

REPORT TO	DATE OF MEETING
Planning Committee	22/03/2017



SUBJECT	PORTFOLIO	AUTHOR	ITEM
Report on a consultation from Lancashire County Council regarding their application reference LCC/2017/0001 for the Construction of a new highway consisting of Penwortham Bypass (1.3 km long dual carriageway) and associated infrastructure at Penwortham Bypass – from A582 Broad Oak Roundabout Connecting to A59 Between Howick C Of E Primary School and Blackhurst Cottages.	Planning and Housing	Mike Atherton	12

SUMMARY AND LINK TO CORPORATE PRIORITIES

Lancashire County Council (LCC) have received an application for the completion of the Penwortham By-pass and they are the decision making authority with regard to applications for highway infrastructure. As the proposal is situated within the Borough of South Ribble, LCC have consulted South Ribble for this Council’s views on the application.

This proposal links to the corporate priority of a ‘Strong South Ribble in the Heart of a Prosperous Lancashire’ in terms of managing growth in a way which benefits local communities.

RECOMMENDATIONS

That the Committee raises no objection to the consultation from Lancashire County Council who in due course will determine the application.

BACKGROUND

Lancashire County Council have submitted an application for the completion of the Penwortham by-pass which would in effect create a loop around the southern side of Penwortham. The existing A582 Golden Way dual carriageway extends from the boundary with the borough of Preston at the River Ribble to the Broad Oak Roundabout on the southern side of Penwortham which forms a junction with Millbrook Way & Blackthorn Drive. The proposal is to continue the road from this junction along the south western side of Penwortham, east of Millbrook Wood to a new T junction on the A59, Liverpool Road, due west of Blackhurst Cottages and east of Howick C of E School. The route of the proposed highway would traverse agricultural land and the playing fields of All Hallows R.C. High School.

The application is accompanied by an Environmental Statement (ES), which details all the impacts of the development on relevant issues such as landscape character, visual amenity, ecology, noise, air quality and drainage, amongst others.

The application comprises various elements, including:

- The formation of a dual carriageway between the two aforementioned junctions;
- Proposed location for the provision of offices, welfare facilities and storage containers during construction;

- Proposed location for the storage of soils and materials to facilitate construction;
- Re-location of All Hallows R.C. High School Playing fields;
- Formation of an attenuation pond and eight new wildlife ponds;
- An extension of the existing cycle route from Howick Moor Lane in a southerly direction, linking with the route of the new road in close proximity to the Millbrook Way junction, incorporating a Public Right Of Way Diversion;
- Landscaping, Boundary Details & Ecological Mitigation Areas.

Whilst South Ribble Council are a consultee on the application, Councillors representing Wards in close proximity to the route and also the Environmental Health Department have been internally informed of this consultation.

DETAILS AND REASONING

The proposal is shown as a major highway improvement within the Central Lancashire Highways and Transport Masterplan (2013) which intends to guide transport infrastructure improvements within the strategic area. Also, policy A3, 'The Completion of the Penwortham Bypass,' of the Adopted South Ribble Local Plan (2015), states, '*land will be protected from physical development for the completion of the Penwortham Bypass, as show on the policies map.*' This application proposal is in conformity with the route of the new road, as shown on the policies map.

The National Planning Policy Framework (NPPF) at paragraph 32 states, '*Plans and decisions should take account of whether safe and suitable access to the site can be achieved for all people; and improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residential cumulative impacts of development are severe.*'

It is considered that this proposal would deliver wide ranging benefits including: increased traffic flow; alleviating congestion; improving highway safety; enhancing amenity levels of residents along the A59 Liverpool Road corridor in Penwortham; opportunities for developing the public realm in the centre of Penwortham; increased opportunities for green modes of travel in Penwortham; a net benefit in terms of air pollution levels; increased connectivity which in turn will facilitate economic growth; and enhanced sports facilities for All Hallows RC High School in closer proximity to the school than the existing.

The £17.5m funding is in place to complete the road and according to the Preston, South Ribble & Lancashire City Deal, the road will help to reduce congestion through Penwortham into Preston City Centre and will improve travel times to the city centre and the motorway network. The new road will support future housing developments beyond 2024 and is a strategic road which potentially provides links to a future bridge across the River Ribble in the future.

Matters which are considered to weigh against the development include the loss of an area of open countryside, the detrimental visual impact of the road in an area of open landscape, disturbance during the construction phase & increased noise levels experienced by those living in close proximity to the route of the road. South Ribble Council's Environmental Health Department have not objected to this proposal, however they have suggested mitigation measures and a number of planning conditions to alleviate potential noise issues. In addition, a number of relevant planning issues such as drainage and ecological mitigation are considered to be adequately addressed by the application.

CONCLUSION

It is considered that the proposed development is in conformity with the LCC Highways & Transport Masterplan and the Adopted South Ribble Local Plan & it will assist in delivering

the objectives of the Preston, South Ribble & Lancashire City Deal. Your officers are also of the opinion that the scheme reflects Government guidance in The Framework (NPPF) and that the many benefits which the development would accrue outweigh the disadvantages. The application will be determined by Lancashire County Council and in this instance, South Ribble Borough Council are one of a number of consultees. However, it is recommended that no objection be raised by South Ribble Council to the proposal.

WIDER IMPLICATIONS

In the preparation of this report, consideration has been given to the impact of its proposals in all the areas listed below, and the table shows any implications in respect of each of these.

FINANCIAL	N/A
LEGAL	There are no direct legal implications arising for this Council.
RISK	N/A
OTHER (see below)	Health & Safety – There would be an enhancement in highway safety terms and improvements to air quality. Sustainability – this proposal would deliver a number of sustainability benefits as outlined in the report.

<i>Asset Management</i>	<i>Corporate Plans and Policies</i>	<i>Crime and Disorder</i>	<i>Efficiency Savings/Value for Money</i>
<i>Equality, Diversity and Community Cohesion</i>	<i>Freedom of Information/ Data Protection</i>	<i>Health and Safety</i>	<i>Health Inequalities</i>
<i>Human Rights Act 1998</i>	<i>Implementing Electronic Government</i>	<i>Staffing, Training and Development</i>	<i>Sustainability</i>

BACKGROUND DOCUMENTS

Application LCC/2017/0001. www.planningregister.lancashire.gov.uk

