

Development Control Committee
Meeting to be held on 26 April 2023

Electoral Divisions affected:
Preston Rural, Preston West,
Preston South West, Fylde East

Preston City and Fylde Boroughs: application number LCC/2022/0041

Amendment to approved plans listed in Condition 2 of Planning Permission ref LCC/2016/0046 to permit a revision of the screen mounding and landscaping alongside the Preston Western Distributor Road. Land in Lea, Cottam and Bartle and to the west and north of the existing built-up area of Preston

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Brief Summary

Application - Amendment to approved plans listed in Condition 2 of Planning Permission ref LCC/2016/0046 to permit a revision of the screen mounding and landscaping alongside the Preston Western Distributor Road.

Recommendation – Summary

That subject first to the signing of a Section 106 agreement relating to the retention of bat mitigation measures, planning permission be **Granted** subject to conditions controlling approved documents, landscaping and ecology, construction controls, traffic management and monitoring and surface water controls.

Applicant's Proposal

The application is for approval of a revised set of landscaping plans relating to the Preston Western Distributor Road. The approved landscaping plans which are listed in Condition 2 of Planning Permission LCC/2016/0046 show the contours of the landscape mounding alongside and in adjacent areas to the road and how these areas of mounding would be landscaped with trees, shrubs and other habitat features. The current application seeks approval for areas of more extensive mounding compared to the approved layout in order to accommodate excess spoil materials that have been generated during road construction operations.

The revised mounding areas are proposed at various locations along the full length of the Preston Western Distributor Road but do not relate to any part of the East – West Link Road that also formed part of this overall road construction project.

Description and Location of Site

The Preston Western Distributor Road is a current road building project with a total length of 4km which links the M55 to the north west of Preston with the A583 Riversway to the west of Preston City Centre. The new road crosses countryside to the west of the main urban area of Preston in order to serve the areas of major new residential development taking place in this area.

The northern end of the scheme is at a new junction with the M55 in the Bartle area. The road then runs in a southerly direction crossing Bartle Lane to a new roundabout on Lea Lane. The route then continues southwards crossing the Lancaster Canal and the Preston – Blackpool railway line via a new viaduct and bridges over Darkinson Lane and the Ribble Link canal to reach the A583 at a new roundabout. There are a number of properties close to the route but particularly in the Lea Lane area and also off Darkinson Lane in Lea Village.

The whole of the route will be of dual carriageway standard.

History

Planning permission for the construction of the Preston Western Distributor Road was granted on 19 November 2018 (ref LCC/2016/0046).

Planning Policy

National Planning Policy Framework (NPPF): The following paragraphs of the National Planning Policy Framework (NPPF) are relevant to this application: 11 (definition of sustainable development), 130 (design), 131 (trees) and 174–180 (biodiversity).

Central Lancashire Core Strategy:

Policy 21: Landscape Character Areas

Policy 22: Biodiversity and Geodiversity

Preston City Local Plan

Policy EN9 – Design of new development

Consultations

Preston City Council: No objection. However, the submitted drawings do not show the new roundabout that is required to serve the approved residential scheme under planning permission 06/2020/0888. It would be helpful if the drawings could be updated to show that the roundabout will not be impacted by the proposed amendments.

Fylde Borough Council: No objection.

Newton-with-Clifton Parish Council: No observations to make.

Woodplumpton Parish Council: No comments received.

Lea Parish Council: No comments received.

Canal and River Trust: The amended landscape bunds would not have a direct impact on the waterways that are owned and managed by the Trust.

County Landscape Service: The applicant has not provided a revised Environmental Statement to support these changes to the design of the scheme. The original Environmental Statement did not show a requirement for the creation of screen bunds alongside the road which was an appropriate response as large scale artificial looking bunds of the type proposed would not be appropriate for the area's landscape character and would have adverse impacts on adjoining landscape features. More information should be submitted providing evidence of the need to create these mound features, the impacts on adjacent landscape features and the specification of soil materials used and a demonstration that they are capable of supporting plant growth. It is considered that some of the mounds would have steep engineered slopes which would give the mounds an incongruous appearance in the rural landscape. It should also be demonstrated that the new mounding would not prejudice the ability to provide the landscape and ecological mitigation measures that were approved as part of the original road scheme or have required the removal of existing landscape features including trees and hedgerows that were to have been retained.

Lancashire County Council (LCC) Ecology Service: The applicant will need to demonstrate that ecological impacts additional to the approved scheme are unavoidable, that unavoidable impacts are properly mitigated for and that any mitigation measures can be properly delivered. No justification for the additional mounding has been provided and therefore to justify the requirement as for screening/landscaping purposes is incorrect. It is not clear why the proposals for additional mounding are being submitted at this stage when it was known at design stage that there would be surplus excavated materials. It appears that the areas of additional mounding have resulted in further ecological impacts including on trees. There are also issues in relation to the location of ponds and wetland habitats which are shown within areas of mounding

Environment Agency: No observations received.

Network Rail: Reasonable avoidance measures should be employed for any construction activity that introduces a hazard to the railway. The landscaping should be carried out in accordance with Network Rail specification and no sustainable drainage measures should be carried out within 30 metres of the railway boundary. There should be no increase in the volume or frequency of flow through Network Rail culvert PBN3.1111 without the agreement of Network Rail.

Lead Local Flood Authority: No objection.



Representations – The application has been advertised by press and site notice, and neighbouring residents informed by individual letter. One representation has been received on behalf of a number of residents of Darkinson Lane, Lea raising the following issues-

- It is disappointing to see that work has already commenced even though planning permission has not been granted.
- The new road will cause a massive negative impact on the environment especially in terms of noise levels.
- Making the mounding higher on the opposite side of the road will increase the noise levels at the houses as the noise will be reflected off the higher bund.
- If there is surplus soils and clay, why can't it be used to increase the size of the bund between the road and the houses?

Advice

Planning permission was granted for the construction of the Preston Western Distributor Road in 2018. Construction of the road commenced in 2019 and it is due to be opened to traffic later in 2023.

Several parts of the road are located below natural ground levels in order to pass under existing highways to provide improved screening to adjacent properties. The construction of the road has therefore required considerable volumes of material to be excavated together with the topsoils that are routinely stripped prior to any construction work commencing. Some of this material has been used to create embankments on other parts of the scheme, for example on the approaches to the viaduct where the road crosses the Lancaster Canal and the Preston Blackpool railway line.

As part of the full design process following the grant of planning permission, a detailed assessment of the cut and fill volumes was undertaken which showed a net surplus of fill materials.

Whilst the surplus materials could be taken to off-site landfill facilities, the applicant calculates that this would require approximately 22,000 heavy goods vehicle (HGV) movements. It is therefore proposed that the surplus materials be accommodated within the scheme design by increasing the heights and or areas of existing mounding or by providing new mound/bund features at various locations along the road alignment. An application is therefore made to amend the approved drawings that are listed in Condition 2 of planning permission LCC/2016/0046 to permit the development of the revised landscape features.

This road scheme due to its scale was subject to an Environmental Statement which accompanied the original planning application. The Environmental Statement included a chapter on landscape and visual impacts which examined the effects of the road on general landscape character and on views from adjacent properties and other prominent viewpoints. Mitigation measures were incorporated within the

scheme design to address any such impacts which included lowering the height of the road at certain locations or the use of false cuttings or landscape mounding to address any significant impacts. The mitigation measures that were proposed within the Environmental Statement were considered acceptable and no unacceptable visual or landscape impacts were identified.

The purpose of the additional mounding now proposed is to accommodate surplus soils. Although the need for higher mounding was not identified in the original Environmental Statement, that does not mean that a further review cannot be undertaken by the applicant at this stage as a way to accommodate additional materials especially if it might improve upon the degree of screening that would be provided between the road and local receptors including residential properties. The key planning tests relate to the visual and landscape effects of any higher mounding, whether it would result in any changes to ecological or noise impacts and how any revised landforms would be appropriately landscaped.

Paragraph 130 of the National Planning Policy Framework (NPPF) requires that developments function well and add to the overall quality of the area over the lifetime of the development, are visually attractive and have appropriate and effective landscaping and are sympathetic to local character and history including the landscape setting. Paragraph 131 addresses the impacts that trees make to the character and quality of urban environments and that opportunities are taken to incorporate trees in developments. Paragraph 180 deals with mitigation of impacts on biodiversity and states that opportunities to improve biodiversity in and around developments should be integrated as part of their design.

Policy 21 of the Central Lancashire Core Strategy states that new development will be required to be well integrated into existing settlement patterns appropriate to the landscape character type and designation within which it is situated and contribute positively to its conservation, enhancement or restoration or the creation of appropriate new features. Policy EN9 of the Preston Local Plan requires that all new development proposals should be designed with regard to certain design principles as set out in the Central Lancashire Design Guide Supplementary Planning Document (SPD) and that applications will be approved where they take the opportunity to make a positive contribution to the character and local distinctiveness of the area.

The areas of additional and amended mounding are all located within the red line boundary of the original road scheme as approved by planning permission LCC/2016/0046. Areas of additional mounding have not required the removal of any additional trees or lengths of hedgerow beyond those that were required to implement the original planning permission.

Being able to utilise the materials on site rather than exporting to off-site landfill facilities will reduce heavy goods vehicle (HGV) movements on surrounding highways as well as minimising emissions from the road transport required. The proposal would therefore have a number of general environmental benefits.

The areas of amended or additional mounding are distributed over the majority of the length of the Preston Western Distributor Road. The most significant areas are described as follows:-

- New junction of M55 and Preston Western Distributor Road – at this point the new road runs over the main line of the M55. Additional material has been accommodated by widening areas of fill under the new bridge immediately adjacent to the M55 and on the slip road embankments. The additional fill would reduce the slope gradients in these area and would therefore provide a more acceptable final landform compared to the currently approved design.
- Land south of M55 westbound off slip road – a mound feature with a height varying between three and five metres with an approximately triangular footprint is proposed in this area. The area would have a flat top with three depressions included which would develop as pond/wetland areas.
- A more general area of fill located south west of the M55/Preston Western Distributor junction – levels here would be raised by between two and three metres. The side slopes would be very slight on the sides facing away from the new and existing roads with the mound surface having an undulating appearance to avoid an over engineered appearance.
- Area east of Bartle Hall- a number of mound features are proposed in this area immediately adjacent to the road. They would be between one and three metres high. The majority of the mounds would have an irregular outline to avoid long linear bund features that would appear over engineered. The Preston Western Distributor at this point runs in a shallow cutting and the additional mounding would provide additional noise attenuation to the nearby hotel.
- Northern side of Lea Lane diversion - a linear bund is proposed in this area between one and three metres in height. There are several properties in this area off Lea Lane but the areas of the mound nearest the houses would have a relatively shallow profile and height and would give an acceptable visual appearance
- An area on the west side of the new road to the south of the railway line crossing and towards the Darkinson Lane crossing. This is a large area of additional fill. The road is raised on an embankment at this point and the proposal involves enlarging the area of the embankment to cover the remaining area of field that has been crossed by the road. The area of fill is also extended to the south alongside the road. At the northern end close to the railway bridge, the depths of fill would be up to nine metres in height similar to the height of the embankment, but the side slopes of the fill area would be slightly shallower compared to the currently approved design. Further south, the linear embankment carrying the road would be extended slightly further west accommodating additional fill materials. The footprint of the embankment would be larger, but the appearance would be very similar to the approved design. There is also an area of fill on the eastern side of the road in this general location, but the degree of land raising is modest due to the overhead power lines that cross this area.
- Area south of Darkinson Lane (Lea Village) – The road at this point is close to several houses located off Darkinson Lane in Lea Village (approximately 100 metres from the houses). The road at this point runs in shallow cutting but it is proposed to provide linear mounds on the western and eastern sides of the road

up to two metres in height. These mounds would assist in providing greater levels of visual and acoustic screening for the residents in this area. As the mounds are being provided on both sides of the road, the issue raised by the resident concerning reflected noise should not occur. It is not possible to increase the mounding any higher in this area due to the presence of overhead power lines. The applicant states that the residents in this area have been shown the proposals and are satisfied with the finished appearance of the mounding.

- There are also several areas of linear mounding at the southern end of the scheme close to the Savick Brook crossing and where the Preston Western Distributor meets the A583. All of these mounds are approximately two metres in height and are closely related to the road alignment.

The local landscape in the area crossed by this road scheme is generally flat or very gently undulating and steep slopes or hillsides are not particularly common elements of local landscape character. However, the new highway has had a major impact on landscape character and screen mounds and embankments are features that are commonly found alongside new roads in order to provide additional screening. All of the new areas of mounding are located close to the road alignment and would not form isolated features where they would appear incongruous in the landscape. With regard to the comments from the Lancashire County Council (LCC) Landscape and Ecology advisors some of the larger areas of mounding do include provision for wetland areas to be sited on top of the raised areas. The mounding has been formed from clay or clay subsoils and therefore it is likely that these areas will hold water and the catchments are large enough to ensure a supply of surface water. Even if these areas do not hold sufficient water to form pond features throughout the year, they would still be wet areas and would therefore provide for areas of habitat diversity. There would still be a number of pond features retained within the scheme that would be located on natural ground levels which would compensate for the loss of a small number of ponds to the scheme. The proposed additional mound features are therefore considered acceptable in relation to landscape, and ecological issues and the proposal complies with Policy 21 of the Central Lancashire Core Strategy and Policy EN9 of the Preston Local Plan.

There are a number of residential properties close to the road alignment where there would be some impacts arising from additional noise levels. It is likely that the areas of additional mounding would result in some reduction in noise levels at these properties and therefore would result in some benefit to local amenity. None of the areas of new mounding are directly adjacent to any properties and therefore no issues arise in terms of reduction in light levels or other impacts on residential amenity.

With regard to the comments from Preston City Council, planning permission 6/2020/0888 provides for the construction of a new roundabout off the Preston Western Distributor Road to serve a development of up to 1100 dwellings. The development would take place on both sides of the new road in the area between Bartle Lane and the M55. The new roundabout would be approximately 400 metres south of the M55. The revised plans do not include any new areas of mounding in the location required to construct the new roundabout. The new mounding would



provide some additional noise attenuation to the areas of residential development adjacent to the road should planning permission 06/2020/0888 be implemented.

This is an application made under Section 73 of the Town and Country Planning Act 1990 for an amendment to the existing permission. If planning permission is granted, it will result in the grant of an entirely new planning permission relating to the construction of the road. The conditions attached to planning permission LCC/2016/0046 have therefore been reviewed to remove any that are no longer required (for example those relating to initial site clearance works) and to amend others for example to reflect the revised drawings that have now been submitted. Planning permission LCC/2016/0046 was also subject to a Section 106 agreement relating to the provision and retention of bat mitigation measures. The mitigation measures in the form of a new small agricultural barn type building on a site close to the road have been implemented. However, the provisions in the current Section 106 agreement regarding retention of this structure need to be carried across into a new agreement should this current planning application be approved.

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

Recommendation

That subject first to the signing of a Section 106 agreement relating to the retention of bat mitigation measures, planning permission be **Granted** subject to the following conditions

1. The development shall be carried out, except where modified by the conditions to this permission, in accordance with the following documents:
 - a) The Planning Application received by the County Planning Authority on 17 June 2016 as amended by the revised application details entitled 'February 2017 Revised Version', the details and Ecological Assessment for the Hodder Water Main diversion dated 9 May 2018 and the revised earthworks and bund details submitted with planning application ref LCC/2022/0041 dated 28 June 2022.
 - b) Submitted Plans:
 - Drawing CLM01-DEV-040-007 Rev B - Site Plan
 - Drawing CLM01-DEV-040-008 Rev B - Location of typical cross sections
 - Drawing CLM01-DEV-040-009 1 of 8 Rev B - Typical Cross Sections
 - Drawing CLM01-DEV-040-009 2 of 8 Rev B - Typical Cross Sections
 - Drawing CLM01-DEV-040-009 3 of 8 Rev B - Typical Cross Sections
 - Drawing CLM01-DEV-040-009 4 of 8 Rev B - Typical Cross Sections
 - Drawing CLM01-DEV-040-009 5 of 8 Rev B - Typical Cross Sections
 - Drawing CLM01-DEV-040-009 6 of 8 Rev B - Typical Cross Sections
 - Drawing CLM01-DEV-040-009 7 of 8 Rev B - Typical Cross Sections
 - Drawing CLM01-DEV-040-009 8 of 8 Rev B - Typical Cross Sections



Drawing CLM01-DEV-040-010 1 of 1 Rev A - Location of Long sections
 Drawing CLM01-DEV-040-011 1 of 9 Rev A - Long sections of route
 Drawing CLM01-DEV-040-011 2 of 9 Rev A - Long Sections of route
 Drawing CLM01-DEV-040 -011 3 of 9 Rev A - Long Sections of route
 Drawing CLM01-DEV-040 -011 4 of 9 Rev A - Long sections of route
 Drawing CLM01-DEV-040-011 5 of 9 Rev A - Long sections of route
 Drawing CLM01-DEV-040-011 6 of 9 Rev A - Long sections of route
 Drawing CLM01-DEV-040-011 7 of 9 Rev A - Long sections of route
 Drawing CLM01 - DEV-040-011 8 of 9 Rev A - Long sections of route
 Drawing CLM01 - DEV040-011 9 of 9 Rev A - Long sections of route
 Drawing CLM04 -DEV010 018 Revision J - Outline Drainage Strategy
 Drawing CLM01 DEV 010 033 Revision L - Outline Drainage Strategy
 Drawing CLM01 DEV 040 021 Revision B - Site compounds, Treatment and Storage Areas
 Drawing CLM01 DEV 040 66114B1/01 Revision 3 - Beconsall Bridge General Arrangement
 Drawing CLM01 DEV 040 6617U1/01D - Bartle Underpass General Arrangement
 Drawing CLM01 DEV 040 33821R1/01A - Bartle Hall Retaining Wall General Arrangement
 Drawing CLM01 DEV 040 66113B1/01H - Bartle Lane Bridge General Arrangement
 Drawing CLM01 DEV 040 6611B1/01 Revision 2 - Lea Viaduct General Arrangement
 Drawing CLM01 DEV 040 6612B1/01F - Earles Farm Cattle Creep General Arrangement
 Drawing CLM01 DEV 040 6610B1/01D - Darkinson Lane Underpass General Arrangement
 Drawing CLM01 DEV 040 6609B1/01 - Revision 3 - Savick Brook Viaduct General Arrangement
 Drawings CLM01-dev-040-014B 1B of 19 to 19A of 19 - Drawings showing new road lighting and illuminated traffic sign cabling works
 Drawings CLM01-DEV-040-020 1 of 14 to 14 of 14 - Landscape Enhancement and Mitigation Scheme
 Drawings CLM01-LCC-DR-3000-2308 - Proposed landscape bund contours layout - Drawings 1-42
 Drawings CLM01-LCC-DR-3000-1102 Landscape and Ecology Design Detail Sheets 1-42
 Unreferenced United Utilities Drawing dated April 2018 titled ' Hodder LDTM Diversion Proposed Route'

- c) All schemes and programmes and details approved in accordance with this permission.

Reason: To minimise the impact of the development on the amenities of the area and to conform with Policies 16, 17, 21, 22, 29, 30 and 31 of the Central Lancashire Core Strategy.



2. No development of the Preston Western Distributor Road shall commence until details for the design and building materials to be used for the external elevations of all structures including viaducts, bridges and underpasses have been submitted to the County Planning Authority for approval in writing.

Thereafter all structures shall be constructed and use materials contained in the approved details.

Reason: In the interests of visual amenity and to conform with Policy 17 of the Central Lancashire Core Strategy.

3. All highway construction works shall be undertaken in accordance with the Construction Management Plan submitted on 28 May 2019 under the requirements of Condition 9 of Planning Permission ref LCC/2016/0046

Reason: In the interests of the amenities of the area and highway safety and to conform with Policy 17 of the Central Lancashire Core Strategy.

4. All mobile plant/vehicles retained on site to be used in connection with the construction phase of the development shall be fitted with broadband/non-audible reversing systems, which shall be employed during the operation of the mobile plant.

Reason: To safeguard the amenity of local residents and adjacent properties/landowners and land users and to conform with Policy G17 of the Preston City Local Plan.

5. Any vehicles transporting excavated materials, soils and/or subsoils from the site shall have securely sheeted or enclosed loads.

Reason: In the interests of highway safety and to safeguard the amenity of local residents and adjacent properties/landowners and land users and to conform with Policy G17 of the Preston Local Plan.

6. Wheel cleaning facilities shall be made available at all access points from the construction site to the public highway to ensure that no debris from the site is deposited by vehicle wheels upon the public highway.

Reason: In the interest of highway safety and to safeguard the amenity of local residents and adjacent properties/landowners and land users and to comply with Policy G17 of the Preston Local Plan.

7. All plant, equipment and machinery used in connection with the operation and maintenance of the site shall be equipped with effective silencing equipment or sound proofing equipment to the standard of design set out in the manufacturer's specification and shall be maintained in accordance with that specification at all times throughout the development.

Reason: To safeguard the amenity of local residents and adjacent properties/landowners and land users and to conform with Policy G17 of the Preston Local Plan.

8. Measures shall be taken to prevent dust or wind-blown material being carried on to adjacent property and in particular shall include the watering of all haul and access roads and the spraying of storage heaps or areas as necessary during dry weather conditions, at all times during construction development.

Reason: To safeguard the amenity of local residents and adjacent properties/landowners and land users and to comply with Policy 30 of the Central Lancashire Core Strategy.

9. No construction working, importation of materials or removal of materials off-site shall take place outside the hours of:

0730 to 1800 hours, Mondays to Fridays (except Public Holidays)

0800 to 1300 hours on Saturdays

No construction development, importation of materials or removal of materials off site shall take place at any time on Sundays or Public Holidays.

Reason: To safeguard the amenity of local residents and adjacent properties/landowners and land users and to conform with Policy 17 of the Central Lancashire Core Strategy.

10. The noise mitigation measures contained in the scheme and programme approved under Condition 17 of Planning Permission ref LCC/2016/0046 submitted on 19 April 2019 shall be installed prior to the highway being brought into use and shall be retained and maintained thereafter.

Reason: In the interests of local amenity and to conform with Policy 17 of the Central Lancashire Core Strategy.

11. No development of the Preston Western Distributor Road shall commence until details for the replacement of the existing United Utilities (UU) observational borehole identified in the letter from United Utilities (UU) dated 12 July 2017 has been submitted to and approved in writing by the County Planning Authority.

The submitted details shall contain information on the location of the replacement borehole, details of construction including depth and means of access.

The replacement borehole shall be installed in accordance with the approved details prior to any development taking place of the Preston Western Distributor Road.



Reason: In order to provide for adequate replacement of an existing water monitoring borehole and to conform with Policy 17 of the Central Lancashire Core Strategy.

12. The measures contained in the Construction Environment Management Plan approved under the requirements of Condition 19 of Planning Permission ref LCC/2016/0046 and submitted on 28 May 2019 shall be adhered to and implemented throughout the construction period.

Reason: In the interests of biodiversity and to comply with Policy 22 of the Central Lancashire Core Strategy.

13. Prior to the Preston Western Distributor road being opened to traffic, details of a highway monitoring and management strategy shall be submitted to and approved in writing by the County Planning Authority. The strategy shall include details for a programme of surveys, observations and defined targets, and a mechanism where targets are not achieved, to deliver further highway change. The approved highway monitoring and management strategy shall be employed for a period of three years commencing on the 1st anniversary of the scheme opening.

Reason: In the interest of highway safety, the satisfactory operation of the highway network, to safeguard the amenity of local residents and adjacent properties/landowners and land users, and to comply with Policy 3 of the Central Lancashire Core Strategy.

14. Within two years of the Preston Western Distributor Road being opened to traffic, a report shall be submitted to the County Planning Authority detailing sustainable transport improvements to be implemented along the B5411 Tag Lane/Woodplumpton Road and the A583 Riversway corridors. The report shall contain details of a package of public transport and sustainable transport improvements to be implemented to include improvements to bus services, cycling and pedestrian improvements including a timescale for the implementation of the proposed improvements.

Reason: In the interests of promoting sustainable transport and to conform with Policy 3 of the Central Lancashire Core Strategy and Policy IN1 of the Preston Local Plan.

15. The junction design and traffic control measures for the Tabley Lane and East West Link Road junction contained in the scheme and programme approved under the requirements of Condition 22 to Planning Permission LCC/2016/0046 submitted on 28 May 2019 shall be implemented prior to the junction being opened to traffic.

Reason: In the interests of local amenity and to conform with Policy 17 of the Central Lancashire Core Strategy and the North West Preston Masterplan Supplementary Planning Documents (SPD).



16. Within two years of the junction of the East West Link Road and Tabley Lane being opened for traffic, a report relating to monitoring and mitigation of traffic levels on Tabley Lane shall be submitted to the County Planning Authority for approval in writing.

The report shall contain details of the following:-

- a) Monitoring information to assess traffic levels on Tabley Lane in terms of peak hour flows, annual average daily traffic flows and levels of congestion.
- b) The setting of traffic trigger levels to be used to indicate the requirement to undertake traffic calming or other works to control the level of traffic using Tabley Lane.
- c) Details of traffic calming measures, traffic regulation orders or other traffic control proposals to reduce impacts on Tabley Lane having regard to the monitoring information collected in a) above compared to the trigger levels in b) above.
- d) A timescale for the implementation of any works or promotion of Orders identified in c) above.

Thereafter, subsequent reports addressing the requirements of a) - d) above shall be submitted at two yearly intervals commencing on the second anniversary of the submission of the initial report until 2030 or until the completion of the development of the North West Preston Masterplan area whichever is the later.

Reason: In the interests of local amenity and to control the use of the public highway and to conform with Policy 3 of the Central Lancashire Core Strategy.

17. The landscaping measures shown on Drawings CLM01-LCC-DR-3000-1102 Landscape and Ecology Design Detail Sheets 1-42 shall be carried out not later than the first planting season following the proposed highway being brought into use. The planting works shall be carried out in accordance with the planting specification contained in the scheme and programme submitted under the requirements on Condition 25 to planning permission ref LCC/2016/0046 and submitted on 28 May 2019.

Reason: In the interests of the visual amenities of the area and to ensure the proper landscaping of the road and to conform with Policies 17 and 21 of the Central Lancashire Core Strategy.

18. The ecological mitigation measures contained in the scheme and programme submitted on 28 May 2019 under the requirements of Condition 28 to Planning Permission LCC/2016/0046 shall be implemented in the construction and landscaping of the new highway and thereafter managed in accordance with the requirements of Condition 29.



Reason: In order to ensure that the ecological impacts of the development are adequately mitigated and to conform with Policy 22 of the Central Lancashire Core Strategy.

19. Within one year of the proposed highway opening to traffic, an Environmental Management Plan for all landscaping and ecological mitigation works shall be submitted to the County Planning Authority for approval in writing. The Environmental Management Plan shall set out the management works that shall be undertaken to all landscaping and ecological mitigation works for a period of 20 years following the implementation of the landscaping and ecological mitigation works approved under the requirements of Conditions 17 and 18 above and shall contain details of the following:-
- a) The management works to all grassland areas including mowing or grazing regimes to be followed. The mowing or grazing regimes proposed for all wildflower or species rich grassland areas shall be designed to enhance the ecological value of such areas.
 - b) Measures to control invasive weeds.
 - c) Management of all planting works including replacement of failed planting, weed control, maintenance of protection measures and cutting/hedgerow laying measures to be implemented.
 - d) The maintenance and management of all wetland features including replacement field ponds, realigned water courses and attenuation ponds.
 - e) Management and maintenance works to ecological mitigation measures including bat boxes, barn owl nest/roost boxes, underpasses, dry tunnels and amphibian hibernaculum.
 - f) Provision for monitoring to evaluate the effectiveness of the ecological mitigation measures. The monitoring proposals shall contain details for the reporting of monitoring results to the County Planning Authority and proposals for the modification of mitigation measures if demonstrated to be necessary as a result of the monitoring including a timescale for the implementation of any works. The monitoring scheme shall provide for the monitoring of impacts on bats, barn owls, amphibians and breeding and wintering birds.

Reason: In order to ensure the success of the landscape and ecological mitigation measures and to conform with Policies 21 and 22 of the Central Lancashire Core Strategy.

Definitions

Planting Season: The period between 1 October in any one year and 31 March in the following year.



Notes

The grant of planning permission does not remove the need to obtain the relevant statutory consents/licences from the Environment Agency.

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

Paper	Date	Contact/Directorate/Ext
LCC/2022/0041	April 2023	Jonathan Haine Planning and Environment 01772 534130

Reason for Inclusion in Part II, if appropriate

N/A

