

26th July 2021

Delivered by planning portal

Ref: STMQ3011

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

Dear Ben,

FULL PLANNING APPLICATION FOR THE DEVELOPMENT OF A HAUL ROAD TO PROVIDE TEMPORARY CONSTRUCTION ACCESS AT BLYTHE VALE: LAND SOUTH EAST OF THE A521 UTTOXETER ROAD, NORTH OF THE A50, BLYTHE BRIDGE

PLANNING PORTAL REFERENCE: PP-10049667

We write on behalf of St Modwen Homes in respect of a full planning application to re-continue the use of the haul road at Blythe Vale, Blythe Bridge, to provide temporary construction access to the associated Phase 1 residential development approved under application Ref: SMD/2018/0790.

The proposed development will enable construction to continue at Blythe Vale and follows previous planning permissions for the temporary haul road, which to date has effectively enabled the development of Phase 1 to commence and progress successfully.

In comparison with the haul road originally approved under full planning permission Ref: SMD/2018/0696 and the headline planning permission Ref: SMD/2020/0038, the proposed development relates to a revised site area and re-aligned haul road route through the Blythe Vale site, in response to the progress of construction. New full planning permission is therefore sought through the accompanying planning application.

This covering letter has been submitted alongside a suite of plans and documentation as part of this application, which should be read in conjunction.

Background

Full planning permission was granted in May 2020 (Ref: SMD/2018/0790) for the development of 146 residential dwellings alongside associated infrastructure, open space, landscaping, drainage and enabling works predominantly at Phase 1 to the northwest of the Blythe Vale site.

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A haul road was then approved on 4 February 2019 to the north of the Blythe Vale site, off Uttoxeter Road via a section of Woodlands Lane, to provide temporary construction access to Phase 1 (Ref: SMD/2018/0696). This temporary haul road was granted full planning permission for twelve months, expiring on 1 February 2020, and was subsequently installed.

A Variation of Condition (Section 73) application was then approved on 13 March 2020 extending the operational use of the haul road for a further twelve months, becoming the headline permission, which expired on 1 February 2021 (Ref: SMD/2020/0038). Condition 5 attached to this permission also specifies that the haul road shall be removed and the land restored to its former condition on or before 31st July 2021.

The haul road operated effectively and safely in facilitating the construction of the residential development at Phase 1, incorporating traffic control measures on Woodlands Lane to manage construction traffic from Uttoxeter Road and onto the site, and has been recognised by local residents and Staffordshire Moorlands District Council as operating well.

Since the approval of the headline permission Ref: SMD/2020/0038, the new signalised junction off the A521 has been installed and opened, providing vehicular access into the Phase 1 development solely for use by new residents and sales.

Furthermore, a full planning application was submitted on 24 June 2021 in respect of Phase 2 at Blythe Vale, proposing 200 no. dwellings and associated infrastructure and development (Ref: SMD/2021/0418), and is due to be determined by 1 October 2021. The haul road runs through the northern area of this Phase 2 site.

Proposed Development

This application seeks full planning permission for a realigned haul road to allow construction vehicles temporary access to the ongoing residential development at Blythe Vale, for a further period of twelve months.

The description of the proposed development is as follows:

“Full planning application for a haul road to provide temporary construction access to development at Blythe Vale”

The proposed haul road seeks to re-establish temporary construction access into the Blythe Vale site from the southern side of Uttoxeter Road, along the first section of Woodlands Lane to the south, then entering the Blythe Vale site at the same entry point on Woodlands Lane as that approved under the headline permission (Ref: SMD/2020/0038).

Upon entering the Blythe Vale site off Woodlands Lane, a turning circle is proposed alongside the existing site office and compound. The haul road then continues south away from Woodlands Lane, before curving south-west to enter through the south-eastern boundary of the Phase 1 site, which comprises the opposite end of the Phase 1 spine road to the A521 signalised junction used by residents and sales traffic.

The proposed haul road comprises a temporary porous tarmac surface laid on top of the existing ground with an accompanying filter drain, as detailed in the Site Logistics Plan (R9051-BML-18-XX-DR-C-2201). The section of Woodlands Lane proposed to be used to the north of the site will benefit from pedestrian refuge areas, though will otherwise remain unchanged given it was recently resurfaced as part of application Ref: SMD/2018/0696.

The proposed haul road is to be partially two-way in traffic flow along its central area. The north-eastern extent along part of Woodlands Lane, and the south-western extent entering the Phase 1 site, are proposed to be one-way given the reduced widths of the associated road. Each one-way section is no greater in length than approximately 100 metres.

The proposed development continues to adopt all associated measures implemented as part of the previous application Ref: SMD/2018/0696. This includes a system of manually operated vehicle barriers, banksmen with radio communications, stop signs, road sweeping and refuge areas proposed along the entire length of the haul road, to safely control and manage the construction traffic and limit access by unauthorised vehicles. No diversion, extinguishment or other impediment is proposed to the existing Public Right of Way (Forsbrook Number 6), which will remain open and unchanged throughout all proposed operations.

The proposed haul road will be operational between 08:00 – 18:00 Mondays to Fridays, 08:00 – 13:00 on Saturday, and no time on Sundays or Bank Holidays.

Please refer to the accompanying Red Line Boundary Plan (Ref: 12629_201E-R9051-BML-18-XX-DR-C-0201), Site Logistics Plan (Ref: 12629_2201E-R9051-BML-18-XX-DR-C-2201) and Haul Road Operation Statement (MC/12829 Second Issue – 09 July 2021) for greater detail of the proposed development.

Planning Assessment

The proposed development represents very similar proposals to the haul road approved under the previous headline planning permission (Ref: SMD/2020/0038), with only a slightly revised route and site area for the haul road being proposed.

The Blythe Vale site represents a large scale mixed-use allocation under Policy DSR 1 of the adopted Staffordshire Moorlands Local Plan (2020), for which the respective residential development is currently under construction. As the proposed development seeks to ensure the continued delivery of this allocated residential development, and previous planning permissions have been granted relatively recently for the same proposed use, it is deemed that the principle for the proposed development is therefore established.

The proposed development seeks to maintain separate access points into the Blythe Vale site for construction traffic and resident and sales access. Construction traffic would solely use the proposed haul road, whilst the resident and sales traffic would use the main site access off the A521. Preventing this potential conflict and interference between construction and residential traffic will reduce the risks of any potential health and safety hazards, to protect both site operatives and existing and future residents and sales traffic.

As set out above, the traffic control measures on Woodlands Lane and all other necessary existing measures would also remain in place, as per the extant planning permissions. The proposed development therefore seeks to continue the effective functionality of the previously approved haul road, which has been found to work well by both the developer and local stakeholders.

In addition, through the proposed re-routing the haul road away from Woodlands Lane to the north-west of the site and the existing properties here, the residential amenity of these existing properties should also be improved.

Eventually it is also intended for the haul road to provide temporary construction access to the Phase 2 residential development, once the associated application Ref: SMD/2021/0418 has been approved.

The proposed development will thus allow the construction of the residential development within the Blythe Vale site to continue apace, and ensure that the Blythe Vale allocation continues to provide a vital housing supply contribution to support the Staffordshire Moorlands Local Plan (2020), which must not be subject to delay.

Submission Documents and Drawings

Table 1 below lists the documents and plans submitted to accompany this planning application.

A number of these documents and plans (marked with asterisk) were either approved under the original planning permission for the haul road (Ref: SMD/2018/0696) or submitted under the Phase 2 application (Ref: SMD/2021/0418), and have been re-submitted as part of this planning application for information only.

Table 1. Submission documents and drawings.

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 Second Issue – 09 July 2021	Baynham Meikle
Tree Survey and Arboricultural Impact Assessment*	UTC-0609-03-AIA	Underhill
Drawing	Reference	Author
Site Location Plan/Existing Site Plan	R9051-BML-18-XX-DR-C-0200	Baynham Meikle
Red Line Boundary Plan	R9051-BML-18-XX-DR-C-0201	Baynham Meikle
Site Logistics Plan	R9051-BML-18-XX-DR-C-2201	Baynham Meikle
Tree Constraints Plan*	UTC-0609-P02-TCP	Underhill
Tree Protection Plan*	UTC-0609-P02-TPP	Underhill

Summary

To conclude, the proposed development of the realigned temporary haul road is required to provide the necessary and safe access for the construction of the residential development at Blythe Vale to re-continue.

The principle for the proposed development of a temporary haul road on the site has been previously accepted through the preceding headline planning permission (Ref: SMD/2020/0038), which received positive feedback from Staffordshire Moorlands DC and local residents throughout its operation.

The proposed development only differs from the previously approved haul road through a slightly revised route and site area, to reflect the progress of the residential development within Phase 1 at Blythe Vale and route the haul road further away from existing residential properties along Woodlands Lane. All other elements of the proposed development will remain unchanged from the previously approved haul road, including all operational controls and traffic management.

Therefore the proposed development is deemed to represent sustainable development which accords with an up-to-date Development Plan, by facilitating the delivery of an allocated residential development and thus supporting the Council's housing land supply. The proposed development should therefore be approved without delay in accordance with Paragraph 11 of the National Planning Policy Framework (2019).

An online payment has been made payable to Staffordshire Moorlands District Council for two hundred and thirty four pounds (£234.00) in respect of the statutory application fee for the construction of a service road or other means of incidental access (Ref. PP-10049667).

We trust that the above and enclosed satisfies your requirements to register the application. Should you require any further information or have any queries please do not hesitate to contact me or my colleague Ben Hood (ben.hood@turley.co.uk). We look forward to receiving confirmation that this application has been validated.

Yours sincerely

A handwritten signature in black ink, appearing to read 'P. Hayward', with a long, sweeping flourish extending from the end.

Peter Hayward
Senior Planner

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