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ED2335
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Full Planning Application – Land off A59, Billington

Dear Sir/Madam,

On behalf of Redrow Homes Limited, Eden Planning and Development has submitted a full planning application to Ribble Valley Borough Council for a temporary construction access and haul route at land off A59, Billington.

The application seeks permission for:

Temporary construction access and haul route and associated works.'

This application is accompanied by the following:

- Application Form – via Planning Portal (ref: PP-11896375)
- Application Fee of £234 – paid via Planning Portal
- Site Location Plan (ref: 4441/Eng/001-5)
- Haul Road Layout Plan (ref: 4441/Eng/440-1)
- A59 Access and Egress Plan (ref: 4441/Eng/A59-2)
- A59 Visibility Splays Plan (ref: 4441 / Eng / A59-1)
- Works Access Plan (ref: P6280)

Purpose of this Application

This application is for a temporary construction access and haul route that will be used specifically for the construction of a flood compensation scheme associated with the applicant's development of 36 residential dwellings in Billington, known as Calder Grange. Planning permission for the Calder Grange development was granted on 21st October 2022 (ref: 3/2021/0205).

Details of the flood compensation scheme have been submitted to the Council in order to discharge Condition 21 of 3/2021/0205. The reference for this application is 3/2022/1003.

As shown on the Haul Route Layout Plan (ref: 4441/Eng/440-1), the flood compensation scheme is located to the west of the main development site where the proposed dwellings will be constructed.

In order to reduce the effects of construction traffic on existing residents adjacent to the main development site, the applicant has explored the possibility of constructing a temporary vehicular access from the A59, along with a haul route linking this to the land that already benefits from planning permission under 3/2021/0205.

It is proposed that the temporary access and haul route would be required for up to 12 months from the granting of planning permission and therefore a condition would be accepted limiting the duration of the planning permission to 12 months.



Discussions have been held with Officers at Lancashire County Council (LCC) Highways and appropriate signage has been agreed in order to avoid potential highway safety impacts, see the Works Access Plan (ref: P6280).

Construction traffic using the temporary access and haul route would also be subject to the measures set out in the Construction Environmental Management Plan (CEMP), which has been submitted under application 3/2022/0997 to discharge Condition 4 of 3/2021/0205. The CEMP will include details of the signage shown on the Works Access Plan (ref: P6280), or a subsequent version agreed with LCC Highways and the Council. A condition could be imposed to secure this.

Site and Surroundings

The site is located to the north east of Billington and south west of Whalley. It is directly south of the A59 near to the River Calder, as shown on the Site Location Plan (ref: 4441/Eng/001-5).

There is currently a gate providing access to the main field which is located within a gap in a row of trees adjacent to the A59. The existing access off the A59 currently comprises a grassed track with no hard surfacing.

A Public Right of Way is located adjacent to the existing field access, which then runs north east into the adjacent field.

There are no buildings or structures on the site, although there are existing overhead cables crossing the site, as shown on the Haul Route Layout Plan (ref: 4441/Eng/440-1).

Proposed Development

The proposed development comprises a temporary construction access off the A59 and associated haul route.

As shown on the A59 Access and Egress Plan (ref: 4441/Eng/A59-2), the access will have a width of 6m, extending to over 8m where it meets the A59.

It will be constructed using concrete slabs with 200mm thickness, laid over a 270mm thick granular sub-base and a 1200 gauge polythene membrane. There will be a sawn restrained movement joint between each of the slabs.

The junction with the A59 will include half battered kerbs, with an isolation joint between the kerbs and the concrete slabs.

Visibility splays of 2.4m x 40m will be maintained, as shown on the A59 Visibility Splays Plan (ref: 4441/Eng/A59-1).

The haul route will be 6m wide and constructed using crushed hard core on a TERRAM geotextile. Its route is shown on the Haul Route Layout Plan (ref: 4441/Eng/440-1).

Policy Context

The Development Plan comprises the Ribble Valley Core Strategy 2008-2028 (adopted December 2014).

The pertinent policies are:

- Policy DMG1: General Considerations
- Policy DME1: Protecting Trees and Woodlands



Assessment

The key issues for consideration in the determination of this planning application are:

- Highway safety.
- Public Rights of Way.
- Residential amenity.
- Tree protection.

Highway Safety

Core Strategy Policy DMG1 states that all development must:

- Consider the potential traffic and car parking implications.
- Ensure that safe access can be provided which is suitable to accommodate the scale and type of traffic likely to be generated.

The temporary access and haul route have been designed to accommodate construction traffic associated with construction of the flood compensation scheme.

The proposals have been discussed with Officers at LCC Highways and appropriate signage has been proposed in order to avoid impacting on the safety of road users on the A59, see the Works Access Plan (ref: P6280).

It is therefore considered that the proposals comply with these elements of Policy DMG1.

Public Rights of Way

Core Strategy Policy DMG1 states that all development must consider the protection and enhancement of Public Rights of Way and Access.

An existing Public Right of Way runs through the application site; however, the route of this shall be protected during construction of the temporary access and haul route in order to maintain access for users.

The Public Right of Way will not be affected in the long-term, as the permission and use of the temporary access will only be for 12 months.

It is therefore considered that the proposals comply with this element of Policy DMG1.

Residential Amenity

Core Strategy Policy DMG1 states that development must:

- Not adversely affect the amenities of the surrounding area.
- Provide adequate day lighting and privacy distances.
- Have regard to public safety and secured by design principles.
- Consider air quality and mitigate adverse impacts where possible.

The purpose of the temporary access and haul route is to avoid traffic associated with construction of the flood compensation scheme impacting on existing residents fronting Dale View, which will be the construction traffic route for the main site.

As the temporary access and haul route will not impact on amenity and will reduce potential impacts on amenity adjacent to the main site, it is considered that the proposals comply with this element of Policy DMG1.



Tree Protection

Core Strategy Policy DME1 seeks to protect existing trees from being impacted by new development.

There are existing trees/hedgerow adjacent to the point of access from the A59; however, only minor works are required to the hedgerow in order to create and maintain the required visibility splays.

A planning condition would be accepted requiring restoration of the hedgerow once the temporary access is no longer in use.

It is therefore considered that the proposals comply with Policy DME1.

Conclusion

This application seeks full planning permission for a temporary construction access and haul route off the A59 near Billington.

The purpose of the development is to provide a separate access for the construction of a flood compensation scheme to serve the applicant's Calder Grange development, that was granted planning permission in October 2022 (ref: 3/2021/0205).

The proposals comply with the Development Plan and will help to reduce potential impacts associated with construction of the new dwellings. We therefore respectfully request that planning permission is granted.

We trust that the documentation provided is satisfactory in order for you to register and validate the application and we look forward to receiving confirmation of this and working with you in the lead up to determination of the application.

Yours faithfully,



Chris Garratt MRTPI PIEMA
DIRECTOR

