

Development Control Committee
Meeting to be held on 16th July 2015

Electoral Division affected:
Preston Rural

Preston City: Application number 6/13/0528/1
Application for approval of details reserved by condition to planning permissions 6/13/0528 and LCC/2014/0122 relating to the construction of the Broughton Bypass, Preston.

Contact for further information:
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Executive Summary

Application for approval of details reserved by condition to planning permissions 6/13/0528 and LCC/2014/0122 relating to the construction of the Broughton Bypass, Preston.

Recommendation – Summary

That subject to no objections being received during the consultation period, the details submitted for the purposes of conditions 3, 4, 5, 6, 7, 9, 19, 20 and 24 of planning permission 6/13/0528 and condition 3 of planning permission LCC/2014/0122 are acceptable and should therefore be approved.

Applicant's Proposal

The application is for the approval of details for a number of planning conditions to planning permissions 6/2013/0528 and LCC/2014/0122 which relate to the construction of the Broughton Bypass, Preston.

The conditions for which details are submitted are as follows:

Planning permission 6/2013/0528 (authorising the construction of the bypass)

Condition 3 – details for the landscaping of the bypass route

Condition 4 – details of ecological mitigation measures

Condition 5 – details of surfacing materials to be used for the bypass construction

Condition 6 – details of street lighting and highway signage

Condition 7 – details for the routing of the Guild Wheel cycle route along Durton Lane

Condition 9 – details of traffic management along Durton Lane.

Condition 19 – Surface water drainage

Condition 20 – Details of measures to dispose of surface water.

Condition 24 – Environmental Management Plan

Planning permission LCC/2014/0122 (For the development of an underpass)

Condition 3 – details of landscaping

Description and Location of Site

The proposed bypass would be a new road approximately 4km in length running to the east of Broughton village north of Preston thereby allowing traffic to avoid the existing cross roads at the junction of the A6 and the B5269.

Background

Planning permission for the construction of the Broughton bypass was originally granted in 2001 (planning permission 6/00/0678). This permission was then renewed in 2008 and 2013 (ref 6/2013/0528).

A planning permission was also granted in 2014 (ref LCC/2014/0122) for the construction of an underpass at the northern end of the route.

Planning Policy

National Planning Policy Framework – Paragraphs 11-14, 17, 18, 29 – 35, 56, 58, 100 – 104, 109 – 141 of the NPPF are relevant to this application in terms of the presumption in favour of sustainable development, core planning principles, building a strong competitive economy, sustainable transport, requiring good design, flooding and conserving and enhancing the natural environment.

Central Lancashire Core Strategy

Policy 3	Travel
Policy 16	Heritage Assets
Policy 17	Design of new buildings
Policy 18	Green Infrastructure
Policy 21	Landscape Character Areas
Policy 22	Biodiversity and geodiversity
Policy 29	Water management

Consultations

Preston City Council: No observations received.

Broughton-In-Amounderness Parish Council: No observations received.

County Ecology Service: No observations received.

Environment Agency: No observations received.

LCC Developer Support (Highways): No observations received.

Advice

Applications ref 6/2013/0527 and 528 for the renewal of the planning permissions for the construction of the Broughton Bypass were made in 2013 and were granted on 18th December 2013. An additional planning permission ref LCC/2014/0122 for the construction of an underpass below the bypass at the northern end of the scheme was also approved on 3rd September 2014.

Compulsory purchase orders and side roads orders were published in 2014 in order to acquire all the land necessary to construct the bypass and to close certain other roads that would be intercepted by the new roads. These orders were the subject of a public inquiry in April 2015, the outcome of which is awaited.

The planning permission for the construction of the bypass (6/13/0528) contains a number of conditions some of which require the applicant to submit further details of various matters before commencing the development. These conditions are nos 3, 4, 5, 6, 7, 9, 19, 20 and 24. The applicant wishes to gain approval for these matters at this stage in order to assist in the advancement of the scheme.

Condition 3 – details for the landscaping of the bypass route. The applicant has submitted a series of drawings and accompanying schedules describing the landscaping works that will be undertaken along the route of the bypass. The proposals provide for native planting along the line of the route, for the translocation of existing hedgerows and for establishment of wildflower grasslands or amenity grassland on embankments or cutting slopes. There would also be an attenuation pond on the northern part of the route to store water run off and allow discharge to an existing stream at a controlled rate. The submitted details include landscaping details for this pond so that it appears as a landscaped feature rather than an engineered storage lagoon.

At the southern end of the scheme, the new road would cross the existing car park used by Broughton St Johns the Baptist Church and Primary School. A replacement car park is proposed which would have 71 spaces which is more than the existing car park. The scheme provides for landscaping of the car park together with new surfaced footpath routes so that the car park can be easily accessed from the school / church.

The visual impact of the bypass was raised in objections to the original planning application from the school and the church. The landscape scheme provides for a considerable amount of planting in this area which will reinforce the existing tree cover along the line of the Blundell Brook and provide an acceptable degree of screening in this location and safeguarding the setting of the listed buildings in this area. The landscaping proposals are therefore considered to be acceptable in terms of policies 17 and 21 of the Central Lancashire Core Strategy.

Condition 4 – details of ecological mitigation measures: The applicant has submitted a report to detail the measures that will be undertaken to safeguard ecological interests. As well as the general ecological impacts arising from the development of a road in the open countryside, the bypass route passes close to ponds used by Great Crested Newts and also involves the removal of a building and a number of trees that are likely to be used by bats.

The landscaping works described under condition 3 above would also provide for the mitigation of some of the ecological impacts of the development. Where the road intercepts existing hedgerows, it is proposed to translocate the hedges to other parts of the scheme which would help to reduce impacts.

To offset the potential impacts on Great Crested Newt populations, a significant area of new ponds and surrounding ecological habitat is proposed on both sides of the bypass to the south of Whittingham Lane. The proposed works have been discussed with Natural England so that they are sufficient to enable a protected species licence to be obtained.

In relation to bats, to provide replacement habitat for the buildings that are to be removed as part of the road scheme, a new bat building was proposed and made a requirement of condition 4. However, discussions with Natural England have confirmed that the building is no longer required and that appropriate alternative mitigation can be provided using bat boxes mounted on trees. Proposals are included for different types of bat boxes to be installed to provide habitat for different bat species. The ecological mitigation proposals submitted under the requirements of condition 4 are therefore considered acceptable and conform with policy 22 of the Central Lancashire Core Strategy.

Condition 5 – details of surfacing materials to be used for the bypass construction. This condition requires details of the surfacing materials to be used on the wearing course of the new highway to include low noise surfacing materials to reduce noise impacts. The submitted details provide for the use of a thin stone mastic asphalt to be used for the wearing course of the road which has a less textured finish than conventional surfacing materials, thereby reducing tyre noise. These surfacing materials are considered acceptable in terms of the requirements of condition 5.

Condition 6 – details of street lighting and highway signage – the submitted scheme includes a plan showing the location of the proposed street lights, details of each lighting column and a lux diagram showing the light spread from each column.

The section of road between Whittingham Lane and the roundabout with the Durton Lane link is not proposed to be lit which would reduce light pollution in one of the areas where the road would be in open countryside. In the other locations, lighting would be provided by 10 metre high columns incorporating LED lighting which produce a more directional light which minimises light spill to the sky and to adjacent areas. It is therefore considered that the proposed lighting would provide the necessary illumination to protect highway safety whilst also safeguarding local amenity.

Details have also been provided of the road signage to be installed including the positions and design of signs. These details are considered acceptable and would

help to ensure that north / south traffic uses the bypass rather than the existing A6 through Broughton.

Condition 7 – details for the routing of the Guild Wheel cycle route along Durton Lane. The Guild Wheel cycle route currently follows Durton Lane. The bypass would cut across the western end of Durton Lane with the Guild Wheel to be accommodated via a traffic light controlled crossing. The Guild Wheel would then follow Durton Lane as existing and would then cross the proposed Durton Lane link. A 2.5 metre wide shared cycle path would then be constructed along northern side of Durton Lane to provide a segregated cycleway. The bypass would require some changes to the existing alignment of the cycleway but the proposals are considered acceptable given the reduction in traffic on some parts of the Guild Wheel route that would result from the construction of the bypass. The proposals are therefore considered acceptable.

Condition 9 – details of traffic management along Durton Lane. At present Durton Lane is used as a short cut between the A6 and Eastway / Haighton Green Lane. Construction of the bypass and the Durton Lane Link would provide a new route for this traffic and presents the opportunity to close the eastern end of Durton Lane therefore preventing through traffic from using this route. The proposals are for a turning head to be constructed at the eastern end of the lane and for bollards to be erected preventing through traffic whilst still allowing access for cyclists using the Guild Wheel. These proposals would give rise to a reduction in traffic levels along this road and a consequent improvement in the amenity of residents on this road and for safety of Guild Wheel users. The proposals are therefore considered acceptable.

Condition 19 (Surface water drainage) and Condition 20 (Details of measures to dispose of surface water) - For drainage purposes, the highway has been divided into four catchments and appropriate discharge rates for each catchment have been agreed with the Environment Agency. To control discharge rates to the required level, measures are incorporated into the scheme. Attenuation ponds are proposed at two locations to provide temporary storage of flood waters and discharge at a controlled rate. At the northern end of the scheme, over sized underground pipes would be used to provide similar storage and at the southern end, below the proposed school car park, an underground attenuation system would be constructed allowing attenuated discharge to the Blundell Brook. All discharge points would incorporate pollution control devices and measures to remove sediment from road run off. The proposed measures have previously been discussed with the EA and are sufficient to control runoff and prevent pollution of existing water courses and are therefore acceptable in terms of Policy 29 of the Central Lancashire Core Strategy.

Condition 24 – Environmental Management Plan: This condition requires the submission of an environmental management plan to detail the works that will be undertaken to ensure that the landscape and ecological management measures are successful. The management plan period is subject to a unilateral undertaking under s106 and is for a duration of 15 years. The plan sets out the works that will be undertaken to maintain the tree and hedge planting, manage the proposed grassland areas and maintain the areas that are dedicated for the mitigation of ecological impacts such as ponds and bat mitigation works. Provision is incorporated within the plan for an annual meeting to assess the success of the landscape and ecological mitigation works and to agree additional works that may be required. The environmental management plan is therefore considered to be an acceptable basis

for ensuring that the landscape and ecological mitigation works are successful and should therefore be approved.

In summary, the submitted details are considered to address the requirements of planning permissions 6/13/0528 and LCC/2014/122 and would ensure that the bypass development conforms with the requirements of national planning policy and the policies of the Development Plan. The details have only recently been received and therefore consultation responses are still awaited. Subject to no objections being received during the consultation period, it is considered that the details submitted for the purposes of conditions 3, 4, 5, 6, 7, 9,19, 20 and 24 of planning permission 6/13/0528 and condition 3 of planning permission LCC/2014/0122 should approved.

Human Rights Issues

In view of the scale, location and nature of the development it is considered that no Convention Rights set out in the Human Rights Act 1998 would be affected.

Recommendation

That subject to no objections being received during the consultation period, the details submitted for the purposes of conditions 3, 4, 5, 6, 7, 9,19, 20 and 24 of planning permission 6/13/0527 and condition 3 of planning permission LCC/2014/0122 are acceptable and should therefore be approved.

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

Paper	Date	Contact/Ext
06/13/0527	29/07/13	Jonathan Haine/ 34130
06/13/0528	29/07/13	
06/07/0320		
LCC/2014/0122		

Reason for Inclusion in Part II, if appropriate

N/A