with respect to extreme weather events including storms and

droughts. Site works would comply with relevant pollution prevention guidelines to ensure against the risk of sediments causing pollution under all conditions including extreme weather events. We are preparing a Flood Risk Assessment which will consider the risk of climate change in its scenarios.

Operation

Key potential impacts

Hotter, drier conditions may affect the ability of proposed landscape planting or ecological habitat creation to survive and increased levels of rainfall will raise the risk of surface water and river flooding. Extreme weather events (e.g. storms) may also result in tree/habitat damage and flooding.

During operation the scheme will contribute to climate change as greenhouse gas emissions will be generated by vehicular movements.

Key potential mitigation

We'll ensure the design of the draining system will be able to cope should there be any changes in weather due to climate change. Landscape design will include species that are suitable for future climate conditions.

3.10 Materials

Existing conditions

Within the area covered by the Lancashire Joint Plan (2013) there is space within the county for the disposal of construction, demolition and excavation waste and hazardous waste in waste disposal facilities.

Construction

Key potential impacts

During construction of the scheme, waste will be produced which will need to be disposed of in waste disposal facilities. The current scheme design also means that new materials for construction, including for earthworks will need to be imported to the site.

Key potential mitigation

The provision of local borrow pits will aim to reduce the current shortage of materials required to construct the scheme therefore reducing the amount of material required to be imported. Our contractor, once appointed, would develop a Site Waste Management Plan to manage waste.

Operation

Only limited materials would be needed once the road is open to traffic. Therefore, no impacts anticipated.

3.11 Assessment of cumulative effects

Cumulative effects are where multiple effects occur on a particular receptor (e.g. a residential property, a wildlife site or a heritage asset). This could be as a result of multiple effects from the scheme affecting one receptor (e.g. air emissions, noise, visual intrusion) or multiple effects from this scheme and 'other development' in the area. This could result in a number of small effects adding up to something larger.

Potential cumulative effects from the scheme may arise on the following receptors:

- Residential properties due to noise, air quality and visual effects
- Listed buildings due to noise, dust and visual effects
- Footpaths due to reduced access and visual effects
- Water courses due to pollution and modifications to them which may affect protected species

With regard to cumulative effects with 'other development', the following have potential to occur:

- A greater amount of land associated with wintering birds and the adjacent Morecambe Bay Ramsar site and Morecambe Bay and Duddon Estuary Special Protection Area in the may be affected
- A number of 'other development' in the locality being under construction at the same time as the scheme which may result in a greater amount of construction traffic using local roads

For more information, please read **The Preliminary Environmental Information Report**, which is available at www.highways.gov.uk/a585windyharbour-skipool.

If you need help accessing this or any other Highways England information, please call **0300 123 5000** and we will help you.

© Crown copyright 2018.

You may re-use this information (not including logos) free of charge in any format or medium, under the terms of the Open Government Licence. To view this licence: visit www.nationalarchives.gov.uk/doc/open-government-licence/ write to the **Information Policy Team, The National Archives, Kew, London TW9 4DU**, or email psi@nationalarchives.gsi.gov.uk.

Mapping (where present): © Crown copyright and database rights 2018 OS 100030649. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.

This document is also available on our website at www.gov.uk/highways
For an accessible version of this publication please call **0300 123 5000** and we will help you.

If you have any enquiries about this publication email info@highwaysengland.co.uk or call **0300 123 5000***. Please quote the Highways England publications code **PR212/17**.

Highways England creative job number MCR18_0069

*Calls to 03 numbers cost no more than a national rate call to an 01 or 02 number and must count towards any inclusive minutes in the same way as 01 and 02 calls. These rules apply to calls from any type of line including mobile, BT, other fixed line or payphone. Calls may be recorded or monitored.

Printed on paper from well-managed forests and other controlled sources when issued directly by Highways England.

Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ
Highways England Company Limited registered in England and Wales number 09346363