

26 October 2018
Delivered by post

Ref: STMQ3011

Ben Heywood
Development Management
Staffordshire Moorlands District Council
Moorlands House
Stockwell Street
Leek
Staffordshire

Dear Mr Heywood,

SUBMISSION OF FULL PLANNING APPLICATION FOR A TEMPORARY HAUL ROAD

LAND SOUTH EAST OF THE A521 UTTOXETER ROAD, NORTH OF THE A50, BLYTHE BRIDGE

PLANNING PORTAL REFERENCE: PP-07380936

Turley is instructed by St Modwen Homes to submit a full planning application proposing a haul road to provide temporary construction access into Phase 1 (App Ref. SMD/2017/0512) at 'Land South East of the A521 Uttoxeter Road', otherwise known as Blythe Vale.

Background

A full planning application was approved on 10/05/2018 (App Ref. SMD/2017/0512). The planning permission was for residential development under the following description of development:

'Detailed Planning Application for the development of 118 dwellings (Use Class C3), new access and internal roads for vehicles, pedestrian and cycle linkages; car and cycle parking; associated play and open space, landscaping, ecological habitats; sustainable drainage measures, earthworks and all ancillary enabling works including the demolition of building and structures.'

Following this, a Reserved Matters planning application relating to 'Phase 2' of planning permission Ref: 11/00405/REM1MJ was approved on 17/10/2018 (App Ref. SMD/2018/0443). The planning permission was for an access road and associated infrastructure under the following description of development:

'Reserved Matters application for the Phase 2 Access Road and associated infrastructure, including drainage to the road, tree removal, levels, landscaping, safeguarding area over the A50 and Great Crested Newt mitigation, pursuant to planning application Ref. 11/00405/REM1MJ (SMD/2011/0304).'

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Neither scheme has yet commenced development. Access to the site to commence construction has been intended to be achieved via the junction of the Phase 1 access road and the Uttoxeter Road (A521). This access would then go on to serve the residential development. Whilst planning permission has been granted, the process of the S278 Agreement is still underway.

Section 278 Agreement

St Modwen Homes wish to commence work on site as soon as possible in order to deliver the 118 dwellings permitted under Phase 1 (App Ref. SMD/2017/0512).

The S278 agreement will allow for works to be undertaken within the public highway.

As stated, this S278 process is currently ongoing. The timescales in reaching this agreement can be relatively lengthy; and therefore to ensure that the delivery of new homes within the site can be commenced consecutively, St Modwen seek to secure planning permission for a temporary haul road access that will allow construction traffic to enter the site until such a time as the access work subject to the S278 process are approved..

The Proposed Development

The delivery of a temporary haul road will allow the construction of residential development to commence, as permitted under application Ref. SMD/2017/0512. This haul road will be in place until such a time that the S278 agreement is complete. Access can then be achieved via the original access permitted under. SMD/2017/051.2 The total site area to which this planning application relates is 0.31 hectares (ha), as shown in the Site Location Plan (Ref. 12629 – 200 A) and Red Line Boundary Plan (Ref. 12629 – 201 A).

Access, layout, scale, appearance and landscape are being applied for in so far as they relate to the temporary haul road only. More specifically, this includes the road's access, its layout within the site, its scale (width), its appearance (road materials and markings), and other associated considerations. The description of development is therefore:

'Full planning application for a haul road to provide temporary construction access to Phase 1 (Ref. SMD/2017/0512)'

The following sections provide an overview of the details submitted, and other aspects of the proposed development.

Purpose and Operation

The purpose of the road is to provide and enable the temporary infrastructure required for construction vehicles to access the residential development site and the phase 2 access road site (SMD/2018/0443). Given the circumstances of the Section 278 Agreement discussed previously, the proposed haul road will therefore enable the timely delivery of the 118 dwellings permitted under Phase 1.

As shown in the General Arrangement Plan and Construction Details Drawing (12629 202 C), the proposed temporary haul road will be routed from an entry off Uttoxeter Road to the northeast, along the existing Woodlands Lane for a short length, before heading directly southwest on a new track across the field towards the east corner of the Phase 1 site. The existing section of Woodlands Lane to which this application relates will be operated by way of a manned "stop" signed system, giving priority to pedestrians. Where the haul road exits Woodlands Lane and enters the neighbouring field at Point B, and where the haul road enters the Phase 1 residential site at Point A, manually operated vehicle barriers, "stop" signs and radio communication between the two points will be in place. The haul road along the

existing Woodlands Lane will prioritise vehicles heading southeast from Uttoxeter Road into the Site. Two passing places will be provided for vehicles along the proposed new haul road section.

The character of the haul road will comprise a 4.0m width, with passing points of a 7.0m width, as shown in the General Arrangement Plan and Construction Details (Ref. 12629 – 202C).

Following the proposed temporary works, and once this access road is no longer required, the condition of Woodlands Lane will be returned to its former condition, as stated in the Site Traffic Management Plan (Ref. 12629 – 204 A). The gate currently in place at Point B will also be replaced with a gate that provides access for those with limited mobility.

Public Right of Way

A Public Right of Way (PROW) is located on part of Woodlands Lane, between Uttoxeter Road and Point B on drawing 1269-202 C. The PROW enters the field south east of Woodlands Lane at Point B shown drawing 1269-202 C. The PROW then heads east, running parallel to the hedgerow in this field.

As stated in the Haul Road Operation Statement (Ref. MC/12829 First Issue – 19 Oct 2018) and shown in the General Arrangement Plan and Construction Details (Ref. 12629 – 202C), PROW users and Woodlands Lane residents will be given priority over all vehicles. Pedestrian refuge points will be provided along Woodlands Lane, and Point B will be manned during hours of construction. It is only the length of PROW from Uttoxeter Road to the point of the PROW entering the field that will be affected by the proposed works. A stile and gate are currently in place between woodlands Lane and the field into which the PROW leads. These will be replaced once works are completed, and the stile replaced with an accessible form of entry.

Road Drainage

Drainage measures for the access road are also proposed as part of this application. The Haul Road Operation Statement (Ref. MC/12829 First Issue – 19 Oct 2018) clarifies that any surface water run-off from the haul road will drain to a new filter trench/French drain running alongside the road. This is located on the south east side of the haul road, and thus will not drain towards Woodlands Lane. Please see the General Arrangement Plan and Construction Details (Ref. 12629 – 202C), which shows the proposed routing and details of the drainage measures.

Site Levels

Proposed site levels for the access road are detailed in the Site Clearance Plan (Ref. 12629 - 203) and the General Arrangement Plan and Construction Details (Ref. 12629 – 202C). These levels begin at a level of 169m AOD in the northeast, and rises to 178m at Point B along Woodlands Lane (Site Clearance Plan: Ref. 12629 – 203). The site levels then drop from 178m at Point B, to 174m at Point A. These proposed levels also concern the road drainage, ensuring that drainage slopes downhill 4 metres from northeast to southwest.

Tree Removal

The removal of a small number of trees and hedgerow sections is required to deliver the proposed access road and drainage works. The Site Clearance Plan (Ref. 12629 - 203) and General Arrangement Plan and Construction Details (Ref. 12629 – 202C) provided in support of this application demonstrate the necessary minimal extent of tree and hedge removals, required at Point B shown on the General Arrangement Plan and Construction Details (Ref. 12629 – 202C).

An Arboricultural Assessment (J:\6200\6249\ARB\6249AA) and Tree Survey Plan (6249-A-02.1 C), covering an extent of the Site, have been undertaken previously as part of both the Phase 1 permission (App Ref. SMD/2017/0512) and permission for a Phase 2 access road (App Ref. SMD/2018/0443), and are provided

in support of this application. These surveys concluded that only Category U tree(s), those which are unsuitable for retention, will be removed as part of the proposed haul road development. Overall the haul road has been specifically routed so as to minimise tree removal as much as possible, and thus tree removal is considered negligible.

Ecological Mitigation

A Biodiversity Guidance Note (October 2018 - FPCR) has been provided in support of this planning application. The Note acknowledges that to the south of the application site are ponds that have an established Great Crested Newt population within them. The application site includes habitats that could be considered as resting habitats for GCN however it notes that the habitat is over 100m away from the nearest pond.

The Note sets out a Method Statement at Section 6, which outlines the approach to be followed that will avoid potential risk to the killing or injuring of GCN. As such, the Note states that the development can be completed without the need for a derogation licence from Natural England. Any associated risk can be avoided through appropriate avoidance techniques, in accordance with Natural England guidance, with the potential impact assessed as negligible.

Archaeology

An Archaeological Evaluation (Ref. PN. 18-05 - DN: R9051-STU-18-00-G-003) has been commissioned prior to the commencement of the Phase 1 development, and is submitted with this planning application. Trial Trenching and Geophysical surveys were undertaken across the Phase 1 site. This evaluation concluded that no features of archaeological interest were identified on the site.

Submission Documents and Drawings

Table 1 below details all documents and plans submitted to accompany this planning application:

Table 1. Documents and drawings submitted with this planning application.

Document	Document Reference	Author
Biodiversity Guidance Note	October 2018 – REV- (09/10/2018)	FPCR
Archaeological Evaluation	PN. 18-05 - DN:R9051-STU-18-00-G-003	Centre of Archaeology
Haul Road Operation Statement	MC/12829 First Issue – 19 Oct 2018	Baynham Meikle
Arboricultural Assessment (June 2018)	J:\6200\6249\ARB\6249AA (Phase 2 Access Road - SMD/2018/0443)	FPCR
Drawing	Drawing Reference	Author
Red Line Boundary Plan	12629 – 201 A	Baynham Meikle
Site Traffic Management Plan	12629 – 204 A	Baynham Meikle
Site Clearance Plan	12629 – 203	Baynham Meikle
General Arrangement Plan and Construction Details	12629 – 202 C	Baynham Meikle
Site Location Plan	12629 – 200 A	Baynham Meikle
Tree Survey Plan (July 2017)	6249-A-02.1 C (Phase 1 – SMD/2017/0512)	FPCR

To conclude, the proposed temporary haul road is therefore required in order to provide and enable the necessary access for construction vehicles to begin works at Blythe Vale, permitted under application Ref. SMD/2017/0512 and SMD/2018/0443. This proposed haul road has not demonstrated any adverse effects, as concluded by the supporting documentation and drawings (Table 1).

We therefore trust that the above and enclosed satisfies your requirements to register the application. Please note that an online payment has been made payable to the Staffordshire Moorlands District Council for nine hundred and fifty six pounds (£956.00) in respect of the statutory application fee (£936.00) and Planning Portal charge (£20.00), which has been forwarded under separate cover by St Modwen Homes.

Should you require any further information or have any queries please do not hesitate to contact me, or Camilla Duckworth (camilla.duckworth@turley.co.uk). We look forward to receiving confirmation that this application has been validated.

Yours sincerely

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Assistant Planner

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