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| **REPORT TO** | **ON** | |
| **Planning Committee** | Wednesday, 29 April 2020 | |
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| **TITLE** | | **REPORT OF** | |
| **Lancashire County Council Planning Application – Dualling of Sections of the A582 and B5253 along with junction improvements** | | Director of Planning and Property | |

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| Is this report confidential? | **No** |

**PURPOSE OF THE REPORT**

1. Lancashire County Council (LCC) are processing their own planning application for the development described below and the application is due to be considered by the County Councils Planning Committee at a meeting later this year. In considering the planning application LCC’s Planning Department have consulted various statutory consultees, including ourselves for views on the submission. The application is accompanied by an Environmental Impact Assessment.
2. This report seeks resolution from the planning committee as to what response is provided to LCC in relation to the planning application currently under consideration.

**RECOMMENDATIONS**

1. That Members raise no objection to the proposal but assurances are sought with respect to the issues raised by Environmental Health and also the timing of the planned works to the Tiger Junction.

**EXECUTIVE SUMMARY**

1. The County Council have submitted a Planning Application to themselves for determination for the development described below, it has been given reference LCC/2020/0014 and was validated on 09/03/20.
2. The site covers land Adjoining the A582 and B5253 Highways from A582 Broad Oak Roundabout, Penwortham to Stanifield Lane/Watkin Lane Roundabout, Lostock Hall and the B5253 from Flensburg Way roundabout Farington to Longmeanygate junction, Leyland, Lancashire.
3. The description of the site is as follows – Improvement of Existing A582 and B5253 in Leyland to a four-lane dual carriageway standard with segregated combined cycle track between Broad Oak Roundabout and the Stanifield Lane/Watkin Lane Roundabout (A582) and Flensburg Way Roundabout to Longmeanygate Junction (B5253). The development includes new carriageways, upgrade of existing Croston Road, Sherdley Road and Longmeanygate Junctions to fully signalised operation, embankments, attenuation ponds, landscape/ecological mitigation works, new railway bridges, retaining structures and fences, alteration and extension of existing subway, bridges and culverts and temporary contractor access and compounds.

**CORPORATE OUTCOMES**

1. The report relates to the following corporate outcomes:

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| Excellence, Investment and Financial Sustainability | X |
| Health, Wellbeing and Leisure | X |
| Place, Homes and Environment | X |

Projects relating to People in the Corporate Plan:

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| Our People and Communities | X |

**BACKGROUND TO THE REPORT**

1. The Government Inspector who held the Examination in Public into the Core Strategy during 2011/12 made it clear that if all the development envisaged in the Core Strategy came forward and if he was to find the Plan sound then substantial investment was required in the highway network to support the level of growth envisaged. The County Council at the Examination committed to bringing forward a highway masterplan setting out the planned highway infrastructure improvements. To this end the Central Lancashire Highways and Transport Masterplan was adopted in March 2013. The works for which permission is now sought are included within the Masterplan.
2. The proposal was also identified as an improvement to the Strategic Road Network in the City Deal – Preston, South Ribble and Lancashire Business Delivery Plan 2017/2020.
3. The application that the County Council are processing in respect of which this authority’s views are sought is one project within the wider Highways and Transport Masterplan. In broad terms the proposal comprises:
4. **A582 South Ribble Western Distributor –** Capacity improvements along the existing A582 between Cuerden/Moss Side and Preston City Centre to support the delivery of the South of Penwortham/North of Farington strategic housing location and major housing sites at Croston Road and Moss Side.
5. Upgrading the A582 to a dual carriageway along its full length between Cuerden and Preston City Centre and the B5253 south to Longmeanygate will significantly increase road capacity. Improvements will include alterations to and closures at, existing junctions along the route. It will also support the completion of the Penwortham bypass and, looking further ahead, the linking of the two Western Distributor roads in Preston and South Ribble with the construction of a new crossing of the River Ribble.
6. **A582 South Ribble Western Distributor –** an enhanced South Ribble Western distributor will substantially increase vehicle capacity between Preston City Centre and the motorway network, at the point at which the M65, M6, and M61 connect. This enhancement will enable full development of, and access to the Cuerden Strategic Site and will support housing sites to create over 2,700 homes. Junction improvements on Golden Way North, Chain House Lane and Stanifield Roundabout have now been completed with Pope Lane Roundabout improvements currently under construction.

**PROPOSALS (e.g. RATIONALE, DETAIL, FINANCIAL, PROCUREMENT)**

1. Lancashire County Council as the highways authority for the area is applying for planning permission for the dualling (two lanes in each direction) of a highway, the A582 South Ribble Western Distributor Road and a section of the B5253.
2. The physical works in detail comprise the following elements:
   1. Dualling along the sections of the A582/B5253 starting from Broad Oak Roundabout to the Stanifield Lane Roundabout. The dualling would involve tying-in new sections of highway into existing junctions which have been upgraded. The four-lane dual carriageway is proposed with a central reservation, hard strip, grass verge and shared pedestrian/cycle track use (combined cycletrack).
   2. The combined cycle track would be a 3 metres wide track along the full length of the proposal and would also connect into existing cycle routes adjoining the scheme.
   3. As part of the scheme three junctions would be upgraded to fully signalised junctions. These signalised junctions are:
3. **Longmeanygate Junction –** Replacement of existing roundabout with signalised junction and installation of push activated toucan crossings and combined cycletrack on the western side of the A582.
4. **Croston Road Junction –** removal of existing double roundabout and stopping up southern arm and replacement with linked signalised staggered junction with push activated toucan crossings.
5. **Sherdley Road Junction –** fully signalised with push activated toucan crossings and combined cycletrack on the southern side of the A582.
6. The submitted information describes that the aim of the scheme is to:
   1. Improve journey times and reduce congestion on the A582, B5253 and Penwortham New Bridge linking Ringway and Preston
   2. Provide easier access to Cuerden from the west;
   3. Provide significantly better access to new housing developments at Pickerings Farm/The Lanes between Penwortham and Lostock Hall and development sites to the North West of Leyland at Croston Road and Moss Side.
   4. Create and opportunity to improve bus services, enhance public space and incorporate improvements for walking and cycling along the B5254 Leyland Road and at Tardy Gate
7. Areas of new landscaping and planting are proposed along the length of the scheme in order to provide ecology mitigation and screening.
8. The construction period for the scheme is anticipated to be 27 months with an expected start date for construction of winter 2021.
9. The following Environmental Assessment reports accompany the application:
   1. Air Quality
   2. Noise and Vibration
   3. Cultural Heritage
   4. Landscape and Visual Impact
   5. Ecology
   6. Roads, Drainage and Water Environment
   7. Soils, Geology and Hydrogeology
   8. Drainage and Water Environment
   9. Traffic and Transport
   10. Effects on all Travellers
   11. Private and Community Assets
10. In terms of the management of Environmental Effects in the totality we are advised that any impacts as a result of the construction activity will be managed through the implementation of a Construction Environmental Management plan. This would be produced following the grant of planning permission using the information provide in the Environmental Statement. This management plan would address the working hours, traffic management measures, ecological mitigation, best on-site practice and measures to address potential pollution sources, waste management, noise, dust and vibration creation.
11. Furthermore, an Environmental Masterplan, which incorporates landscaping and ecological mitigation, habitat creation, noise reduction fencing and sustainable drainage (Sustainable Drainage Systems) has been developed to reduce impacts on the environment and where possible enhance the surrounding area.
12. Based on the consideration of the technical reports submitted and the fact that this forms one project in the wider Highways Masterplan which sets out the highway infrastructure improvements necessary to deliver the level of growth envisaged in the Core Strategy then it is your officers view that no objections should be raised in respect of this application. These improvements will help to support the development of the housing/commercial development sites identified in the local plan, as well as potential future development on Safeguarded Land. Furthermore by increasing capacity in the highway network and keeping traffic moving, along with improving flows through junctions, this will reduce standing traffic and associated emissions which assists in addressing air quality issues and the Councils wider climate emergency agenda.
13. The technical assessment of the junction designs and how they work in highway capacity/safety is a matter for the highway authority and will form part of the County Councils assessment of the application. However, given the timing of this proposed scheme and the changes planned to the Longmeanygate junction and to Croston Road and it is considered imperative that the long planned improvements to the ‘Tiger’ junction are brought forward prior or to coincide with these wider improvements.

**CONSULTATION CARRIED OUT AND OUTCOME OF CONSULTATION**

1. This is a Lancashire County Council application and as determining authority consultation on the application will be carried out by them.

**Financial implications**

1. This stage of the Planning process will not commit South Ribble Borough Council to any further funding.

**LEGAL IMPLICATIONS**

1. The Council is being invited to make representations on this planning application in the role as a consultee. As ever any comments we make need to be in accordance with the principles of planning law, there is no point raising any issues that are not material planning considerations. As a public body any comments/observations we make need to be reasonable. It will ultimately be for the County Council to make the final decision on this application.

**AIR QUALITY IMPLICATIONS**

1. Environmental Health raise the following points/issues and they seek assurance that they will be fully considered during the processing of the application.
2. The proposed scheme has the potential to significantly impact on air quality along the route and in the wider area, both during construction and once operational.

1. The proposed scheme aims to among other things to reduce congestion and thus result in an improvement of air quality in the area. Assurances are sought in this regard.
2. It is welcomed that the scheme will include the provision of cycle paths, plans have not been reviewed but from the description it is presumed that these are separate designated cycle pathways. This falls in line with the Council’s (and County’s) priorities as set out with in the adopted South Ribble Air Quality Action Plan, to improve the number of and standard of cycle routes across the borough and to encourage a shift away from motorcar usage. However, Lancashire County Council Highways Department has informed the Council that they do not have funding to maintain current cycle paths within the borough, thus leading to the lack of use and therefore assurances should be sought that these new paths will be maintained to ensure that the aims of the borough’s air quality action plan (jointly signed up to by LCC) and the Highways masterplan can be achieved by encouraging improved use of cycle ways within the borough

**OTHER IMPLICATIONS:**

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| * **Risk** * **Equality & Diversity** | None  None |

**BACKGROUND DOCUMENTS**

Planning Application LCC/07/2020/00014

**APPENDICES**

None

Jonathan Noad

Director of Planning and Property

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| Report Author: | Telephone: | Date: |
| Steven Brown | 01772 625422 | 08/04/20 |