

**HIGHWAYS ACT 1980
ROAD TRAFFIC REGULATION ACT 1984
ACQUISITION OF LAND ACT 1981**

**PUBLIC LOCAL INQUIRY INTO THE LANCASHIRE COUNTY COUNCIL
(BROUGHTON BYPASS) COMPULSORY PURCHASE ORDER 2014
and THE LANCASHIRE COUNTY COUNCIL (BROUGHTON BYPASS
CLASSIFIED ROAD) (SIDE ROADS) ORDER 2014**

STATEMENT OF CASE

The following is a Statement of Case which Lancashire County Council proposes to put forward at the Public Local Inquiry

A copy of this Statement of Case and any documents referred to in it can, on request, be inspected at:

- The offices of Lancashire County Council, County Hall, Preston, PR1 0LD.

- The offices of Preston City Council, Town Hall, Preston PR1 2RL

Statement of Case and the documents will also be found on the County Council's website at www.lancashire.gov.uk and search for "Broughton Bypass".

1. INTRODUCTION

1.1 This statement comprises the composite Statement of Case which the Lancashire County Council (LCC) proposes to put forward at the inquiry in support of the confirmation of **THE LANCASHIRE COUNTY COUNCIL (BROUGHTON BYPASS) COMPULSORY PURCHASE ORDER 2014** and **THE LANCASHIRE COUNTY COUNCIL (BROUGHTON BYPASS CLASSIFIED ROAD) (SIDE ROADS) ORDER 2014**.

1.2 This statement:

- sets out the background to the development of the Scheme (Section 2) sets out the need for the Bypass and its spur and associated changes to the existing network (Section 3)
- describes the alternatives to the Scheme which have been rejected (Section 4)
- provides a general description of the Scheme (Section 5)
- describes the current planning position (Section 6)
- provides an overview of the Environmental Impact Assessment carried out for the Scheme (Section 7)
- sets out the Acquiring Authority's Orders which are subject to the Inquiry (Section 8)
- sets out the effect of confirming the Compulsory Purchase Order (Section 9)
- sets out the effect of confirming the Side Roads Order (Section 10)
- provides a description of the objectors to the Orders and how the Acquiring Authority has and intends to engage with them (Section 11)
- provides a description of the supporters to the Orders and how the Acquiring Authority has and intends to engage with them (Section 12)
- provides a statement of how Human Rights have been considered (Section 13)
- provides a summary of the statement (Section 14)
- sets out contact details for further information (Section 15)
- provides a list of Documents which the Council will refer to or put in evidence at the Inquiry (Section 16)

- 1.3 Lancashire County Council's case will be supported by separate proofs of evidence detailing the following matters in more depth:
- 1.3.1 the need for the scheme underlying the compulsory purchase and side road orders and the justification of the acquisition of land and rights;
 - 1.3.2 the evolution of the underlying scheme and the ability to deliver the scheme within the anticipated timescales;
 - 1.3.3 the environmental and other impacts of implementing the underlying scheme;
 - 1.3.4 the benefits of and likely effects of implementing the underlying scheme
- 1.4 Other evidence may be presented, if required, to expand on issues that may emerge during the course of the Inquiry or in response to a particular objector.
- 1.5 The proposals for the new Bypass and Link road are described in this statement. The proposals are those the County Council consider to be the optimum way of achieving the purposes set out in section 3.

2. BACKGROUND

- 2.1 The A6 north of Preston through to the south of Lancaster runs generally northwards, to the west of and approximately parallel to the M6 and takes in the villages and small towns of Broughton, Barton, Bilsborrow and Garstang. Commuters use this section of the A6 extensively, mainly by car, travelling to and from Preston. It is also used by locally generated longer distance traffic accessing the motorway network.
- 2.2 In particular, traffic originating in the large rural area to the east and west of the M6 to the north of Preston and travelling to and from M6 (south) use this section of the A6 to join the motorway network at M55 Junction 1 (Broughton roundabout), which is

located some 1.1km south of Broughton village centre and some 1.4km west of M6 Junction 32.

- 2.3 In addition, when the 21km section of the M6 between Junctions 32 and 33 is temporarily blocked or under repair the nearby parallel section of the A6, which is some 22km in length, is the only alternative route for the diverted motorway traffic. Furthermore, this section of the A6 is also a designated "Route for Heavy and High Abnormal Loads".
- 2.4 Traffic travelling to and from Preston, from the northern hinterland and the M55 Junction 1 has little alternative other than to travel through Broughton. The environmental impacts and associated issues of congestion, safety, and air pollution are compounded as the A6 road corridor that runs through Broughton, (known as Garstang Road) is narrow.
- 2.5 The limited width of Garstang Road through the middle of the village, combined with the compactness of the junction with its traffic lanes being narrower than standard, properties abutting the back of very narrow footways and an offset in the alignment of the B5269 to the east and west of the A6, all contribute to a limiting of the practical traffic capacity of the crossroads.
- 2.6 Congestion and capacity issues at the crossroads have prevented the addition of pedestrian and cycle facilities to improve these movements within the village.
- 2.7 The recently completed signalisation of the M55 Junction 1 roundabout has improved traffic flows at this location but this has not relieved the capacity and congestion problems encountered at the Broughton crossroad.
- 2.8 The Acquiring Authority is proposing to construct a new road ("the Bypass") which will commence at the existing A6/M55 roundabout ("Broughton Roundabout") to the north of Preston and will run to the east of the village of Broughton to cross the B5269 Whittingham Lane at a point 370 metres to the east of Broughton crossroads

("Whittingham Lane junction"). The Bypass will then continue northwards and then westwards to rejoin the A6 at a new roundabout to be constructed on the A6, 450 metres north of Broughton crossroads. A spur from the Bypass (the "D'Urton Lane Link") will be constructed linking the Bypass via a new roundabout ("the D'Urton Lane Junction ") with D'Urton Lane. The scheme is proposed as a solution to the safety, environmental and congestion problems in and around the village of Broughton as a result of large volumes of through traffic and the traffic signalled junctions at the A6 Broughton crossroads and the M55 Junction 1.

- 2.9 The proposed Bypass will be 1.95 kilometres in length. The northern section of the bypass between Whittingham Lane and the A6 has been designed as a two lane all purpose single carriageway road. The southern section will be a dual two lane all purpose carriageway from the B5269 Whittingham Lane to the A6/M55 Junction 1 roundabout. The D'Urton Lane Link will be a two lane single carriageway.
- 2.10 The Lancashire County Council (Broughton Bypass Classified Road) (Side Roads) Order 2014 (the "Side Roads Order") which, if confirmed by the Secretary of State for Transport, will give the Acquiring Authority the power, inter alia, to stop-up existing highways and private means of access affected by the Road Scheme and construct new highways and private means of access.

3. THE NEED FOR THE SCHEME

- 3.1 The City of Preston has grown considerably over the last forty years from the initial stimulus of the development of the Central Lancashire New Town from the mid-70s. This considerable expansion has been maintained over successive decades with a buoyant housing and employment market servicing a wide hinterland around Preston.
- 3.2 Owing to Broughton's location north of Preston on the A6, between a wide rural hinterland and Junction 1 of the M55 motorway some 1.1km south, it experiences high levels of through traffic. For over 40 years Broughton has suffered with congestion and associated environmental impacts.

- 3.3 The A6 north of Preston runs generally northwards to the west of and approximately parallel to the M6 and takes in the villages and small towns of Broughton, Barton, Bilsborrow and Garstang. There are two traffic streams that use the route: car borne commuters travelling to and from Preston, and locally generated, longer distance traffic, accessing the motorway network.
- 3.4 In addition, when the 21km section of the M6 between Junction 32 and 33 is temporarily blocked or under repair the nearby parallel section of the A6, which is some 22km in length, is the main route for diverted motorway traffic. As noted above this section of the A6 is also a designated "Route for Heavy and High Abnormal Loads".
- 3.5 Traffic travelling to and from Preston from the northern hinterland and the M55 Junction 1 has little alternative other than to travel through Broughton.
- 3.6 The existing network carries substantial volumes of traffic which are forecast to increase in the future as a result of both permitted developments and as a result of the levels of planned development within the adopted Central Lancashire Core Strategy.
- 3.7 Developer contributions have been secured from consented developments that have been assessed to have an effect on traffic conditions at Broughton. Prior to the introduction of the Preston Community Infrastructure Levy (CIL) which came into effect from 30 September 2013, developer contributions have been secured towards provision of the Broughton Bypass from developments for 650 dwellings and 9000 sq metres of employment land on Whittingham Road (application number 06/2013/0779) and 65 dwellings at Forest Grove Barton (application number 06/2012/0823). Regulation 123 of the Community Infrastructure Levy Regulations 2010 (as amended) restricts the use of planning obligations for infrastructure to ensure that there is no duplication between funding for infrastructure through a planning obligation and funding in whole or in part by the Community Infrastructure Levy. As

"Broughton Congestion Relief" highway improvements are included in the published infrastructure list for Preston, funding becomes due from CIL and not planning obligations for this scheme.

3.8 Improvements have recently been made to Junction 1 of the M55 to include:

- (a) Carriageway widening to the central circulatory area to provide one extra lane;
- (b) Carriageway widening to the A6 north and south entry points to provide one extra lane;
- (c) Signalisation of all entry arms;
- (d) Toucan crossing facilities on the west side of the roundabout;
- (e) Additional cycle facilities, including advanced stop lines on the A6 southern approach, and a central cycle lane for the A6 north approach and joint use footways on the A6;
- (f) Enhancements to the subway steps to help dismounted cyclists;
- (g) New signing and lighting.

3.9 However, even with these improvements traffic levels are forecast to remain high with concomitant social, environmental and economic impacts.

3.10 Whilst, the recent roundabout improvement works have resulted in increased southbound capacity that has improved the operation of the traffic light controlled junction, the roundabout improvements have not reduced the volumes of traffic passing through Broughton on a daily basis, nor will they provide enough additional capacity to accommodate the additional traffic that would result from proposed development in the area.

3.11 The existing environmental impacts and associated unacceptable issues of congestion, safety, and air pollution are compounded as the A6 road corridor which runs through Broughton, (known as Garstang Road) is narrow. There is little opportunity to increase traffic flow at the crossroad at the A6 and B5269 through

physical interventions as the footways and the traffic lanes are narrow and bounded by built developments.

- 3.12 This leads to long queues, severance of the village, safety issues and air pollution.
- 3.13 Noise pollution is an issue for the properties affected by the current high levels of local traffic. The proposed Bypass will result in over fifty properties experiencing a "major beneficial" or "moderate beneficial impact" whilst no residential properties are predicted to experience a "major adverse" impact. However, it is recognised that three properties are predicted to experience a "moderate adverse" impact.
- 3.14 In 2012 Preston City Council declared an Air Quality Management Area for Broughton village due to high annual mean levels of nitrogen dioxide (NO₂) attributable to vehicle emissions. The proposed Bypass will remove a large volume of traffic from Broughton Village and result in a considerable improvement in air quality resulting in a substantial reduction in pollution levels such that the designation of the Air Quality Management Area will no longer be required. This would have positive impacts on the health of those living within the village and the pedestrians and cyclists who travel through it.
- 3.15 The traffic modelling demonstrates that the new Bypass including the new junctions would all operate satisfactorily in the design year of 2032 and that traffic levels on the A6 south of the existing cross roads would decrease by between 59 and 89% in 2032. These figures take into account the additional traffic that would arise from the development of the land allocations contained within the adopted Core Strategy.
- 3.16 The Bypass would result in the opportunity to make improvements to the quality of the public realm, reduce severance in the village, reduce pollution levels to acceptable levels and provide for improved conditions for cycling, public transport and pedestrians.

- 3.17 This improvement of the environment for pedestrians and cyclists is a priority of Preston City Council and is set out in policy T9 of the Preston Local Plan. These potential improvements could not take place without the implementation of the Bypass. These public realm improvements to Broughton village have also been programmed within the Central Lancashire Highways and Transport Masterplan that was adopted by the Acquiring Authority in 2013. This is especially important given the fact that large numbers of school children walk and cycle to the two schools located within the village.
- 3.18 The proposed Bypass would provide the additional benefit of the delivery of new development and economic growth in the wider area, without which the levels of development proposed in the adopted Central Lancashire Core Strategy could not be delivered.
- 3.19 The Central Lancashire Highways and Transport Masterplan provides a strategic overview, with programmed infrastructure delivery to support Preston's growth, including reference to the importance of the Bypass. At the time of the publication of the Masterplan the ability to source the finance for the whole of the complete Bypass was uncertain and so it was proposed to stagger the construction of the bypass with the development of the northern section first.
- 3.20 However, in September 2013, Central Government agreed a City Deal with Preston, South Ribble and Lancashire County Councils. This provides certainty for the finance of vital infrastructure including the construction of the Broughton Bypass. Consequently, the Acquiring Authority intends to construct the whole Bypass and D'Urton Lane link road as one Scheme. This would provide the optimum solution to the problems experienced by the villagers of Broughton of noise and pollution associated with the traffic congestion. It would also facilitate the improvements to the public realm of Broughton which would have wider benefits including the ability to implement Preston City Council's long held objective of improving facilities for pedestrians and cyclists within the village.

3.21 Most recently in September 2013, as part of the City Deal Infrastructure Delivery Programme of £334 million, the importance of the Broughton Bypass has been recognised in providing critical relief to the A6, North East Preston and the M6, supporting the development of housing sites to create over 1400 homes as well as enabling the development of further employment sites. This sets out clearly the importance of the construction of the Bypass not only to the Acquiring Authority, Preston City Council but also, Central Government and provides assurance that funding would be forthcoming.

3.22 Consequently, there is a long standing requirement to construct the Scheme and a commitment to fund it to enable the objectives to be achieved.

The objectives of the Scheme are:

- To improve the environment, particularly that of the bypassed community;
- To provide better conditions for public transportation, cyclists and pedestrians, which facilitates and encourages the increased use of transport options other than private vehicles;
- To enhance road safety;
- To assist economic growth through an efficient and sustainable transport system and maintenance of accessibility to the trunk network for the efficient transport of goods;
- To bring additional capacity to the network and improve accessibility and journey times into and out of Preston and better connectivity to the wider strategic road network, with additional benefit to the delivery of new development and economic growth in the area.

4. ALTERNATIVES

4.1 The Acquiring Authority has considered a variety of solutions, such as on-line improvements, park and ride facilities, a new junction on the M6 Motorway, and alternative bypass alignments to alleviate the traffic problems in Broughton. These

have been rejected as being inferior to the bypass scheme proposed because they dealt less effectively with the range of issues and problems caused by the traffic travelling through Broughton.

4.2 The following rejected options were considered as alternatives to the Scheme.

(i) **Option 1: On-line Improvement to A6 Garstang Road**

This option was rejected because it would irrevocably alter the appearance and character of the centre of Broughton and would retain the high traffic levels through the village. There would be no overall benefit to Broughton and its residents in terms of traffic and noise reduction, air quality improvements, amenity enhancement and severance.

(ii) **Option 2: Park and Ride Facility in the Broughton Area**

This option was rejected because it was considered that only a small number of users drawn from a limited source, i.e. from A6 Garstang Road would use it. Consequently such a park and ride facility would be lightly used and the traffic remaining on the A6 through the village would remain close to its present levels. There would be no perceptible overall benefit to Broughton and its residents in terms of traffic and noise reductions, air quality improvements, amenity enhancement and severance.

(iii) **Option 3: New Junction on M6 in the Garstang/Brock Area**

Historically, the option of a new junction on the M6 has been put forward as an option in order that the motorway could be used as a bypass for local traffic. However, this would be inconsistent with Department of Transport guidance and is contrary to the guidance set out in Department of Transport Circular 01/2013 that states in paragraph 39:

"Where appropriate, proposals for the creation of new junctions or direct means of access may be identified and developed at the Plan-making stage

in circumstances where it can be established that such new infrastructure is essential for the delivery of strategic planned growth.

"Where the strategic growth test cannot be met there will be no additional junctions with, or direct means of access to, motorways and other routes of near motorway standard other than for the provision of signed road facilities for road users (see Annex B), maintenance compounds and, exceptionally, major transport interchanges."

(iv) Option 4: Bypass of Broughton to the West of Village

Two route options were considered to the West of the village. Both were rejected because of the visible impact of the elevated route close to the fringes of the village, the substantial impact of the route on embankment on the landscape and nature conservation interest of Barton Brook and Blundel Brook. The junction configuration at its southern end with its inadequate connection for the Link to Eastway and the substantial extra cost required for the two bridge crossings of the railway and the extra length of both routes were additional reasons for their rejection.

(v) Option 5: Alternative Route for Bypass to the East of Village

The alternative alignment for the option of a bypass east of Broughton close to the village centre and utilising a widened section of the A6 corridor south of Keyfold Farm was rejected because of its impacts on the nearby south-eastern fringe of the village, on agriculture and on the Preston Marriott Hotel. This option would also adversely affect many trees protected by Tree Preservation Orders, the established rural appearance of Garstang Road where it would be widened, and access, particularly by pedestrians walking to and from Broughton-in-Amounderness Church of England Primary School and St John Baptist Church. The increased severance of these two establishments from the village by the route plus the substantial cost of service diversions and the inadequacy of the connection for the Link to Eastway also militate against this option.

Overall

- 4.5 These various alternative solutions were all rejected as being inferior to the Scheme proposed because they dealt less effectively with the range of issues and problems caused by the traffic travelling through Broughton. Furthermore, it was judged that these solutions would not achieve the proposed objectives for the Scheme.
- 4.6 Furthermore the Inspector at the Public Inquiry into the Preston Local Plan stated in his report in 1998 that the Link to Eastway from the bypass via D'Urton Lane is so closely associated with the bypass that the bypass cannot operate without it, and recommended the consolidation of the two routes into one policy. Therefore, the various options considered, in particular the alternative routes for the bypass, would need to satisfy this additional requirement.
- 4.7 Importantly the Inspector of the Preston Local Plan Public Inquiry stated:

"The construction of the Broughton Bypass is essential for the resolution of traffic problems at Broughton."

5. DESCRIPTION OF THE SCHEME

- 5.1 The Bypass will replace the part urban/part rural classified single carriageway road currently passing through Broughton with a classified road in a predominantly rural setting and, as far as possible, one that maintains the local features of the rural A6 corridor. It will bypass the village of Broughton, and specifically avoid through traffic passing through the crossroads of Whittingham Lane, Woodplumpton Road (B5269) and Garstang Road.
- 5.2 The Scheme can be described as comprising the Bypass and D'Urton Lane Link together with their various new junctions such as the Northern Roundabout and Whittingham Lane Junction. The Bypass may be described as falling into two sections:

- (i) a northern section from the new Northern Roundabout located on the A6, 450 metres to the north of the crossroads, running south east of the village to a new roundabout on Whittingham Lane, 370 metres east of Broughton crossroads; and
- (ii) a southern section running south of Whittingham Lane B5269 to Broughton Roundabout (M55 Junction 1).

The proposed development will be financed and constructed as a single scheme.

- 5.3 In addition from the D'Urton Lane roundabout, a new two lane carriageway link road will join with the existing D'Urton Lane ("D'Urton Lane Link").
- 5.4 The proposed Scheme will create an all purpose vehicular highway, 1.95km in length. The route will have general vehicular access limited to its three roundabout junctions and a limited "left-in left-out" junction formed with the existing A6 at its southern end, before it meets the Broughton Roundabout (M55 Junction 1).
- 5.5 The northern section of the Scheme will run from the A6 Garstang Road, north of Broughton, to the B5269 Whittingham Lane, and will consist of a 10 metre wide two-lane single carriageway. From the new roundabout to the north of the crossroads on the A6, Garstang Road, (Northern Roundabout) the road will run along a right hand curve, close to existing ground level, south eastwards across the pasture fields situated to the north east of Broughton village, with soft landscaping (planting belt) along its south west side separating the route from residential properties in Pinewood, Willow Tree Avenue and along the northern side of Whittingham Lane. As the route approaches Whittingham Lane from the north it runs southwards, crossing a public footpath FP25 (Barton) and passing through the line of residential properties along the northern side of Whittingham Lane. It then crosses Whittingham Lane before reaching a new roundabout junction (Whittingham Lane Junction). Two semi-detached properties (no's 35 and 37 Whittingham Lane) will need to be demolished

to allow the northern section of the Scheme to be constructed. Land will also need to be acquired from numbers 27, 33 and 39 Whittingham Lane.

- 5.6 The new roundabout (Whittingham Lane Junction) will be located in the pasture fields, south of Whittingham Lane close to existing ground level, and will connect local diversions of Whittingham Lane, east and west of the route, with the Bypass. A junction on the north side of each diversion of Whittingham Lane will provide access to the short sections of the existing lane that would be isolated immediately east and west of the route by the Bypass, and which will be retained so as to provide access to the remaining properties.
- 5.7 There is one footpath (FP25 Barton), which follows a route from Bridleway 26 Barton (BW26 Barton) to the north of the unnamed tributary of Dean Brook, and crosses this tributary to Whittingham Lane. The proposed road will sever the southern section of this footpath (FP25 Barton). As part of the Scheme, this footpath will be diverted along the eastern side of the Bypass. Once the Bypass is constructed the pedestrians will follow this line along a new length of footway. This will then join the existing footway on the diverted section of Whittingham Lane. On the diverted section of Whittingham Lane there will also be a shared use cycle track (with a right of way on foot). A signal controlled crossing, using a Toucan crossing, will be provided for the shared use cycle track on the diverted section of Whittingham Lane. There will also be an open non-signalised crossing for a shared use cycle track on the southern side of the 'new' section of Whittingham Lane. This crossing will utilise a 'splitter island' on the Bypass to the south of the roundabout at Whittingham Lane junction, in order for pedestrians and cyclists to cross the dual – two lane carriageway.
- 5.8 At the new A6 Garstang Road roundabout junction the existing cycle lanes will be crossed by the Bypass at the northern end of this section. A new shared use cycle track will be included around the western and eastern sides of the roundabout junction, which will connect to the existing cycle lanes to the north of the junction along Garstang Road. This new shared use cycle track around the junction will also connect to a new section of shared use cycle track to the south, along Garstang Road

through Broughton Village. There will also be a new section of footway around the western and eastern sides of the roundabout junction that will connect to the existing footways to the north (east side only) and south of the junction. A new open non-signalised crossing will be located to the east of the junction, to allow both cyclists and pedestrians to cross the new road, in order to join the new section of shared use cycle track.

- 5.9 The proposed southern section of the Bypass will run between the Whittingham Lane Junction and a new roundabout (the "D'Urton Lane Junction") and the Bypass on this section will comprise a dual two lane carriageway. From the Whittingham Lane Junction the bypass will run south-eastwards across the pasture fields east of Broughton village along a series of right hand curves, initially close to existing ground level, then in a deeper cutting through the top of the north escarpment of the Blundel Brook Valley. Curving southwards, the route will then obliquely cross the valley on an embankment either side of Brooklands (Blundel Brook) Bridge, which will carry the Bypass on a new bridge over the brook, before approaching the D'Urton Lane Junction in a shallow cutting.
- 5.10 There is currently one footpath (FP4 Broughton), which is located in this section of the route. This follows a route from the east, passing through fields, crosses Blundel Brook and then follows the alignment of the southern bank of Blundel Brook to Garstang Road. The Bypass will sever this footpath. Consequently, this footpath will be diverted and when the Bypass is constructed pedestrians will follow this line via a widened central reserve across the Bypass and along the western side of the Bypass, to rejoin the existing footpath, before being diverted again to a safe crossing point in line with its eastern alignment north of Blundel Brook.
- 5.11 The D'Urton Lane Roundabout will be located to the east of Broughton Parish Church close to the bottom of the south escarpment of the Blundel Brook Valley, with the east side of the roundabout in a shallow cutting and the west side on a low embankment. On the south east side of the roundabout, the link road connecting to D'Urton Lane

("D'Urton Lane Link") will climb out of the valley on a low embankment along a left hand curve to join D'Urton Lane.

- 5.12 The Bypass, D'Urton Lane Roundabout and D'Urton Lane link road will serve existing residential properties on D'Urton Lane and, importantly, large scale residential and employment development consented or planned in the area. This includes 300 dwellings and 2.1ha employment land that has been approved subject to a S106 agreement at Eastway/D'Urton Lane (Planning Ref: 06/2013/0349).
- 5.13 Between D'Urton Lane Roundabout and Broughton Roundabout (M55 Junction 1) the Bypass will be a dual, two lane carriageway, widening to four lanes for southbound traffic before the roundabout with two of those lanes joining the M55 east slip road. The Bypass will extend south westwards from the roundabout along the Blundel Brook Valley south of the brook, at close to ground level. Curving south westwards along a left hand curve, the route will cross land - which is currently used by Broughton in Amounderness Church of England Primary School and the Church for car parking - and D'Urton Lane, close to its western end, to a new 'left-in left-out only' junction with the existing A6 running north, and then to the Broughton Roundabout (M55 Junction 1).
- 5.14 For the southern part of the Bypass, where it joins the Broughton Roundabout, the Bypass will pass through four properties located on D'Urton Lane, namely "Church Farm", "The Fold", "Kyne" and "Bonabri". "Church Farm" has been demolished and the other properties will also need to be demolished.
- 5.15 It is proposed to construct a new car park for use by the Primary School and Parish Church, which will be located north of the Bypass alongside Blundel Brook with an access taken from Garstang Road near Broughton Bridge.
- 5.16 The southern section of the Bypass will sever a second footpath (FP5 Broughton), which connects D'Urton Lane and Church Lane, via a footbridge over Blundel Brook

and through the Parish Church graveyard. It will also sever the "Guild Wheel" cycle route, which follows the existing A6 and D'Urton Lane.

5.17 The existing footway for the A6 Garstang Road East will also be severed by the Bypass, at the point where the Bypass joins the Broughton Roundabout. On construction of the Bypass a new footway will be constructed for a distance of approximately 40 metres alongside the north western side of the carriageway from where pedestrians can join the existing alignment of FP5 Broughton and the proposed new cycletrack to the A6 Garstang Road. There will also be a toucan crossing, in order to join and provide a safe crossing point for pedestrians and cyclists, to the western end of D'Urton Lane.

5.18 In addition, the 'Guild Wheel' cycle route will also be severed by the Bypass. A connection between the cycle route on the A6 Garstang Road and D'Urton Lane will be provided through the provision of the same toucan crossing described above in paragraph 5.17 and a new section of shared cycle track. The eastern end of D'Urton Lane will be restricted for through traffic, which will reduce the flows of traffic along the cycle route. As described above, a new link road will form the new access to D'Urton Lane.

5.19 In addition to the acquisition of land needed for the construction of the Scheme, the Order authorises the Acquiring Authority to acquire rights over additional land.

6. THE PLANNING POSITION

6.1 There is a long history at both a strategic and local planning policy level of support for the Scheme. Broughton Bypass was identified in the Lancashire Structure Plan 1991-2006 adopted in February 1997, "Greening the Red Rose County", under Policy 34 (b), as part of a package of measures designed to improve the environment and to provide better conditions for public transport, cyclists and pedestrians.

6.2 The Joint Lancashire Structure Plan 2001-2016, adopted in March 2005, again confirmed the long standing need for a bypass and included the Broughton Bypass as a proposed road improvement scheme under Policy 8. At the time that this plan was adopted in 2005, the Acquiring Authority had already granted planning permission in July 2001 for the Bypass in order to alleviate congestion suffered within the village.

6.3 Following the demise of the Joint Lancashire Structure Plan, the three Central Lancashire authorities of Preston, South Ribble and Chorley adopted the Central Lancashire Core Strategy in July 2012. Policy 3 of the Core Strategy makes reference to:

"The best approach to planning for travel will involve a series of measures", inter alia,

"(h) Improving the road network with: i. bypasses of Broughton and Penwortham".

6.4 The route of the proposed bypass is shown on the Key Diagram of the Core Strategy and is consistent with the line of the approved planning application.

6.5 In addition, Policy 30 of the Central Lancashire Core Strategy aims to: *"improve air quality through delivery of Green Infrastructure initiatives and through taking account of air quality when prioritising measure to reduce road traffic congestion".*

6.6 The extant, Preston Local Plan, adopted April 2004, protects the route of the Broughton Bypass and the D'Urton Lane/Eastway link road under Policy T5. This route was protected primarily to facilitate a package of measures including construction of the Bypass to improve the environment of the A6 within the village and provide better conditions for pedestrians, cyclists and public transport.

6.7 Paragraphs, 9.25 and 9.26 of the Preston Local Plan state:

"At the Local Plan Inquiry the Inspector considered issues relating to the need for the bypass, its environmental impact and the potential environmental advantages of the proposal, as well as other options to resolve the traffic problems. It was concluded that the question of the need for the bypass had been justified in full at the Examination in Public into the Structure Plan and that there was no further evidence before the Local Plan Inspector which would justify rejecting those conclusions.

In considering the environmental impact of the proposed bypass, it was concluded that whilst there would be some adverse impact as a result of building the road, this would not be so harmful as to justify not conforming to the Structure Plan policy. Further, the adverse environmental effect of existing and forecast traffic levels (including noise and pollution) on road users and the local community are such that they could not be overcome by means other than the bypass."

6.8 Preston Local Plan policy T8 aims to improve facilities for cyclists and pedestrians and to enhance highway safety, including:

"(h) the introduction of a package of environmental measures on the A6 through Broughton to introduce traffic calming and assist pedestrians and cyclists."

6.9 The most up to date development plan position is set out in the submission version of the Preston Local Plan 2012-2026 which was submitted for examination in July 2014. This will be subject to an EIP the hearing sessions will begin on the 21 October 2014. Prior to submission a number of minor changes were made to the proposed development plan. These include, inter alia, reference to the Preston, South Ribble and Lancashire City Deal, and its significance in relation to the provision of infrastructure, and its importance in facilitating the development of new homes and employment opportunities and an explicit reference to the Broughton Bypass being

built in one phase to be completed by 2017. As part of this plan, draft Policy IN2 safeguards alignments for the Broughton Bypass and D'Urton Lane/Eastway link road. Paragraphs 3.27 to 3.31.

Below sets out the up to date policy context for protecting the route and building the bypass:

"The current Local Plan (2004) contains proposals for a bypass of Broughton village, on the A6 just to the north of Preston. This is referred to in Policy 3 of the Core Strategy. Heavy volumes of traffic through Broughton result in severe congestion, delay and environmental problems. The bypass has long been a proposal of the County Council, which granted permission for a scheme in 2001. This was renewed in 2008 and in 2013.

- The Central Lancashire Highways and Transport Masterplan indicates that the bypass could be implemented in two phases, with a northern section being constructed first to provide some congestion relief, with the full bypass as the ultimate solution. However, the influx of funding through Preston, South Ribble and Lancashire City Deal make it much more likely that the road will be completed in one phase. The current programme for the scheme sees construction beginning in autumn 2015 with the road open by spring 2017.*

Associated with the bypass are proposals for a new road linking the bypass to D'Urton Lane and Eastway.

Completion of the bypass remains the only practicable means of removing through traffic out of the village and to provide the necessary additional network capacity to support any further development which adds traffic to the A6 Broughton crossroads."

- 6.10 This strong policy promotion of the Broughton Bypass has also been reflected in the history of approved detailed planning permissions for the Bypass as a way of

removing through traffic from the village and providing capacity for additional development.

- 6.11 On 19 July 2001 planning permission 06/00/0678 was granted by the Acquiring Authority under the provisions of the Town and Country Planning General Regulations 1992 for the construction of the Bypass. This planning permission was subject to a five year time limit for implementation imposed by Section 91 of the Town and Country Planning Act. As no material operations to commence road construction had started by the expiration of the planning permission for the new highway by 18 July 2006 an application was made before that date for renewal of the planning permission.
- 6.12 The renewal application ref 6/06/0589 was accompanied by updated information relating to the ecological impacts of the development most particularly in relation to European Protected Species such as great crested newts and bats. Natural England considered that the mitigation measures included within the earlier permission did not allow compliance with the Habitats Regulations. A further planning application ref 6/07/0320 was therefore submitted to provide for the construction of further ponds and habitat areas adjacent to the new road and also the construction of a traditional agricultural building to provide for bat mitigation. The Acquiring Authority granted planning permission for the renewal of the original permission and for the additional ecological mitigation measures on 30 July 2008. Both permissions were subject to a five year implementation period expiring on 29 July 2013. Further applications reference numbers 6/13/0527 and 6/13/0528 to renew the permissions were submitted and the Acquiring Authority granted planning permission for the renewal of both permissions on the 18 December 2013.
- 6.13 There is a compelling case for the construction of the Scheme within the adopted and emerging Development Plan for the area. The Bypass also benefits from extant planning permissions providing for its construction and associated mitigation measures.

6.14 This compelling case has been demonstrated in recent planning appeal decisions where Planning Inspectors have referred to the need to overcome the longstanding and long recognised issues impacting on Broughton.

6.15 Specifically, an appeal (APP/N2345/A/12/2169598) August 2012, at Whittingham Lane against the refusal of permission for application 06/2011/0344, where the Inspector stated in relation to the highways issues, that there was considerable uncertainty that highway improvements including the planned and permitted Bypass would come to fruition:

"Summing all this up, the committed development in the locality will greatly exacerbate the already extreme conditions at Broughton Cross between now and the design year of 2016/17, and in practice until the By-pass is open (Para.31).

The first chink of light would be the improvement to the M55/A6 roundabout junction to remove the tailback between the M55 and Broughton Cross. However, this is not seen as an isolated scheme, but an improvement as part of the Broughton By-pass. As such, it is unlikely to materialise for several years and certainly beyond the period of a planning consent for the appeal scheme if granted today. Without either improvement of the M55/A6 junction or construction of the Broughton By-pass itself, the highway conditions would move from the current extreme to a stage further beyond and this would run counter to the Framework policy criterion evinced by paragraph 32. Incidentally, there is no suggestion that the receipts from the New Homes Bonus would or could be directed towards improving highway conditions, even if Preston was the beneficiary."

6.16 As part of his conclusion he was clear:

"In summary, the key problem with the appeal proposal is that the residual cumulative highway problems would be extreme and this runs counter to the Framework Policy. Moreover, the committed development that would affect the

same highways, and especially Broughton Cross, is destined to make the situation far worse, with the attendant dangers and delays and impedance to emergency vehicles and public transport. There is a further problem of air quality on the A6 in Broughton. The Broughton By-pass is some way off and the proposed interim improvements at Broughton Cross and the Travel Plan do not overcome the problems. In fact, with external conditions as there are, it is not certain that targets that may be defined in the Travel Plan would be achieved. As such, the highway objection constitutes a compelling reason for resisting this development at this time."

This appeal was dismissed in August 2012.

- 6.17 Another appeal decision in August 2013 for housing in the village of Barton (APP/N2345/A/13/2192362) directly to the north of Broughton, identified traffic conditions and highway safety issues in relation to Broughton crossroads. In this instance, the Inspector allowed the appeal:

"The situation is materially different from that which existed 12 months ago. The M55 roundabout junction improvements are within a few months of completion and will materially improve the situation at Broughton Crossroads. There is greater certainty about the delivery and timeframe of delivery of the Broughton Bypass. It is on this basis that the Council, on the advice of the Highways Authority, withdrew its objections, subject to a financial contribution towards the cost of the bypass".

- 6.18 Most recently in January 2014, an Inspector allowed development on the same site set out in paragraph 6.15 above. This time the Inspector said in upholding the appeal (APP/M2345/A/13/2202762):

"The County Council now indicate that they have sufficient resources of their own to complete the northern section of the by-pass, which would partly relieve the crossroads, but it would be their preference to carry out the whole project in one

operation. There have been discussions with the Homes and Communities Agency, on behalf of the Whittingham Hospital development and an earlier release of the funds is anticipated, but no clear evidence was offered to the present Inquiry to suggest that their payment is imminent. However, since the previous appeal, Preston has been offered City Deal status, The effect of which is to provide forward funding of infrastructure projects before developer contributions are collected. Using this facility, it is intended that work on the scheme will commence in 2015, with an anticipated completion date in 2017, avoiding the uncertainty surrounding the programme for obtaining the finance identified by the previous Inspector.

It is recognised that this falls short of a firm commitment to complete the work in accordance with the programme, especially as the necessary land and property has yet to be fully acquired. Nonetheless, a serious impediment to progress-timing of the availability of funds- has been relieved and there is much stronger reason to consider that the by-pass will become available in the short to medium term than was previously the case."

6.19 It is evinced from the above that the implementation of the bypass is vital to ensure that sustainable development can take place and that a traffic and highways situation which was considered by a planning inspector to be a "*current extreme*" and a barrier to development could be overcome by the implementation of the bypass.

6.20 In this case, it is clear that paragraphs 186 and 187 of the NPPF are particularly apposite:

"Local planning authorities should approach decision-taking in a positive way to foster the delivery of sustainable development. The relationship between decision-taking and plan-making should be seamless, translating plans into high quality development on the ground.

Local planning authorities should look for solutions rather than problems, and decision-takers at every level should seek to approve applications for sustainable development where possible. Local planning authorities should work proactively with applicants to secure developments that improve the economic, social and environmental conditions of the area."

6.21 The implementation of the Broughton Bypass would be such a development.

Financing the Scheme

6.22 The total estimated cost of the Scheme is £23.7 million, which will be met from a combination of public and private sector funds.

6.23 The Scheme is one of four major highways infrastructure schemes to be delivered within the framework of the Preston, South Ribble and Lancashire City Deal agreed between the local authorities and Central Government in September 2013. This framework provides a greater degree of funding certainty than it has previously been possible to achieve as it commits the Homes and Communities Agency as a key landowner to bring forward sites for development while working with the local authorities to ensure that the relevant transport infrastructure is built, in part utilising the proceeds from sale of the various development sites across the whole of the City Deal area.

6.24 The Scheme is identified in Preston City Council's section 123 list in support of the Central Lancashire Authorities proposals for Community Infrastructure Levy, supporting the priority attached to its delivery.

The delivery of the City Deal is supported by an Infrastructure Delivery Fund totalling some £383 million which brings together funding from:

- (a) A 10 year local major transport schemes grant allocation to the Lancashire Local Transport Body ('Transport for Lancashire') from the Department for Transport;

- (b) Lancashire County Council's own capital resources some of which are internally generated and some of which are provided as a separate grant from the Department for Transport;
- (c) Receipts from the sale of development land by the Homes and Communities Agency and the two District Councils;
- (a) Contributions from developers through Community Infrastructure Levy and through site specific section 106 and section 278 agreements; and
- (b) Contributions of New Homes Bonus and additional business rates from the local authorities.

6.25 The City Deal Infrastructure Fund is intended to deliver a single programme of work including the Broughton Bypass Scheme, which because of the phasing of housing development and the fact that planning permission for the route has already been granted, will be one of the first schemes to be delivered as one of a number of schemes for congestion relief in the Broughton area which began the process of delivery in the 2013/14 financial year.

6.26 Given the level of financial commitment into the scheme within the totality of the Fund and the nature of agreements already in place with landowners and developers of sites in the Broughton area the funding of the scheme within the overall Infrastructure Delivery Fund is in place. The City Deal funding arrangement does not require the receipt of confirmed funding from developers in advance of major road infrastructure provision. The County Council within the framework of the City Deal has, as set out in the Infrastructure Delivery Plan approved by the County Council's Cabinet and the District Councils in April 2014 and in its commitment to the City Deal signed with Government approved at its Cabinet on 6 July 2013, agreed to underwrite the impact of any timing differences of this sort in relation to schemes to be delivered within the City Deal framework.

6.27 Subsequently, the Government has included all local major transport scheme funding in the single Local Growth Fund from 2015/16, accessed through Growth Deals agreed with Local Enterprise Partnerships on the strength of Strategic Economic

Plans submitted at the end of March 2014. Local Transport Body allocations are effectively pre-committed in Growth Deals; however, given that all the schemes to which 'Transport for Lancashire' had allocated funding can be delivered by 2020/21, through the Growth Deal the Lancashire Enterprise Partnership argued the case for the full ten year allocation to be made available over the six year period to 2020/21, which the Government has accepted. Consequently Broughton Bypass now has a £15.5m allocation through the Growth Deal in 2016/17 comprising £8.8m of pre-committed Local Transport Body funding and an indicative £6.7m from the competitive element of the Local Growth Fund (subject to the scheme demonstrating it will deliver high value for money, ie a benefit/cost ratio of greater than 2 through submission to the Lancashire Enterprise Partnership of a DfT compliant Transport Business Case). The £15.5m is grant funding that will be paid into the City Deal Infrastructure Delivery Fund.

7. ENVIRONMENTAL IMPACT ASSESSMENT

7.1 The planning permission was accompanied by an Environmental Impact Assessment. The assessment considered the effect of the scheme on a range of issues.

Air Quality

7.2 The scheme does not pose a significant impact and supports PCC's local air quality strategy.

7.3 It will result in beneficial impacts within the Broughton Air Quality Management Area (AQMA) which had been declared as a result of high levels of NO₂. It is predicted to remove all exceedences within the AQMA boundary. Consequently, this designation of the AQMA will no longer be required.

Noise and Vibration

- 7.4 As with all highway improvement schemes, the Scheme would have both adverse and beneficial effects with respect to road traffic noise. Consideration has been given to appropriate mitigation measures for the scheme, such as screening and a low noise road surface to mitigate any residual noise impacts.
- 7.5 The scheme will have a net beneficial noise impact particularly when considering the relative numbers of sensitive receptors in the higher noise exposure categories.
- 7.6 With the mitigation measures in place, the transfer of traffic from the existing road network to the bypass is expected to reduce perceptible noise levels for 56 properties. Only three properties would experience a perceptible noise increase.
- 7.7 During daytime, noise levels are expected to reduce for 44 properties and would increase for one property. During night-time a similar trend is predicted where 39 properties would experience a decrease and one property would experience an increase.
- 7.8 There would also be small increases and decreases in noise levels at many other sensitive receptors in the vicinity of the scheme including St John the Baptist's Church and Broughton-in – Amounderness Primary school, but these would be minor or negligible.
- 7.9 Based on the works proposed and the distance to the closest sensitive properties, construction vibration may cause annoyance to the residents of the closest properties. However, the forecast figures have been based on worst case scenarios. The impacts would be of a short duration. All impacts would be mitigated where possible and minimised through prior agreement with the Preston City Council's Environmental Health Department.

Cultural Heritage

- 7.10 The Scheme will impact on 22 undesignated archaeological assets. After mitigation the significance of residual impact on one of the assets has been assessed to be Moderate, Slight for four assets and Neutral for 17 assets. Impacts on setting are predicted during operation of the scheme for one archaeological site. After mitigation including landscape planting, the residual significance of impact is predicted to be Slight for this asset.
- 7.11 The scheme will impact on 28 Historic Buildings during construction. After mitigation, including historic building recording, the residual significance of impact is predicted to be Large for one asset, Moderate for three assets and Slight for 11 assets. The remaining impacts have been assessed to be Neutral. Impacts during operation of the scheme are predicted for 19 historic buildings.
- 7.12 Once the bypass has been constructed, and in operation following mitigation works including landscape planting, the residual significance of impact is predicted to be Moderate for one asset, Slight for nine assets and Slight beneficial for two assets. The residual impacts on the remaining seven impacted historic buildings have been assessed to be Neutral.

Ecology and Nature Conservation

- 7.13 The bypass crosses mostly agricultural fields of modest local habitat quality. No adverse impacts to statutory or non-statutory designated sites would result from the scheme.
- 7.14 A high number of protected species were recorded in the survey area. These include great crested newt (GCN), bats, otter, barn owl and other birds.
- 7.15 The effects of habitat loss and direct mortality on these species would be mitigated by the creation of alternative habitat areas, creation of bat barn and installation of bat boxes, use of an open span bridge and landscape planting.

- 7.16 The areas of habitat creation and enhancement would be subject to continued monitoring and management.
- 7.17 The loss of broad-leaved semi-natural woodland and plantation will be mitigated for by the creation of new woodland edge habitat and woodland planting within the biodiversity enhancement/mitigation area. This will result in a net gain of woodland habitat. The woodland edge planting along the road verges would provide resilient and sustainable habitat connections along the Scheme which would benefit all ecological receptors.
- 7.18 The loss of 156 trees anticipated as part of the Scheme will be mitigated by the proposed planting of c.287 standard and extra heavy standard trees. In addition to the habitat mitigation, there will be a net gain of 4.3ha of species rich grassland habitat, created as part of the biodiversity enhancement/mitigation area.

Landscape and Visual Impact Assessment

- 7.19 The Bypass would be built across mostly open grassed farmland and would have a permanent impact on the landscape character of its immediate corridor and surrounding area. However, the character of the area is not distinctive within a regional or national context and the effects are local in their nature. The impacts would be greatest during the construction, mainly due to construction traffic, tree removal and construction of a new bridge across Blundel Brook.
- 7.20 The impacts would be reduced by mitigation landscape planting to help the scheme integrate into the surrounding landscape. There would be beneficial effects to receptors on the A6 Garstang Road through the reduction in local traffic.
- 7.21 The visual impacts would be greatest for the properties closest to the scheme. These would reduce once construction was complete.

- 7.22 A total of 142 receptors are identified as having potentially adverse visual effects from the construction and operation of the proposed road. The majority of receptors (91) would have "slight or moderate adverse effects during construction and these would be further reduced once construction ends and as mitigation planting establishes.
- 7.23 Fifty one receptors would experience "large adverse effects during construction largely due to the presence of construction traffic, removal of vegetation and operations within the open agricultural landscape. These effects would reduce once construction is complete.
- 7.24 Forty six receptors would continue to experience "large adverse effects at the initial operational phase. Effects on these receptors would reduce to moderate over time with only four properties continuing to experience "large adverse effects by the Design Year. Of the remaining, 86 receptors would experience "slight or moderate adverse effects or neutral effects as mitigation planting matures.
- 7.25 A further 52 properties and businesses, mainly on the A6 Garstang Road would experience "slight or moderate beneficial effects as a result of traffic switching to the new bypass.

Land Use

- 7.26 The Bypass would result in the loss of agricultural land and reduced access to the remaining land. Measures will be put in place to mitigate the restrictions to access including new farm tracks, entrance gates and a cattle underpass.
- 7.27 The scheme would have a beneficial effect on communities within the study area. The link road would provide improved access between Broughton and the surrounding communities and result in reduced journey times through a reduction in congestion on the road network during operation. Careful programming of the construction works would assist in the process of minimising disruption during construction.

Traffic and Transport

- 7.28 Traffic on the A6 through Broughton currently experiences queuing, both on the northbound and southbound approaches to the Broughton Crossroads, during morning and evening peak periods.
- 7.29 Flows on A6 Garstang Road north and south of Broughton Crossroads are predicted to decrease in the forecast future years following the construction of the bypass. Flows on Whittingham Lane are also predicted to decrease, whilst flows on Woodplumpton Lane are predicted to increase.
- 7.30 Mitigation measures during operation, such as travel planning, would be introduced to ensure the new junctions remain below their operational capacity.
- 7.31 A report (Broughton Bypass Model: Forecasting Report (April 2014)) was prepared on the methods and assumptions used in preparing the future year traffic forecasts and to demonstrate that the results from the Broughton Bypass VISUM traffic model remained valid.
- 7.32 Travel demand associated with development proposals, most notably in land adjacent and within the detailed model area has been incorporated into the forecasts. The development projections have also been used to adjust the TEMPRO growth in line with current WebTAG processes.
- 7.33 The Do Something forecast assignments show that the Broughton Bypass reduces travel times compared to the Do Minimum levels. Traffic flow north and south on the A6 through Broughton is reduced by over 60% due to the bypass. Flows on Woodplumpton Lane will increase slightly as the bypass has removed congestion from Broughton crossroads and made this a more attractive route to and from the south.

Road Drainage and Water Environment

- 7.34 The bypass would cross or pass close to a number of watercourses and drainage ditches.
- 7.35 Assessment results show that there would be beneficial impacts to water quality of Blundel Brook and Dean Brook during the operation phase. This is as the result of runoff from the road being captured in a drainage system, which would incorporate pollution control measures. This would also assist the water bodies in achieving Good Ecological Status by 2027.
- 7.36 The existing flows into Blundel Brook would be maintained for the new road, through the use of storage and controls. With this mitigation in place the road would not cause any flood risk.

Geology and Soils

- 7.37 The Scheme's impact on soils, geology and hydrogeology would be limited to during the construction works, especially those associated with the bridge crossing of Blundel Brook. These impacts would be mitigated during construction through the use of good site practice and management. The system for collecting and treating runoff from the road would also prevent any pollution of adjacent soil or groundwater.

Disruption due to Construction

7.38 During the construction of a major road scheme such as this disruption would be unavoidable and hence wherever possible mitigation measures would be incorporated in the works either as temporary or permanent works. Also careful programming by the contractor of the construction phase of the works would assist in keeping disruption to a minimum and hence any programme submitted would be carefully vetted by the supervising authority.

8. THE ORDERS TO BE SUBJECT OF THE INQUIRY

8.1 The Orders to be subject of the Inquiry are a Compulsory Purchase Order and, Side Roads Order. The Compulsory Purchase Order is made under sections 239, 240, 246, 250 and 260 of the Highways Act 1980 (the "1980 Act") and section 40 of the Road Traffic Regulation Act 1984 (the "1984 Act"). The powers in the 1980 Act enable the Acquiring Authority to compulsorily acquire land and acquire rights compulsorily by creating new rights for the following purposes:

8.1.1 the construction of a new highway which is to be a highway maintainable at the public expense ("the Bypass") and which will provide a bypass from the junction of the A6 Garstang Road ("Northern Roundabout") to Junction1 of the M55 motorway ("Broughton Roundabout");

8.1.2 the construction of a highway to connect to the above mentioned highway ("D'Urton Lane Link");

8.1.3 the improvement of existing highways in the vicinity of the routes of the above mentioned highways in pursuance of the Lancashire County Council (Broughton Bypass Classified Road) (Side Roads) Order 2014;

- 8.1.4 the provision of new means of access to premises and agricultural land in pursuance of the Lancashire County Council (Broughton Bypass Classified Road) (Side Roads) Order 2014;
 - 8.1.5 the carrying out of drainage works in connection with the construction of highways;
 - 8.1.6 the improvement or development of frontages to a highway or of the land adjoining or adjacent to that highway;
 - 8.1.7 use by the Acquiring Authority in connection with the construction and improvement of highways and the provision of new means of access as aforesaid;
 - 8.1.8 in connection with the carrying out of works related to a classified road authorised by a Side Roads Order made under section 14 of the 1980 Act;
 - 8.1.9 the mitigation of any adverse affects which the existence or use of any highway proposed to be constructed by the Acquiring Authority.
- 8.2 Section 40 of the 1984 Act enables the Acquiring Authority to acquire land compulsorily to provide off-street parking places together with means of entrance to and egress from them where it appears to the Acquiring Authority to be necessary for the purpose of relieving or preventing congestion of traffic.
- 8.3 The Side Roads Order is made under sections 14 and 125 of the Highways Act 1980 ("the Act"). Section 14 of the Act authorises the Council in relation to a classified road:

- to stop up, divert, improve, raise, lower or otherwise alter a highway that crosses or enters the route of the road or is or will be otherwise affected by the construction or improvement of the road;
- to construct a new highway for purposes concerned with any such alteration as aforesaid or for any other purpose connected with the road or its construction and to close after such period as may be specified in the Order any new highway so constructed for temporary purposes.

8.4 Section 125 of the Act provides that any order made by the Council under section 14 may authorise the Council to stop up any private means of access to premises adjoining or adjacent to land comprised in the route of the classified road, or forming the site of any works authorised by the order and to provide a new means of access to any such premises.

8.5 The purpose of the Order is to enable the Council to stop up existing highways, stop up private means of access, carry out improvements to existing highways and construct new highways with respect to roads that cross or join the new classified road ("the Bypass") which is to be constructed between the junction of the A6 Garstang Road ("Northern Roundabout"), 484m north of Broughton crossroads, and Junction 1 of the M55 motorway.

9. THE EFFECT OF THE COMPULSORY PURCHASE ORDER

9.1 The Compulsory Purchase Order (CPO) procedure is being implemented so that the County Council may acquire, without unreasonable delay, all the land needed for the construction of the Broughton Bypass and link road.

9.2 All owners and occupiers with an interest in land have been approached and asked if they would be prepared to enter into negotiations with the Acquiring Authority for the purchase of their interest. Detailed negotiations are taking place with a number of landowners and occupiers and the Acquiring Authority has already purchased a number of plots. The plots that have already been purchased have been retained in

the CPO in order to ensure that any remaining interests in those plots are also acquired. Since the CPO was advertised Plot 10 has been purchased by the Acquiring Authority. It is intended, subject to legal procedures, to start the construction of the Scheme in 2015. Therefore, the Acquiring Authority has concluded that acquisition by agreement is unlikely to occur in all cases or in any event within sufficient time to ensure that the programme for the construction of the Scheme is met. There are also a few interests, for example where the owner is unknown, where it will not be possible to acquire the interest except by way of the Order.

- 9.3 The land required for the construction of the bypass and associated drainage work is shown coloured pink on the Compulsory Purchase Order plans and is predominately agricultural land.
- 9.4 Land required for the mitigation of the adverse effects of the scheme is shown coloured pink on the Compulsory Purchase Order Plans and is predominately agricultural land.
- 9.5 Of the 17.5328 hectares (42.8788 acres) of land to be acquired, the majority is agricultural land.
- 9.6 In addition to the acquisition of land needed for the construction of the Scheme, the Order authorises the Acquiring Authority to acquire rights over 0.9234 hectares (2.2817 acres) of additional land. The type of rights to be acquired are as follows:

The rights to be acquired are as follows:

Plots 33, 33B and 33C

The right for working space and access to construct noise bund, attenuation fence and boundary fence together with the right for working space to carry out, maintain

and inspect landscaping works for a period of 15 years and to install keep and maintain drainage pipes.

Plots 33A, 42 and 43

The right for working space and access to construct noise bund, attenuation fence and boundary fence; to carry out, maintain and inspect landscaping works for a period of 15 years.

Plot 35

The right for working space and access to improve access to Church Hill House and Church Hill Lodge.

Plots 36, 37, 40, 49

The right for working space and access to erect a boundary fence.

Plot 38

The right for working space and access to construct new access; to plant, keep and maintain a boundary hedge; to erect, keep and maintain an inner stock fence for 15 years; to install, keep and maintain drainage pipes; and to divert and alter part of stone culvert.

Plots 39, 41, 44, 44A, 44B, 51, 55, 56

The right for working space and access to plant, keep and maintain a boundary hedge; to erect, keep and maintain an inner stock fence for 15 years.

Plots 45, 46, 50, 54 and 60

The right for working space and access to construct new access; to plant, keep and maintain a boundary hedge; to erect, keep and maintain an inner stock fence for 15 years.

Plots 47, 48, 48A, 48B

The right for working space and access to construct boundary fence; to carry out, maintain and inspect landscaping works for a period of 15 years.

Plots 52, 53

The right for working space and access to construct and maintain drainage pipes; to construct and maintain headwall.

Plots 57, 59

The right for working space and access to construct, keep and maintain drainage pipes.

Plot 58

The right for working space and access to construct, keep and maintain drainage pipes and headwall.

9.7 The County Council will produce evidence to show that the land and rights contained with the Compulsory Purchase Order are required for the completion of the scheme.

10. THE EFFECT OF THE SIDE ROADS ORDER

10.1 New Highways to be provided

- 10.1.1 New footpath from the northern boundary of the B5269 Whittingham Lane from a point 379 metres east of the intersection of the centre lines of the B5269 Whittingham Lane and the A6 Garstang Road in a north-westerly direction for a distance of 180 metres. This is to replace the existing footpath, the stopping up of which is necessitated by the classified road severing a length of the exiting Public Footpath No.25 Barton.
- 10.1.2 New footpath from a point north-east of the Marriott Hotel on existing Public Footpath No.4 Broughton and 25m south-west of centreline of the classified road for a distance of 98 metres north-north-west and 48 metres north-east to connect to existing Public Footpath No.4 Broughton. This is to replace the existing footpath, the stopping up of which is necessitated by the classified road severing a length of the exiting public footpath.
- 10.1.3 New footpath from a point on existing Public Footpath No.4 Broughton, north-east of Broughton-In-Amounderness CE Primary School and 17 metres south-west of the centreline of the classified road, north-north-west for 23 metres to link to existing Public Footpath No.4 Broughton. This is to replace the existing footpath, the stopping up of which is necessitated by the Classified Road severing a length of the exiting public footpath.

10.2 Highways to be improved

- 10.2.1 A6 Garstang Road from a point 484 metres north of the intersection of the centre lines of the A6 Garstang Road and the B5269 Whittingham Lane in a north-westerly direction for a distance of 66 metres. This is the northern realignment of the highway necessitated by the construction of the northern roundabout.
- 10.2.2 A6 Garstang Road from a point 359 metres north of the intersection of the centre lines of the A6 Garstang Road and the B5269 Whittingham Lane in a north-westerly direction for a distance of 59 metres. This is the southern

realignment of the highway necessitated by the construction of the northern roundabout.

- 10.2.3 B5269 Whittingham Lane from a point 217 metres east of the intersection of the centre lines of the B5269 Whittingham Lane and the A6 Garstang Road in a north-easterly direction for a distance of 143 metres. The work to the western side of Whittingham Lane is necessary as the traffic flow will be diverted on to the new alignments joining the new Whittingham Lane roundabout. The highway changes will maintain pedestrian, cyclist and relevant movements.
- 10.2.4 B5269 Whittingham Lane from a point 385 metres east of the intersection of the centre lines of the B5269 Whittingham Lane and the A6 Garstang Road in a north-easterly direction for a distance of 162 metres. The work to the eastern side of Whittingham Lane is necessary as the traffic flow will be diverted on to the new alignments joining the new Whittingham Lane roundabout. The highway changes will maintain pedestrian, cyclist and relevant movements.
- 10.2.5 Highway (D'Urton Lane Link Road) from the boundary of the classified road at the proposed roundabout at D'Urton Lane Junction in a south-easterly direction for a distance of 229 metres to meet the existing D'Urton Lane at the M55 motorway bridge. This is required to improve the width and the alignment of D'Urton lane over this length and to provide an off road shared pedestrian Cycleway facility over this stretch that forms part of the Preston Guild Wheel cycle route.
- 10.2.6 A6 Garstang Road from a point 31 metres northwest of the intersection of the centre lines of the A6 Garstang Road and the C349 D'Urton Lane, in a south-easterly direction for a distance of some 102 metres. This is the realignment of the highway necessitated by the construction of the southern roundabout.

- 10.2.7 Turning head added to D'Urton Lane from a point 129 metres east of the intersection of the centrelines of the A6 Garstang Road and the C349 D'Urton Lane for a distance of 28 metres southwards. This is required to provide a facility to allow vehicles to turn around at the end of the severed D'Urton Lane.
- 10.2.8 C349 D'Urton Lane from a point 73 metres east of the intersection of the centre lines of the A6 Garstang Road and the C349 D'Urton Lane in an easterly direction for a distance of 30 metres. This is to be made footway/cycleway only by narrowing the carriageway and widening the verge to maintain access for cyclist and pedestrians along Guild Wheel via a toucan crossing, across the classified road.

10.3 Highways to be Stopped Up

- 10.3.1 A6 Garstang Road from a point 418 metres north of the intersection of the centre lines of the A6 Garstang Road and the B5269 Woodplumpton Lane in a north-westerly direction for a distance of 66 metres. This length of road will be stopped up as the Classified Road roundabout will be sited at this location.
- 10.3.2 Public Footpath No.25 Barton from its junction with the B5269 Whittingham Lane in north-westerly direction for a distance of 180 metres. This length of footpath will be stopped up as the Classified Road will sever it. A diversion of the footpath is provided across a signalised toucan crossing and a new footpath on the eastern side of the Classified Road before joining up with the existing footpath.
- 10.3.3 B5269 Whittingham Lane from a point 360 metres east of the intersection of the centre lines of the B5269 Whittingham Lane and the A6 Garstang Road

in a north-easterly direction for a distance of 25 metres. This length of road will be stopped up as the classified road crosses at this location.

10.3.4 Public Footpath No.4 Broughton, north-east of the Marriott Hotel from a point 26m south-west of its intersection with the centreline of the Classified Road, for a distance of 76m in a north-easterly direction. This is the section of the footpath severed by the classified road.

10.3.5 Public Footpath No.4 Broughton, north-east of Broughton-In-Amounderness CE Primary School, from a point 17 metres south-west of the centreline of the classified road, for a distance of 16 metres north-east and 21 metres north-west. This is the section of the footpath severed by the classified road.

10.3.6 C349 D'Urton Lane from a point 36 metres east of the intersection of the centre lines of the A6 Garstang Road and the C349 D'Urton Lane in an easterly direction for a distance of 37 metres. This length of road will be stopped up due to the Classified Road crossing it at this location.

10.3.7 Public Footpath No.5 Broughton from its junction with the C349 D'Urton Lane in a north-westerly direction for a distance of 45 metres. This is the section of the footpath severed by the Classified Road.

10.3.8 A6 Garstang Road from its intersection with Broughton Roundabout (M55 Junction 1) in a north-westerly direction for a distance of some 81 metres. This length of road will be stopped up due to the Classified Road crossing it at this location.

10.4 New Private Means of Access

10.4.1 New access from the roundabout on the classified road to fields north-east of roundabout at its junction with Garstang Road, at a position 470m north and 20m east of the centreline junction of A6 Garstang Road/B5269

Woodplumpton Lane. This is to replace an existing access that will be lost as a consequence of the construction of the new Classified Road.

- 10.4.2 New access from the A6 Garstang Road to fields to the east of A6 Garstang Road from a point 358 metres north of the intersection of the centre lines of the A6 Garstang Road and the B5269 Woodplumpton Lane. This is to replace an existing access that will be lost as a consequence of the construction of the new classified road.
- 10.4.3 New access to field 268 metres east from centreline of junction of A6 Garstang Road with the classified road. This is to provide access to fields severed by the new classified road.
- 10.4.4 New access to fields north of classified road at position 531m east of centreline of junction of the classified road with the A6 Garstang Road. This is to provide access to fields severed by the new classified road.
- 10.4.5 New access from the improved B5269 Whittingham Lane to fields to its south, from a point 302 metres east of the intersection of the centre lines of the B5269 Whittingham Lane and A6 Garstang. This is to replace an existing access that will be lost as a consequence of the construction of the new classified road.
- 10.4.6 New access from the roundabout at Whittingham Lane on the classified road to field to the south of the roundabout at a point 361 metres east of the intersection of the centre lines of the B5269 Whittingham Lane and A6 Garstang Road. This is to replace an existing access that will be removed as a consequence of the construction of the new classified road.
- 10.4.7 New private access to fields to north-east of new highway between the classified road and improved section of C349 D'Urton Lane, 70 metres south-

east of its junction with the classified road. This is to provide access to fields severed by the new classified road.

10.4.8 New private access from western improved section of D'Urton Lane to fields south of D'Urton Lane, from south end of turning head opposite Gray's Cottage. This is to replace an existing access that will be removed as a consequence of the construction of the new classified road.

10.4.9 New private access, 2 metres in an easterly direction from the new car park to the existing Public Footpath No.5 Broughton. This is to connect the new car park to Public Footpath No.5 Broughton.

10.4.10 Access from the A6 Garstang Road in a north-easterly direction to the replacement Car Park of Broughton in Amounderness C of E Primary School and St John the Baptist's Church, at a point 25 metres north of the intersection of the centre lines of the A6 Garstang Road and the C349 D'Urton Lane. This is to provide access to the replacement car park that will be lost as a consequence of the construction of the new classified road.

10.5 Private Means of Access to be stopped up

10.5.1 Access from the A6 Garstang Road to fields to the east of the A6 Garstang Road from a point 488 metres north of the intersection of the centre lines of the A6 Garstang Road and the B5269 Woodplumpton Lane. This is to be stopped up as a consequence of the construction of the new classified road.

10.5.2 Access from the A6 Garstang Road to fields to the west of the A6 Garstang Road from a point 487 metres north of the intersection of the centre lines of the A6 Garstang Road and the B5269 Woodplumpton Lane. This is to be stopped up as a consequence of the construction of the new classified road.

- 10.5.3 Access from the A6 Garstang Road to fields to the west of the A6 Garstang Road from a point 429 metres north of the intersection of the centre lines of the A6 Garstang Road and the B5269 Woodplumpton Lane. This is to be stopped up as a consequence of the construction of the new classified road.
- 10.5.4 Access from the A6 Garstang Road to fields to the east of the A6 Garstang Road from a point 411 metres north of the intersection of the centre lines of the A6 Garstang Road and the B5269 Woodplumpton Lane. This is to be stopped up as a consequence of the construction of the new classified road.
- 10.5.5 Access from the B5269 Whittingham Lane to No. 37 Whittingham Lane from a point 382 metres east of the intersection of the centre lines of the B5269 Whittingham Lane and the A6 Garstang Road (This property is due to be demolished as part of the construction of the new classified road). This is to be stopped up as a consequence of the construction of the new classified road.
- 10.5.6 Access from the B5269 Whittingham Lane to No. 35 Whittingham Lane from a point 367 metres east of the intersection of the centre lines of the B5269 Whittingham Lane and the A6 Garstang Road (This property is due to be demolished as part of the construction of the new Classified Road). This is to be stopped up as a consequence of the construction of the new classified road.
- 10.5.7 Access from the existing B5269 Whittingham Lane to fields to the south of the B5269 Whittingham Lane from a point 310 metres east of the intersection of the centre lines of the B5269 Whittingham Lane and the A6 Garstang. This is to be stopped up as a consequence of the construction of the new classified road.

- 10.5.8 Access from the B5269 Whittingham Lane to fields to the south of the existing B5269 Whittingham Lane from a point 287 metres east of the intersection of the centre lines of the B5269 Whittingham Lane and the A6 Garstang. This is to be stopped up as a consequence of the construction of the new classified road.
- 10.5.9 Access from the C349 D'Urton Lane to car park to the north of the existing D'Urton Lane from a point 15metres east of the intersection of the centre lines of the A6 Garstang Road and the C349 D'Urton Lane. This is to be stopped up as a consequence of the construction of the new classified road.
- 10.5.10 Access from the D'Urton Lane to Church Farm and Bonabri to the south of the existing D'Urton Lane from a point 16metres east of the intersection of the centre lines of the A6 Garstang Road and the C349 D'Urton Lane. This is to be stopped up as a consequence of the construction of the new classified road.
- 10.5.11 Access from FP5, Broughton, north of the existing D'Urton Lane to existing car park. This is to be stopped up as a consequence of the construction of the new classified road and the relocation of the car park.

11. OBJECTORS

- 11.1 Letters were received totalling 42 Statutory Objections, although Virgin Media has already withdrawn.
- 11.2 Of the 42 there remain two objections from statutory undertakers. The objections from Statutory Undertakers are because of the effect on their apparatus. Negotiations and discussions have been held with them to ensure that its pipelines and other apparatus are protected.
- 11.3 There are forty other remaining Statutory Objectors.

11.4 The main issues raised in the objections include the following:

- Unacceptable impact on individual properties and land
- Unacceptable impact on school, church and museum
- Unacceptable noise impact arising from the use of the bypass
- Inadequate landscape mitigation
- Severance of the community
- Unacceptable highway safety consequences of the bypass
- Inadequate information concerning the financing of the scheme

11.5 Discussions are being held with representatives of all the Statutory Objectors. The County Council will continue to seek to reach agreement with all the Statutory Undertakers and Statutory Objectors, but it is likely that not all the Statutory Objections will be withdrawn before the Orders Inquiry.

11.6 The evidence likely to be called at the public inquiry and to respond to the above objections will include:

- A description of the operation of the current highway network.
- A justification for the need to address the current highway network inadequacies.
- A narrative of the history of consideration of schemes to address the highway network, including the determination of planning applications.
- The examination of alternatives to the underlying scheme.
- The environmental impact of the underlying scheme on properties and land
- The mitigation of the scheme impacts.
- Ability to implement and finance the scheme.
- Analysis of impacts upon individual properties and land by noise, visually, air quality or other impact.
- Human Rights considerations.
- Consequences were the scheme not to be proceeded with.

11.7 The Acquiring Authority will produce evidence to show that the land take required for the Scheme is as contained in the CPO.

12. SUPPORTERS

12.1 There has been long standing support for the principle of the bypass. Preston City Council had originally included the bypass and the D'Urton Lane/Eastway link road within its now adopted Local Plan. Prior to the Public Inquiry and following considerable objections it deleted the route within the proposed plan. Consequently, Preston City Council, Concern for Broughton and the Broughton Bypass Review Group went to the Public Inquiry into the local plan defending the deletion of the route.

12.2 A further 277 objections were made wanting the route to be reinstated. This included the Broughton Bypass Support Group.

12.3 The Inspector into the Preston Local Plan concluded that the route should be reinstated.

12.4 Following the consultation on the most recent planning applications, there were representations made in objection to the scheme. The City Council raised no objection.

12.5 There were 14 individuals who supported the scheme, a City Councillor, a local business operating at Broughton crossroads and the Parish Council.

13. HUMAN RIGHTS

13.1 The Human Rights Act 1998 incorporated the European Convention on Human Rights (the "Convention") into domestic law; the aim of which is to protect the rights of the individual. In resolving to make these Orders, the Council has carefully considered the rights of property owners under the Convention against the wider

public interest. The CPO and associated Orders interfere with Human Rights recognised in the European Convention.

13.2 The articles of the Human rights Convention that are of importance in circumstances where the Council is considering making a CPO are:

13.2.1 Article 1 of the First Protocol to the Convention

This protects the right of everyone to the peaceful enjoyment of possessions. No one can be deprived of possessions except in the public interest and subject to the relevant national and international laws.

13.2.2 Article 6

This entitles those affected by the Scheme to a fair and public hearing.

13.2.3 Article 8

This protects private and family life, home and correspondence. No public authority can interfere with these interests except if it is in accordance with the law and is necessary in the interest of national security, public safety or the economic wellbeing of the country.

13.3 The approach to be taken to give effect to rights under the Convention is also reflected in paragraph 17 of ODPM Circular 06/2004, which states:

"A Compulsory Purchase Order should only be made where there is a compelling case in the public interest. An acquiring authority should be sure that the purposes for which it is making a Compulsory Purchase Order sufficiently justify interfering with the human rights of those with an interest in the land affected, having regard, in particular to the provisions of Article 1 of the First Protocol to

the European Convention on Human Rights and, in the case of a dwelling, Article 8 of the Convention."

- 13.4 The European Court of Human Rights has recognised in the context of Article 1 that *"regard must be had to the fair balance that has to be struck between competing interests of the individual and of the community as a whole"*. Both public and private interests are to be taken into account in the exercise of the Council's powers and duties as a local planning and highway authority. Any interference with a Convention right must be necessary and proportionate.
- 13.5 The Council considers that there is no practical alternative means of achieving the aims set out in the preceding sections of this statement without some interference with human rights and that, in light of the public benefit which would arise from the implementation of the Scheme, compulsory acquisition in this case is, therefore, a necessary and proportionate measure in the public interest. The Scheme has been designed to minimise interference with the peaceful enjoyment of a person's land and possessions under Article 1 of the First Protocol of the Human Rights Act 1998 and to the right to family life under Article 8.
- 13.6 The Acquiring Authority consider that the public benefit in promoting the Road Scheme for the benefit of the people of the area outweighs the harm caused by the use of compulsory purchase powers to acquire third party land and rights over land for the Scheme. The Council has therefore concluded that it would be appropriate to confirm the Orders.
- 13.7 In addition to the publicity and consultation on the planning application for the Scheme and ensuing public inquiry, all the known owners and occupiers of land within the Order Land have been contacted regarding the Scheme. In processing the Order and other related Orders, the Acquiring Authority has complied with all relevant legislation and regulations that provide an opportunity for those affected to object to the Orders and have their representations considered at a public inquiry. The land to be acquired for the Scheme has been kept to a minimum. The public interest can

only be safeguarded by the acquisition of this land and it is considered that such acquisition would not place a disproportionate burden on the affected land owners. In addition, the Scheme already has the benefit of various planning permissions the grant of which involved the weighing all material planning considerations including the public benefit of pursuing the Road Scheme against any disruption and interference that would be caused to individual rights.

13.8 Those parties, whose interests are acquired under the Order, or who suffer injurious affection, will be able to claim compensation under the relevant provisions of the Compensation Code.

14. SUMMARY

14.1 The County Council will produce evidence at the Inquiry to show that although human rights are interfered with the need for the Scheme and its wider public benefit significantly outweigh such interference.

14.2 The scheme will bring additional capacity to the network and improve accessibility and journey times into and out of Preston. It will deliver better connectivity to the wider strategic road network with additional benefit by facilitating new development and economic growth in the area.

14.3 The County Council will produce evidence at the Inquiry to show that the conclusion of the Secretary of State's report into the Public Inquiry into the current, adopted version of the Preston Local Plan remains valid, that the Scheme remains the appropriate solution to the transport problems identified in Section 3 above, and that it should be supported and allowed to go ahead by confirmation of the Orders.

15. CONTACT DETAILS FOR FURTHER INFORMATION

Interested parties affected by the Orders who wish to discuss matters with the Council should contact Martin Galloway by one of the following means:

- by telephone on 01772 532096;
- by e-mail to martin.galloway@lancashire.gov.uk;
- by post to Lancashire County Council, Environment Directorate, County Hall, Preston, PR1 8XJ marked for the attention of Martin Galloway.

16. DOCUMENTS WHICH THE COUNCIL WILL REFER TO OR PUT IN EVIDENCE AT THE INQUIRY (AVAILABLE FOR INSPECTION)

Documents which the Council will refer to or put in evidence at the Inquiry (available for inspection):

LCC1	Highways Act (1980) (Sections 239,240, 246, 250 and 260).
LCC2	Road Traffic Regulation Act 1984 (Section 40)
LCC3	Acquisition of Land Act 1981
LCC4	National Planning Policy Framework 2012
LCC5	City Deal: Preston, South Ribble and Lancashire Infrastructure Delivery Plan 2014/2015
LCC6	Air Quality Management Area Order Number 3 –Broughton – 1 May 2012
LCC7	Broughton Bypass - Forecasting Report FINAL with Appendices
LCC8	Central Lancashire Highways and Transport Masterplan
LCC9	Preston Local Plan- adopted April 2004
LCC10	Central Lancashire Core Strategy- adopted July 2012
LCC11	Inspector's Report into Preston Local Plan
LCC12	Extract from Inspector's Report into the Central Lancashire Core Strategy (June 2012)
LCC13	Signed City Deal September 2013
LCC14	The Lancashire Structure Plan 1991-2006 adopted 1997
LCC15	Joint Lancashire Structure Plan 2001- 2016 adopted March 2005
LCC16	Publication version of the Preston Local Plan 2012-2026 (July 2013)
LCC17	Submission version of the Preston Local Plan 2012-2026 (July 2014)
LCC18	Report to Lancashire County Council's Development Control Committee 27 November 2013 – Item 12 – Planning application 06/13/0527
LCC19	Report to Lancashire County Council's Development Control Committee 27 November 2013 – Item 13 – Planning application 06/13/0528
LCC20	Minutes of Lancashire County Council's Development Control Committee 27 November 2013 – (confirmed and signed 15 January 2014) Item 12

LCC21	Minutes of Lancashire County Council's Development Control Committee 27 November 2013 – (confirmed and signed 15 January 2014) Item 13
LCC22	Planning permission reference 06/13/0527 dated 18 December 2013
LCC23	Planning permission reference 06/13/0528 dated 18 December 2013
LCC24	2013 Full planning application 06/13/0528- consultations received in relation to Planning application
LCC25	2013- Full planning application 06/13/0527- consultations received in relation to Planning application
LCC26	Planning application 06/13/0527 comprising the application form and supporting documents, including Volumes 1-3 of the Environmental Statement dated 29 July 2013
LCC27	Planning application 06/13/0528 comprising the application form and supporting documents, including Volumes 1-3 of the Environmental Statement dated 29 July 2013
LCC28	Side Road Order Classification Plans (March 2001)
LCC29	Side Road Order Classification (September 2001)
LCC30	Side Road Order Key Plan (January 2014)
LCC31	Side Road Order Notice (May 2014)
LCC32	Side Road Order and Schedule (May 2014)
LCC33	Side Road Order Plan 1 (March 2014)
LCC34	Side Road Order Plan 2 (March 2014)
LCC35	Side Road Order Statement of Reasons (April 2014)
LCC36	Compulsory Purchase Order Broughton Bypass Notice On Site (May 2014)
LCC37	Compulsory Purchase Order Broughton Bypass Sealed Order (May 2014)
LCC38	Compulsory Purchase Order Broughton Bypass Statement of Reasons (May 2014)
LCC39	Compulsory Purchase Order Location Plan (May 2014)
LCC40	Compulsory Purchase Order Plan 1 (May 2014)
LCC41	Compulsory Purchase Order Plan 2 (May 2014)
LCC42	Compulsory Purchase Order Additional Page (July 2014)
LCC43	Responses to objections raised to Compulsory Purchase Order
LCC44	Responses to objections raised to Side Roads Order
LCC45	Broughton Church of England Primary School Travel Plan
LCC46	BBEC School Travel Plan
LCC47	Planning Application LCC/2014/0112 Commissioning Application Form and Supporting Documents
LCC48	Full Planning Application LCC/2014/0112 Consultation received in relation to planning application
LCC49	Planning Permission Reference LCC/2014/0112 dated 20 June 2014
LCC50	Proposed Landscape Enhancement and Mitigation Scheme Sheet 1 to 5

The County Council reserves the right to introduce additional documents as may be relevant and will notify all relevant parties of any such documents as soon as possible.

