

Development Control

Phone: 01772 535214

Email: glenn.robinson@lancashire.gov.uk

F.A.O Robert Hope

Your ref: LCC/2021/0007

Our ref: LCC/D9/21/0007/GR

Date: 29 September 2022

TOWN AND COUNTRY PLANNING ACT 1990

Application LCC/2021/0007

Proposed Prior extraction of sand / gravel and subsequent restoration with inert engineering fill to facilitate a platform for employment development, or agriculture, with peripheral landscaping

Location Land north of A674 Millennium Way, northeast of M61 Junction 8

I refer to your memorandum dated 8 September regarding additional information on the above planning application.

Summary

The development proposal is acceptable and no highway objections are raised.

Development Proposal.

The proposal is for sand and gravel extraction and subsequent land restoration on land of the A584 Millennium Way.

The site is to be accessed via the currently space fourth arm of the A594 / Botany Bay roundabout.

A Transport Statement (TS) has been provided to support the proposal.

It is proposed to extract approximately 160,000 tonnes of sand and gravel from the site followed by restoration, with completion of site operations within 4 – 6 years.

Lancashire County Council

Phil Durnell

Director of Highways and Transport

PO Box 100, County Hall, Preston, PR1 0LD



Comment on TS.

For robustness the TS condenses to time period for extraction and restoration leading to higher traffic movements per day. This approach is acceptable.

Within the TS the developer predicts that there will be around 50 HGV movements per day and 16 car/van movements per day from staff and visitors. The methodology used to produce these figures is acceptable.

The TS demonstrates that the roundabout can cater for all vehicle movements associated with the proposal in both geometry and capacity terms. This includes taking into account local committed developments that could also impact capacity and safety.

The developer has used existing traffic flows to determine vehicle trip distribution. The methodology is generally acceptable however, here the developer has failed to take into account the 7.5 tonne environmental weight restriction on the A674 between Chapel Lane and the M65 which means that the 33% of traffic assigned to this route should be re-assigned to other routes. However, it should be noted that even if the HGV traffic to Blackburn was re-assigned to the M61 north and then east on the M65 it still represents a small percentage of traffic on the network.

To ensure that HGV traffic from the development do not use the A674 to Blackburn additional traffic signs should be erected at the site access / roundabout. The details of the signing will need to be agreed and delivered under a s278 agreement.

The TS shows a willingness from the developer to provide Construction Traffic Management Plan and provide wheel wash facilities within the site. It is accepted that the full details of these can be agreed and secured through an appropriate planning condition.

Conclusion.

I can confirm the impact of the development can suitably be mitigated and that there would be no adverse impact on the local highway network and as such no objections are raised subject to the following conditions.

1. Prior to the commencement of development a Construction Management Plan (CMP) shall be submitted to and approved in writing by the Local Planning Authority (in conjunction with the highway authority). The CMP shall include and specify the provisions to be made for the following:-
 - a) The parking of vehicles of site operatives and visitors;
 - b) Loading and unloading of plant and materials used in the construction of the development;
 - c) Storage of such plant and materials;
 - d) Wheel washing and road sweeping facilities, including details of how, when and where the facilities are to be used;
 - e) Periods when plant and materials trips should not be made to and from the site (mainly peak hours but the developer to identify times when trips of this nature should not be made)
 - f) Routes to be used by vehicles carrying plant and materials to and from the site;



- g) Measures to ensure that construction and delivery vehicles do not impede access to adjoining properties.

Reason: To protect existing road users and to maintain the operation and safety of the local highway network and to minimise the impact of the construction works on the local highway network.

- 2. No part of the development hereby approved shall commence until details of the signing scheme has been submitted to and approved by the Local Planning Authority in consultation with the Highway Authority.

Reason: To satisfy the Local Planning Authority and Highway Authority that the final details of the highway scheme/works are acceptable before work commences on site.

- 3. No part of the development hereby approved shall be occupied or opened for trading until the approved scheme referred to in Condition 2 has been constructed and completed in accordance with the scheme details.

Reason: In order that the traffic generated by the development does not exacerbate unsatisfactory highway conditions in advance of the completion of the highway scheme/works.



Glenn Robinson
Team Lead Chorley, Fylde and Wyre
Highways Development Control

