

Development Control Committee
Meeting to be held on 15th October 2014

Electoral Division affected:
Lancaster Rural East,
Morecambe North, Morecambe
South

Lancaster City: Application number. DCO HEYSHAM M6 03
Application to vary the approved drawings to allow an extended wingwall on
the A6 Lancaster Road Bridge to be replaced with a landscaped embankment.
A6 Lancaster Road, Slyne with Hest, Lancaster.

Contact for further information:
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Executive Summary

Application - Application to vary the approved drawings to allow an extended wingwall on the A6 Lancaster Road Bridge to be replaced with a landscaped embankment.

A6 Lancaster Road, Slyne with Hest, Lancaster.

Recommendation – Summary

- a) That the proposed amendment to the design of the Lancaster Road bridge is acceptable and approved drawing no. B1082600/6546/00001 be replaced by drawing B1082600/6546/0001 rev C1.
- b) That the approved landscaping works for the lower part of the embankment at this location be carried out over the full area of the extended earthworks shown on drawing B1082600/6546/0001 rev C1.

Applicant's Proposal

The application is to amend the design of part of the proposed A6 Lancaster Road bridge which is one of the new structures that will form part of the Heysham to M6 Link Road, currently under construction.

Under the currently approved scheme, the existing A6 north of Lancaster is diverted to the east and is to be raised so that it can cross the link road via a new bridge approximately 8m higher than its current elevation. The edge of the realigned A6 on the south west side of the new bridge was to have been supported using a masonry wing wall approximately 50m in length and 2m in height. It is now proposed to replace the majority of the wingwall with a landscaped embankment.

Description and Location of Site

The Heysham to M6 link is a current highway construction scheme which runs to the north of Lancaster between junction 34 of the M6 and the junction of the A589 and A683 between Lancaster and Morecambe.

The new link road crosses the existing A6 approximately 2.5 km north of Lancaster city centre approximately mid way between the northern edge of Lancaster and the village of Slyne with Hest. The proposed amendments relate to the design of the new bridge where the diverted A6 will cross the new link road.

There are a number of properties accessed off the existing A6 that are located close to the proposed A6 / link road intersection.

Background

A Development Consent Order (DCO) authorising the construction of the Heysham to M6 Link was made by the Secretary of State in March 2013.

Various schemes of details including those relating to the landscaping of the road were approved by the Development Control Committee on 17th April 2013.

Construction works on the road scheme commenced in January 2014.

Planning Policy

National Planning Policy Framework (NPPF)

Paragraph 58 of the NPPF is relevant with regards to the need for good design and appropriate landscaping.

Lancaster City Core Strategy

Policy SC1 Sustainable Development
Policy E1 Environmental Capital

Consultations

Lancaster City Council: No observations received.

The nearest properties have been notified of the proposed amendment by individual letter. No representations have been received to date.

Advice

A DCO authorising the construction of the Heysham to M6 Link was made by the Secretary of State in 2013. Construction of the new road link commenced in January 2014.

The DCO includes a number of requirements (similar to conditions) that control various aspects of the development including the design of the structures such as bridges and embankments. Requirement 4 (2) states 'Replacement structure general arrangement drawings and landscaping plans may be approved in writing by the relevant planning authority and substituted for the relevant approved development plans provided that the development so altered accords with the environmental statement and falls within the Order limits'.

The design of the A6 bridge over the new link road including the associated wing walls and embankments is shown on the approved plans.

The new link road crosses the A6 approximately 2.5 km north of Lancaster city centre. The approved design provides for the existing A6 to be diverted to the east of its existing alignment and for its elevation to be increased so that it can cross the link road via a new bridge. On either side of the new bridge the A6 is to be supported on new embankments with the south western side being a combination of low embankment and extended wing wall. The extended wing wall was required so as to allow sufficient working space to allow the existing A6 to remain open whilst the new diverted route is constructed.

The detailed design for this area of the link road has now been completed and the extended wing wall is no longer required to maintain traffic flow on the existing A6. It is now proposed to replace the majority of the wingwall with a graded embankment. The applicant has therefore applied under the provisions of requirement 4(2) to amend the working drawings for this part of the development.

The proposed amendments would fall within the provisions of the original DCO and would not affect the findings of the Environmental Assessment. However, as the proposal is submitted by the Executive Director of Environment, the application must be determined by the Development Control Committee rather than through delegated powers.

The amendment that is sought is relatively minor in comparison to the scale of the scheme as a whole. The replacement of the wing wall with an earth embankment would reduce construction costs and would replace a hard structure with an area of planting that would be more aesthetically pleasing. The area that would be affected by the amendment is located close to a number of residential properties located off the existing A6. The properties have been notified of the proposed amendment the consultation period for which expires on the 12th October. Any representations received will be reported on the update to the Committee. However, the previous wing wall would have faced these properties. It is considered that its replacement with a landscaped embankment would have some visual benefits to these properties as the proposed landscaping would allow increased screening of the diverted A6. The principle of the amendment is therefore considered acceptable subject to the approved landscaping of the new embankment being carried out over the full area of the extended earthworks as shown on drawing B1082600/6546/0001 rev C1.

In view of the location, scale and nature of the proposal, it is considered that no convention rights identified under the Human Rights Act 1998 would be affected.

Recommendation

a) That the proposed amendment to the design of the Lancaster Road bridge is acceptable and approved drawing no. B1082600/6546/00001 be replaced by drawing B1082600/6546/0001 rev C1.

b) That the approved landscaping works for the lower part of the embankment at this location be carried out over the full area of the extended earthworks shown on drawing B1082600/6546/0001 rev C1.

Local Government (Access to Information) Act 1985 List of Background Papers

Paper	Date	Contact/Directorate/Ext
DCO Heysham M6 O3 DCO March 2013.	18/09/14	Jonathan Haine/Environment/534130

Reason for Inclusion in Part II, if appropriate

N/A