

Application No: 20/2413M

Location: PROPOSED POYNTON RELIEF ROAD, CHESTER ROAD, POYNTON

Proposal: Variation of condition 41 (Details of Traffic Mitigation Measures) to planning application 16/4436M - Construction of Poynton Relief Road, incorporating: a two way single carriageway; combined cycleway and footway on the western side of the carriageway; modifications to existing road junctions; new public rights of way/accommodation bridges; balancing ponds for drainage purposes; and associated landscaping, lighting; ancillary operations, engineering and infrastructure works

Applicant: Chris Hindle, Cheshire East Council

Expiry Date: 14-Sep-2020

## **SUMMARY**

The construction of the Poynton Relief Road (PRR) has already been approved under planning ref; 16/4436M. Works to implement the scheme have already begun and it is anticipated that the road will be complete and ready for use in autumn of 2022.

Condition no. 41 of the approval requires the agreement and delivery of other complimentary highway mitigation measures prior to the opening of the relief road. This does not include the main highway mitigation works to Adlington Crossroads junction, Bonis Hall Lane signal junction and Well Lane / A523 London Road, as these are required to be delivered prior to the opening of the road by separate conditions. The proposed variation would allow post road opening monitoring to take place to inform the exact extent of mitigation required in relation to Adlington and Pott Shrigley Quiet Lane/Traffic Calming, Woodford Road – Speed Management measures and Prestbury Lane junction – Visibility and signing improvements. The Council's Head of Strategic Infrastructure (HSI – Highways) has advised that using actual traffic flow data to determine the impact of the PRR scheme on the surrounding highway network is a much better approach. There are no highways reasons to object to the proposed variation.

The proposal is also not considered to have any significantly greater impact upon the Green Belt, heritage assets, public rights of way, noise impacts, air quality, contaminated land, landscape and trees, ecology, design and the character of the area, the living conditions of residents, flood risk, or archaeology compared to the existing permission.

The proposal is therefore considered to comply with the relevant development policies. The application is recommended for approval, subject to conditions. The conditions will reflect those on the original consent amended to take account of those that have already been discharged.

## **SUMMARY RECOMMENDATION**

Approve subject to conditions

## PROPOSAL

The application seeks to vary condition no. 41 of planning ref; 16/4436M, which granted full planning permission for the construction of Poynton Relief Road. Condition no. 41 currently requires the completion of traffic mitigation measures on surrounding roads prior to the opening of the relief road. Condition no 41 is worded accordingly:

*“41. Prior to the opening of the Relief Road hereby approved, details of traffic mitigation measures to discourage the use of specific surrounding roads (including Street Lane) shall be the subject of consultation with the Ward Members, Parish and Town Councils, and submitted to and approved in writing by the Local Planning Authority. The approved measures shall then be fully implemented before the Relief Road is opened. Within 12 months of the opening of the Relief Road, an assessment of the traffic flows, in a form to be agreed in writing with the Local Planning Authority, shall be undertaken, and any recommendations shall be implemented in full as agreed by the Local Planning Authority, unless any variation is first agreed in writing by the Local Planning Authority.*

*Reason: In the interests of highway safety, air quality and to safeguard amenity. To comply with policies T1 and DC3 of the Macclesfield Borough Local Plan.”*

The application seeks permission to vary this condition under s73 of the Town and Country Planning Act (1990) to allow the road to open so that Traffic Assessments can be undertaken to identify and prescribe the extent of traffic mitigation measures on surrounding roads. Condition no. 41 would be reworded as follows:

*“Within 12 months of the opening of the Relief Road, an assessment of the traffic flows on surrounding roads (including Street Lane) shall be undertaken in a form to be agreed with the Local Planning Authority prior to the assessment taking place. Any traffic mitigation measures considered necessary shall be consulted upon with Ward Members, Parish Councils and then agreed with the Local Planning Authority. The measures shall be implemented within 12 months of the traffic assessment unless an alternative timescale is first agreed in writing by the Local Planning Authority.”*

## SITE DESCRIPTION

Poynton is a town in Cheshire East that is located around 18 km (11 miles) to the south east of Manchester, 11 km (7 miles) north of Macclesfield, and 8 km (5 miles) to the south of Stockport.

The route corridor for the proposed Poynton Relief Road (PRR) is mainly agricultural land, comprising predominantly grassland interspersed with hedgerows and woodland areas. The proposed route is to the east of the Stafford to Manchester railway line and passes in close proximity to Adlington Business Park at the southern end, whilst crossing Woodford Aerodrome towards the middle of the route.

Towards the northern end the route bypasses isolated farmsteads and clusters of residential properties to the east and west that are in Poynton and Woodford respectively. Part of the northern extent of the scheme falls within the administrative boundary of Stockport Borough

Council. The land is designated as Green Belt in the Macclesfield Borough Local Plan Proposals Map.

Works to implement the scheme have already begun and it is anticipated that the road will be complete and ready for use in autumn of 2022.

## **RELEVANT HISTORY**

20/5197M - Variation of condition 2 on application 16/4436M. To include an additional T-junction for possible future development between chainage 45-95 (A523 London Road North) of the Poynton Relief Road alignment – Pending determination

20/0060M - Area for the temporary storage of material arising / required during / for the construction of Poynton Relief Road, providing a replacement area for a material storage area associated with the approved Poynton Relief Road (ref. 16/4436M) – Approved 16-Nov-2020

16/4436M - Construction of Poynton Relief Road, incorporating: a two way single carriageway; combined cycleway and footway on the western side of the carriageway; modifications to existing road junctions; new public rights of way/accommodation bridges; balancing ponds for drainage purposes; and associated landscaping, lighting; ancillary operations, engineering and infrastructure works.

Within Cheshire East the scheme comprises construction of the proposed Poynton Relief Road from the A523 London Road, at its southernmost point, continuing in a generally northerly direction before its interception with the Cheshire East/Stockport Boundary (located approximately 800m south of the A5149 Chester Road). The relief road within Cheshire East would incorporate: A two way single carriageway; Combined cycleway and footway on the western side of the carriageway; Modifications to existing road junctions; A new road junction; A new structure over the road; New public rights of way; A pedestrian and cycle route adjacent to the road; Balancing ponds for drainage purposes; offsite works; and associated ancillary, landscaping; lighting; engineering and infrastructure works – Approved 08-Jun-2017

## **POLICIES**

### **Development Plan**

#### Cheshire East Local Plan Strategy

MP1 - Presumption in favour of sustainable development

PG1 - Overall Development Strategy

PG2- Settlement hierarchy

PG7 - Spatial Distribution of Development

SD1 - Sustainable Development in Cheshire East

SD2 - Sustainable Development Principles

IN1 – Infrastructure

EG1 - Economic Prosperity

SE1 - Design

SE2 - Efficient use of land

SE3 - Biodiversity and geodiversity

SE4 - The Landscape

SE5 - Trees, Hedgerows and Woodland

SE6 - Green Infrastructure  
SE7 – Heritage Assets  
SE9 - Energy Efficient Development  
SE12 - Pollution, Land contamination and land instability  
SE13 - Flood risk and water management  
CO1 - Sustainable Travel and Transport  
CO2 - Enabling business growth through transport infrastructure  
CO4 - Travel plans and transport assessments

### **Macclesfield Local Plan (Saved policies)**

NE11 – Nature Conservation  
NE14 - Nature Conservation Sites  
NE17 - Nature Conservation on Major Developments  
BE2 – Preservation of Historic Fabric  
BE21 – Site of Archaeological Importance  
GC1 - Green Belt  
RT7 – Cycleways, Bridleways and Footpaths  
T7 – Safeguarded Routes  
DC3 - Amenity  
DC6 – Circulation and Access  
DC8 - Landscaping  
DC9 – Tree protection  
DC13 - Noise  
DC15 – Provision of Facilities  
DC17 - Water Resources  
DC63 - Contaminated Land

### **Poynton Neighbourhood Plan (made on the 21 November 2019)**

EGB 2 - Surface Water Management  
EGB 5 - Access to the Countryside  
EGB 7 - Landscape Protection and Enhancement  
EGB 8 - Landscape Enhancement  
EGB 9 - Protection of Rural Landscape Features  
EGB 10 - Nature Conservation  
EGB 23 - Development within the curtilage or setting of a listed building  
TAC 1 - Walking and Cycling  
TAC 5 - Traffic Calming and Mitigation Measures  
HEWL 8 - Poynton to become a non- charging clean air zone

### **Other Material Considerations**

The National Planning Policy Framework  
National Planning Practice Guidance  
The EC Habitats Directive 1992  
Conservation of Habitats & Species Regulations 2010  
Circular 6/2005 - Biodiversity and Geological Conservation - Statutory Obligations and their Impact within the Planning System

## CONSULTATIONS

**Environmental Protection – No objection**

**Head of Strategic Infrastructure (Highways) – No objections**

**Peak District National Park Authority – Object** - The application states that the reason for delaying the implementation of the traffic calming measures until after the Poynton Relief Road has been completed is because a recent traffic indicated lower traffic flows than those predicted by the model. However, it is apparent from other responses to this application that the traffic flows at the time of the survey did not reflect usual circumstances. This is due to the ongoing closure of roads in the area due to a combination of flooding and bridge collapse. As the survey does not reflect normal traffic conditions, its value in assessing the requirement for traffic calming measures appears inappropriate in this case. At the time of the original consultation on the scheme, a number of residents of the Pott Shrigley and Adlington area expressed concern about the impact of increased traffic flows on the safety and amenity of walkers, cyclists and horse riders. The current Government approach in responding to Covid-19 by focusses on locking in behavioural shifts to both active travel and local exercise. The suggested variation of condition appears to be contrary to this approach.

## VIEWS OF THE TOWN AND PARISH COUNCILS

**Poynton Town Council (PTC) – No objection** - Poynton Town Council reiterates their strong support for the Poynton Relief Road and urge that work commences without delay. Regarding this application, the town council suspect that the closure of the Moggie Lane bridge since the floods in July 2019 may have temporarily reduced traffic on Street Lane and other local roads. PTC therefore suggest that a traffic survey is undertaken after the bridge has reopened. The proposed amendment to Condition 41 would appear to address this concern. Poynton Town Council therefore has no objection to the proposed amendment to Condition 41.

**Adlington Parish Council – Object** - Adlington Parish Council strongly objects to this application to vary Condition 41 of 16/4436M, a condition specifically included by Cheshire East Council's Strategic Planning Board because it recognised that the Poynton Relief Road will impact on the rural lanes radiating away from the junction near Street Lane. Condition 41 was included in the interests of highway safety, air quality and to safeguard amenity, to comply with policies T1 and DC3 of the Macclesfield Borough Local Plan.

The application refers to flow data extracted from the 'A6 MARR Monitoring and Evaluation: Year One Traffic Flows and Journey Time Report', however on asking to see this report Adlington Parish Council has been informed by Jacobs that it is unable to share the full A6 MARR report at this time as it is still with Stockport MBC in 'draft' form, which is finalising it before it is released. As this Report is specifically cited to support this planning application there is a lack of transparency in not sharing the data and findings this application is based upon.

Jacobs has confirmed that traffic flow data was collected in November 2019. Any traffic flow data collected around Adlington during November 2019 will not in any way reflect 'normal' traffic flows because the bridge between Poynton and Adlington at Wards End was decimated by flooding during July 2019, the bridge remains closed whilst repair works continue. This bridge

usually has a very high volume of traffic flowing both towards Poynton and away from Poynton into the lanes of Adlington, much of it then driving along Cawley Lane and Street Lane to reach the A523, however whilst the bridge at Wards End has been closed that route has been completely blocked. In addition, Cawley Lane, Skellorn Green Lane and Street Lane have frequently been flooded and impassable, because of problems with drainage from land bounding those lanes. This has resulted in traffic being unable to use Street Lane, particularly during the Autumn and Winter months.

In summary, Adlington Parish Council is disappointed that Cheshire East Highways now seeks to change Condition 41. Residents of Adlington have been 'accepting' of the Poynton Relief Road, and Cheshire East Council's Strategic Planning Board's inclusion of Condition 41 provided reassurance to residents that their concerns had been recognised and that there was a commitment for mitigation measures to be agreed and installed prior to the opening of the road in order to protect the rural character of the lanes of Adlington and beyond.

Adlington Parish Council, therefore, strongly recommends refusal of this application. Condition 41 should remain as per the original planning approval, in line with the Strategic Planning Board's decision of 10.1.17.

**Pott Shrigley Parish Council** – Object - strongly objects to this application which seeks to vary the wording of Condition 41 which ensures that mitigation measures on the Pott Shrigley/Adlington network are put in place before the Relief Road opens, to deter traffic from using unsuitable narrow rural roads to the detriment of residents, pedestrians, cyclists, horse riders and other vulnerable road users. This variation of the wording seeks to delay the implementation of these measures for up to two years, twelve months being allowed for an assessment and a further twelve months allowed to implement any measures considered necessary. It is not specified who will make this decision. While it may be more accurate to understand traffic flows based on “actual rather than forecasted flows”, a potential delay of two years, before a possible implementation of measures, is completely unacceptable.

It is suggested that the A6 MARR monitoring and Evaluation: Year One Traffic Flows and Journey Time report (May 2020) indicates an over-estimation between the predicted and the actual flows on these rural roads as measured on Macclesfield Road, which incidentally is not in Pott Shrigley and which it is assumed refers to the B5740. It is impossible to interrogate these statistics as there is no copy of the report available to answer the questions such as how the data was collected, at which point the traffic flow was measured or for what length of time.

Currently traffic wishing to access the A6 MARR is unlikely to use Bakestonedale Road/Shrigley Road, Pott Shrigley followed by Brookledge Lane or Street Lane, Adlington because there is no advantage to be gained. Once the Poynton Relief Road is opened there will be a significant advantage in using this route as it will be a much shorter route for traffic from the east than the one through Disley and High Lane, and one which Sat Navs. will undoubtedly offer.

**Prestbury Parish Council** – Object - fully support Adlington Parish Council and local residents in their objections to a Variation of Condition 41. The need to protect elderly residents, children, horse owners, walkers, cyclists and drivers had been identified, to approve the installation of traffic calming mitigation measures, before the Poynton Relief Road is built and opened.

## REPRESENTATIONS

Over seventy letters of representation have been received objecting to this application on the following grounds:

- Narrow and twisting lanes are not suitable for more traffic
- Traffic calming measures are essential for the safety of horse riders / cyclists / pedestrians / joggers / children walking to school / key workers walking down Street Lane to a nursing home etc
- Building more roads means more traffic and more development
- Need a cohesive plan to improve public transport and cycling routes
- Surrounding road network need to be made into 'quiet lanes' with priority given to non-motorised users
- Traffic surveys undertaken in 2018 / 2019 / 2020 are inaccurate as they were done so when The Moggie Lane bridge was closed due to collapse and Street Lane and Skellorn Green Lane were flooded meaning less traffic and Traffic flows through Pott Shrigley were reduced at the time of the Toddbrook Reservoir incident
- Proposal will increase congestion and speeding vehicles – this needs mitigation
- Additional traffic will destroy the resident's lives and the environment in which they live
- Deferring or removing these measures by varying Condition 41 of the application is an irresponsible and reckless act on behalf of Cheshire East Council
- Lack of consultation on the application
- Any increase in traffic in the area is likely to affect the environment adversely including species of plants, birds and animals through increased light and noise pollution and habitat fragmentation
- In 2020 alone, even with reduced traffic as a result of Moggy Lane closure and the COVID situation there have been 4 collisions, 3 incidents where vehicles have left the road and numerous near misses involving cycles, pedestrians and horse riders
- General condition of lanes make them unsuitable and unsafe for an increase in traffic
- Should not be possible and right for an un-elected civil servant to unilaterally decide to go against the democratic decision of residents
- Will affect livelihoods / businesses if users do not feel safe enough to use the lanes
- A better traffic modelling system should have been used specific to Adlington rather than suing the A6 MARR model
- A6 MARR monitoring and evaluation has never been made publicly available
- Address of the propose development is incorrect as it bears no resemblance to the roads it will affect
- CEC will be responsible for any accidents that occur as a result of this application
- Other the surrounding roads, namely Booth Green, Pedley Hill, Roundy Lane and Springbank Lane should be considered for restrictions including weight limits as many of these roads are narrow, have blind bends and are used daily by cyclists, horse riders and pedestrians
- Poynton Relief Road will fail to comply with the UK's net zero target both during the construction process and during its actual use contrary to the government's climate change emergency
- Adlington Action Group worked hard to secure the mitigation works and conducted their own various surveys

- More important than ever to encourage people to exercise and take part in leisure activities – this proposal would undermine that

## **BACKGROUND**

In January 2017, the Strategic Planning Board resolved to approve the application to the construct Poynton Relief Road (PRR) under planning ref; 16/4436M. This was subject to a condition that required the implementation of some complimentary traffic mitigation measures on surrounding roads before the opening of the relief road. However, it is important to identify which mitigation works would be affected by the proposal to amend condition no. 41.

There are mitigation junction improvements proposed at two junctions on the A523 London Road as a result of the predicted changes in traffic flow resulting from the new road scheme. These improvements are located at Adlington Crossroads and at Bonis Hall Lane junction. The Adlington crossroads signal junction on the A523 will be improved by the addition of a further lane on both the northbound and southbound approaches on the A523. The Bonis Hall Lane junction that is a signal-controlled T-junction will have an additional ahead lane provided on the northbound and southbound directions on the A523. These improvement schemes to the Adlington Crossroads junction, Bonis Hall Lane signal junction and Well Lane / A523 London Road would be secured seepately by conditions 8, 9 and 10 respectively. These works are required to be implemented prior to the opeing of the road. It is not the purpose of this application to delay the delivery of these works.

Condition no, 41 refers to other complimentary mitigation measures proposed by the applicant. These are:

- a) Adlington and Pott Shrigley Quiet Lane/Traffic Calming
- b) Woodford Road – Speed Management measures
- c) Prestbury Lane junction – Visibility and signing improvements

Condition no. 41 was imposed in response to local concerns raised regarding the potential impact on the surrounding road network, mainly the Street Lane junction with London Road, Adlington. Condition no. 41 was recommended to consider if further mitigation works as well as on the surrounding road network would be required following a period of further post approval monitoring. It is this post approval traffic monitoring that would inform the precise nature and detail as to what these mitigation measures would comprise of in the event that the further monitoring showed this to be necessary.

It is proposed to vary Condition 41 to remove the requirement for traffic mitigation measures on specific surrounding roads to be implemented prior to the opening of the Poynton Relief Road (PRR). It is intended that post opening, monitoring on surrounding roads would be undertaken for 12 months and then this would inform the precise nature of what mitigation measures are required. The mitigation measures would then be delivered within 12 months following the conclusion of the post monitoring. The key issues to consider are whether delaying the delivery of mitigation measures would be acceptable in terms of highway impacts.

Paragraph: 002 Reference ID: 21a-002-20140306 of the Planning Practice Guidance (NPPG) and paragraph 55 of the NPPF makes it clear that conditions should only be imposed where



they are (i) necessary; (ii) relevant to planning and; (iii) to the development to be permitted; (iv) enforceable; (v) precise and; (vi) reasonable in all other respects. If a proposed condition fails to meet any of the 6 tests, then the condition should not be imposed. Condition no. 41 meets these tests in terms of its spirit in securing highway mitigation where there is harm. The question is whether or not it is necessary and / or reasonable for the highway mitigation works (except for those relating to Bonis Hall Lane and Adlington Crossroads and Well Lane) to be delivered prior to the opening of the road.

## **APPRAISAL**

### **Highways**

The predicted traffic flows using the local highway network post opening of the Ponton Relief Road (PRR) were derived from the A6 MARR Traffic Model. The model was used to forecast the increases and decreases in traffic flow on certain routes. As a result of these forecasts mitigation measures were proposed to be provided, with additional complimentary measures latterly agreed for surrounding roads in Adlington and Pott Shrigley.

It is now proposed to undertake an assessment of the reassigned traffic flows on these surrounding routes following opening of the PRR, as these will be actual flows and not predicted flows. This is so that the requirement for the complimentary mitigation measures can be more accurately determined.

The Council's Head of Strategic Infrastructure (HSI – Highways) has advised that using actual traffic flow data to determine the impact of the PRR scheme on the surrounding highway network is a much better approach. Clearly, the Covid-19 pandemic has had a significant effect on the level of traffic flows in 2020 although as the PRR will not be completed until 2022 at the earliest, it is hoped that at this point normal traffic conditions will be in place for surveys to take place. Some objectors have expressed concern at the timing of previous surveys when various circumstances would have prevented accurate results. The variation of the condition to allow survey work to be undertaken post opening of the PRR would provide an accurate representation of the impacts.

It is recognised that should the mitigation measures be required it will take longer to introduce those measures on the ground. It is therefore important that traffic surveys are undertaken promptly following opening of the PRR and a period of 12 months is proposed for these surveys to be undertaken. This is considered a reasonable period given that trips will not all be reassigning immediately upon opening of the relief road.

A period of 12 months is proposed for any required traffic mitigation measures to be implemented once the form of these measures are agreed by the Local Planning Authority. Again this is considered to be a reasonable time limit to introduce any necessary complimentary mitigation works.

The HSI has confirmed that the proposed rewording of Condition 41 as set out in the planning application is acceptable. On this basis, it is considered that the proposal is acceptable in highways terms. The condition as originally worded, would not meet the six tests for conditions (namely necessity and reasonableness) with specific reference to the trigger point for the complimentary mitigation works to be provided prior to the opening of the PRR.

## **Other matters**

Given the highway specific nature of the proposed change, the proposal is not considered to have any significantly greater impact upon the Green Belt, heritage assets, public rights of way, noise impacts, air quality, contaminated land, landscape and trees, ecology, design and the character of the area, the living conditions of residents, flood risk, or archaeology compared to the existing permission.

The comments received in representation relating to air quality are acknowledged, however air quality officers from Environmental Protection have not raised any concerns regarding the proposed variation. If there was any additional impact to local air quality arising from the proposal, this would be to a negligible degree and would be lessened if post monitoring approval showed mitigation measures were needed.

## **CONCLUSION**

The construction of the Poynton Relief Road (PRR) has already been approved under planning ref; 16/4436M. Works to implement the scheme have already begun and it is anticipated that the road will be complete and ready for use in autumn of 2022.

Condition no. 41 of the approval requires the agreement and delivery of other complimentary highway mitigation measures prior to the opening of the relief road. This does not include the main highway mitigation works to Adlington Crossroads junction, Bonis Hall Lane signal junction and Well Lane / A523 London Road, as these are required to be delivered prior to the opening of the road by separate conditions. The proposed variation would allow post road opening monitoring to take place to inform the exact extent of mitigation required in relation to Adlington and Pott Shrigley Quiet Lane/Traffic Calming, Woodford Road – Speed Management measures and Prestbury Lane junction – Visibility and signing improvements. The Council's Head of Strategic Infrastructure (HSI – Highways) has advised that using actual traffic flow data to determine the impact of the PRR scheme on the surrounding highway network is a much better approach. There are no highways reasons to object to the proposed variation.

The proposal is also not considered to have any significantly greater impact upon the Green Belt, heritage assets, public rights of way, noise impacts, air quality, contaminated land, landscape and trees, ecology, design and the character of the area, the living conditions of residents, flood risk, or archaeology compared to the existing permission.

The proposal is therefore considered to comply with the relevant development policies. The application is therefore recommended for approval, subject to conditions. The conditions will reflect those on the original consent amended to take account of those that have already been discharged and to remove the time limit given that the development has already commenced.

## **RECOMMENDATION**

APPROVE subject to the following conditions:

1. Development to be carried out in accordance with the approved plans and documents
2. Development to be carried out in accordance with Environmental Statement (ES)

3. Details of materials for structures, lighting columns and fencing to be carried out in accordance with details approved under discharge of condition ref; 20/0909D
4. Details of bridges, structures, underpasses, bridge wing walls, abutments and crossings to be carried out in accordance with details approved under discharge of condition ref; 20/0909D
5. Full construction details of proposed pedestrian and cycleway, footpaths and bridleways to be carried out in accordance with details approved under discharge of condition ref; 20/1522D
6. Phasing plan for the construction of the development to be submitted and agreed
7. Highway improvement works at the Adlington Crossroads signal junction to be implemented prior to opening of the PRR unless any variation first agreed
8. Highway improvement works at the Bonis Hall Lane signal junction to be implemented prior to opening of the PRR unless any variation first agreed
9. Safety and operation of the Well Lane / A523 Junction improvement to be reviewed and be delivered prior to the opening to traffic of the Poynton Relief Road
10. Construction Environmental Management Plan and Method Statement submitted and approved
11. The acoustic mitigation scheme as outlined in the Environmental Statement shall be implemented in full, and maintained in perpetuity throughout the life of the scheme
12. Lighting details (permanent) to be submitted prior to opening of PRR
13. Lighting details (during construction) to be submitted
14. Bird hazard management plan during construction to be submitted
15. Details stating how the landscaping and ecological mitigation schemes and the drainage schemes are designed to minimise risk to aircraft to be submitted
16. Foul and surface water drainage to be carried out in accordance with submitted details. Development in accordance with Flood Risk Assessment and Drainage Strategy Report.
17. Contaminated land – Further phase II investigation and remediation strategies to be to be carried out in accordance with details approved under discharge of condition ref; 20/0909D
18. Submission of a Precautionary Method of Working strategy in respect of nesting birds. The submitted strategy to focus on Woodford Aerodrome
19. Submission for detailed design for the culverts which are to include mammal ledges
20. Submission and implementation of landscaping specification and management plan prior to opening of PRR. Management to be undertaken in perpetuity
21. Submission of ecological monitoring and reporting scheme including contingency measures to be implemented as agreed with the Council
22. Submission of methodologies for translocation of hedgerows
23. Submission of the specification for the creation of species rich grassland habitats
24. Submission of Construction Environment Management Plan
25. Submission of proposals for the appointment of an ecological clerk of works and annual monitoring and reporting of the effectiveness of the agreed ecological compensation to the LPA for a period of 10 years post commencement of development. Any remedial measures required to ensure the effectiveness of the agreed mitigation to be agreed by the LPA
26. Inclusion of Elm in hedgerow planting to provide foot source for white letter hair streak
27. Implementation of all ecological mitigation and compensation measures detailed in the ES unless varied by a subsequent Natural England license.
28. Submission of updated badger survey prior to commencement.
29. Detailed design of the proposed ponds to be submitted

30. Landscaping scheme to be submitted
31. Landscaping implementation
32. A 30 year Landscape and Ecological management plan, including long term design objectives, management responsibilities and maintenance schedules for all mitigation and landscape areas shall be submitted to be submitted prior to opening of PRR
33. Tree and hedgerow retention
34. Remediation strategy that includes measures to deal with the risks associated with contamination of the site shall be submitted
35. No infiltration of surface water drainage into the ground where land contamination is known or suspected to be present is permitted
36. Details of any piling to be submitted
37. Public rights of way management scheme to be carried out in accordance with detail approved under discharge of condition ref; 20/1522D
38. No development within specified area until a programme of archaeological work is secured and implemented in accordance with a written scheme of investigation approved under discharge of condition ref; 20/1218D and 20/2339D
39. Within 12 months of the opening of the Relief Road, an assessment of the traffic flows on surrounding roads (including Street Lane) shall be undertaken in a form to be agreed with the Local Planning Authority prior to the assessment taking place. Any traffic mitigation measures considered necessary shall be consulted upon with Ward Members, Parish Councils and then agreed with the Local Planning Authority. The measures shall be implemented within 12 months of the traffic assessment, unless an alternative timescale is first agreed in writing by the Local Planning Authority.
40. Development to be carried out in accordance with the Protocol for the Establishment and Running of a Liaison Group approved under discharge of condition ref; 20/1218D

*In the event of any changes being needed to the wording of the Committee's decision (such as to delete, vary or add conditions / informatives / planning obligations or reasons for approval/refusal) prior to the decision being issued, the Head of Planning has delegated authority to do so in consultation with the Chairman of the Strategic Planning Board, provided that the changes do not exceed the substantive nature of the Committee's decision.*

