

AGENDA MANAGEMENT SHEET

Name of Committee Regulatory Committee

Date of Committee 3rd April 2007

Report Title Street Lighting along the Approved Rugby Western Relief Road

Summary This report recommends the discharge of the street lighting condition for the approved Rugby Western Relief Road.

For further information please contact Richard Forbes
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Would the recommended decision be contrary to the Budget and Policy Framework? Yes/No

Background Papers Technical Specification and lighting scheme drawings. Email from Rugby Borough Environmental Health dated 3/1/2007. Letter from Mike Cunningham, Principal Lighting Engineer to Mr Bragg dated 16/1/2007. Email from Dunchurch Parish Council dated 24/1/2007. Representation from Mr Bragg received 26/1/2007. Letter from Rugby Borough Council received 15/2/2007.

CONSULTATION ALREADY UNDERTAKEN:- *Details to be specified*

Other Committees

Local Member(s)
(With brief comments, if appropriate)

Councillor T Cavanagh – No comments received as at 20th March 2007.
Councillor G Collett - No comments received as at 20th March 2007.
Councillor Ms K King - No comments received as at 20th March 2007.
Councillor J Wells - No comments received as at 20th March 2007.

- Other Elected Members
- Cabinet Member
(Reports to The Cabinet, to be cleared with appropriate Cabinet Member)
- Chief Executive
- Legal I Marriott – comments incorporated.
- Finance
- Other Chief Officers
- District Councils Rugby Borough Council - No objection.
Rugby Borough Council, Environmental Health – No objection.
- Health Authority
- Police
- Other Bodies/Individuals Dunchurch Parish Council – No objection.

FINAL DECISION **YES/NO** (*If 'No' complete Suggested Next Steps*)

SUGGESTED NEXT STEPS :

Details to be specified

- Further consideration by this Committee
- To Council
- To Cabinet
- To an O & S Committee
- To an Area Committee
- Further Consultation

Regulatory Committee - 3rd April 2007

Street Lighting along the Approved Rugby Western Relief Road

Report of the Strategic Director for Environment and Economy

Recommendation

That the Regulatory Committee authorises the discharge of Condition number 4 of Planning Permission R1442/02CC093 for street lighting of the approved Rugby Western Relief Road.

The Proposal : Discharge of Condition number 4 of Planning Permission R1442/02CC093 for the construction of the Rugby Western Relief Road.

Site & Location : The route of the approved Rugby Western Relief Road.

1. Application Details

- 1.1 Details have been submitted in relation to the discharge of condition number 4 of Planning Permission R1442/02CC093. This condition reads as follows: - "No development shall take place until details and specifications for the street lighting columns have been submitted to and agreed in writing with the County Planning Authority".
- 1.2 The submitted drawings show the location of the lighting columns along the length of the road. The entire road would be lit with the exception of the sections of road around Potford's Dam roundabout, and from Cawston roundabout junction to 300 metres north east of Bilton Lane junction. Mainly, the lamp posts to be used are 10 metre high aluminium columns with 1.5 metre projecting brackets spaced at around 20 to 30 metres apart.

2. Consultations

- 2.1 **Councillor T Cavanagh** – No comments received as at 20th March 2007.
- 2.2 **Councillor G Collett** - No comments received as at 20th March 2007.
- 2.3 **Councillor J Wells** - No comments received as at 20th March 2007.

- 2.4 **Councillor Ms K King** - No comments received as at 20th March 2007.
- 2.5 **Rugby Borough Council** – No objection.
- 2.6 **Rugby Borough Council, Environmental Health** – No comments received.
- 2.7 **Long Lawford Parish Council** - No comments received.
- 2.8 **Dunchurch Parish Council** - No objection.

3. Representations

- 3.1 One letter of objection received from the occupier of the Gillings, Bilton Lane covering the following:-
- (i) At the beginning of the project landowners were promised that the road would not be lit as it was within the Green Belt.
 - (ii) The Engineering Assessment submitted with the application noted that lighting would be provided at Potford's Dam junction, Cawston roundabout and Bilton Lane junction. No mention was made of any further provision. Further objections would have been made at the public inquiry if this had been known.
 - (iii) Similar junctions within the vicinity have much less lighting.
 - (iv) The lighting scheme is generally excessive when BS5489 is considered.
 - (v) The excessive amount of lighting is harmful at large, especially as the area is designated as Green Belt. The columns would be intrusive during the daytime as well as at night. Any exaggerated safety advantages are at the expense of environmental impacts.
 - (vi) It is inappropriate to propose excessive lighting on a length of straight, single carriageway 50 mph road.

4. Observations

Impact of lighting on the open countryside

- 4.1 The main issue when looking at the provision of street lighting columns would be the impact on the setting of the open countryside as this is where they would be viewed most prominently. Street lighting within the main built up area of Rugby would be less of a concern.
- 4.2 The design of the scheme avoids the provision of lighting within the open countryside with the exception of the areas referred to above. In all the road runs for 3200 metres in the open countryside between Potford's Dam junction and the Sow Brook of this 1100 metres are intended to be lit.

- 4.3 The objection refers to lighting provided between the Cawston and Bilton Lane junctions and how it is viewed as being excessive being contrary to BS5489, a British Standard Code of practice for the design of road lighting, lighting of roads and public amenity areas.
- 4.4 As lighting would be required on the lead into the roundabout and on the ghost islands separating traffic streams negotiating Bilton Lane junction, there would only be between 170 and 300 metres that could feasibly be left free of lighting. It would take around seven seconds to travel 170 metres and just over 13 seconds to travel 300 metres if a vehicle were travelling at the proposed speed limit of 50 mph.
- 4.5 If the intervening area between the two junctions remained unlit then motorists using the road during darkness would have to adjust their eyes to dark, light, dark and light again within a relatively short time. This would have implications on highways safety.
- 4.6 In addition it is proposed that the lanterns to be used are equipped with flat glass, as opposed to a bowl with refractor. This would mean that light is directed downwards and therefore light spillage would be kept to a minimum. Thereby reducing the impact of the lighting on the adjacent open countryside.

Impact on the Green Belt

- 4.7 The provision of the relief road has been long established by the granting of planning permission and local plan policies safeguarding the route. Previous submissions relating to the engineering requirements of the relief road have identified that lighting is to be provided at Potford's Dam, Cawston and Bilton Lane junctions all located within the Green Belt. As such the principle of lighting within the Green Belt has been established.
- 4.8 Whilst the lighting would make the road more prominent within the Green Belt it has been limited to around junctions and ghost islands or the area between Cawston and Bilton Lane described above. As such it has only been proposed to light areas where it would be needed for highways safety reasons. When this is considered, the justification for lighting would outweigh any detrimental harm to the Green Belt.

5. Environmental Implications

- 5.1 The lighting has been designed so as to confine lighting to the carriageway of the road as much as possible, thereby lowering the level of any obtrusive light, the impact on the surrounding environment would be acceptable.

JOHN DEEGAN
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16th March 2007