

From: Alasdair Harrison
Sent: 06 December 2011 12:51
To: 'Graeme Thorpe'; 'martin.nugent@lancashire.gov.uk'
Subject: FW: Applications

320110559P

Attachments: 05C revised site plan.pdf; passing bays.doc; 05E Revised passing bays.pdf

Dear Graeme and Martin,

Further to my email and revision on 23.11.11 please see revision 05E attached and the below details of access to and from the proposal.

From leaving the campsite:

Passing bay 1 is positioned to the west of the track on our land.

Passing bay 2 is positioned to the west of the track just before Higher Gill Barn and the bend in the track on our land. There is a change in level at this point so has less ahead, a good place to form a passing bay.

Passing bay 3 is positioned to the west of the track just after Higher Gill Barn, after the bend on our land. The road is tarmac from this point. This is the bay that was previously on Stephen Downs land on revision 05B. I have moved it to the other side of the road on to our land in revision 05C yet Mr Downs seems to be insisting it is on his land in his correspondence with yourselves? I can request the deeds from our solicitor if required to prove this, it is the land we acquired with Higher Gills Barn over 15 years ago. There is a semi established space on his land to the east but I have no problem in forming one on our side to the west.

From here the track is straight until the cattle grid. There is the existing grassed passing bay which is on Mr Downs land and used to drive into the field to park / access the land. I will ignore it for the purposes of his application and no longer propose to lay clean hardcore on it.

Passing bay 4 is positioned to the west of the track just after the cattle grid. This cattle grid is the boundary between Stephen Downs land and Andrew Harpers land. Bay 4 is the existing space on Andrew Harpers land. It is just before the steep section of the track and is used to wait in if somebody is coming down the hill. I propose to maintain it at my expense with clean hardcore. Andrew Harper has not objected to the application.

Passing bay 5 is at the top of the steep section of the tarmac track and is wide enough here to pass two cars, with visibility to the previous bay and where the main road junction is.

Passing bay 6 is the end of the track / junction with the main road and has sufficient space to pass several large vehicles easily clear of the main road. It is wider than the main road.

This arrangement of six passing spaces is entirely independent of Mr Downs land and I feel forms sufficient passing alternatives to ease traffic. This arrangement is certainly better equipped with passing bays than many of the surrounding main roads. The longest section of track without a surfaced designated 2450mm wide passing bay is 315m, between bay 3 and 4 and is a straight section of road.

note there is no set legislation for distances between passing spaces. Looking at the surrounding roads and tracks for guidance on acceptable distances I note the following distances between passing bays:

- Private track - Jeff Wilsons holiday cottages to the west of Higher Gill Barn have a 500m section of un-surfaced track serving 6 dwellings and a leisure centre without a compliant passing bay. There is a small one after 320m but not on a scale to comply with highways recommendations.
- The main road with 60mph limit leading to the centre of Tosside has a 385m section to Hartleys Farm without a passing bay.
- Public road 60mph limit -There is a 300m section of the main road from the entrance to Knotts Lane to the entrance of Cracoe Hill Farm without a passing bay
- Public road 60mph limit -There is a 400m section of the main road from the entrance to the proposal to the entrance of Beck Foot without a passing bay
- Public road 60mph limit -The North most entrance of Knotts lane towards Ghylls Cottages along Knotts lane has no passing bay for 395m. Knotts lane serves well over 20 dwellings, several of

which are large farms

- Public road 60mph limit -Knotts Lane heading south from Butter Fields to Far Knotts has no passing bay for 490m.
- Public road 60mph limit -Knotts lane heading south from Boococks has 380metres section of road without a passing bay.

The passing space available to pass after these distances are not designated passing spaces as per the proposals for the track leading to the proposed campsite. The provision of 6 spaces far exceeds any of the surrounding conditions for the main roads. I feel a private track to a small eco camping development will be very well served on a highways basis to prevent any traffic congestion. When vehicles do meet on the track to the proposal, the passing areas will be wide enough to drive completely off the road into the space of 2450mm width. The situation on the highway is one of driving off the edge of the road into a grass verge and into the hedge as close as possible to squeeze past each other, on a 60mph limit road.

If you could let me know your thoughts on the above, it would be much appreciated.

Yours sincerely, Alasdair Harrison

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From: Alasdair Harrison
Sent: 23 November 2011 13:25
To: 'Graeme Thorpe'; 'martin.nugent@lancashire.gov.uk'
Subject: RE: Applications

Hi Graeme and Martin,

The previous amendment on 08/10/11 was to relocate the passing place nearest to new Gill Barn on to our land. There is now only the one passing bay indicated on Stephen Downs of Beck Foots land, not two as he claims. I presume he hasn't seen the revision from early October. The most northern passing bay already exists and is on land belonging to Andrew Harper of the adjacent Mill House Barn. See highlighted on the attached plan 05C for the space Stephen is objecting to.

We have an easement over the use of the lane, hence why we paid to tarmac it. This space Stephen is objecting against is used currently but only now and again. See attached word document. This passing space is not essential to use the lane in my opinion as it is only 90metres from the most northerly passing area.

See attached plan "05D passing bay removed" as to how the lane would work without any use of Stephen Downs land.

Martin, is the access acceptable as indicated on the pdf entitled "05D passing bay removed"? This negates the use of any of Stephen Downs land.

I find it hard to comprehend how Stephen is so opposed to the scheme. The use of the camping area will be on such a small scale that the traffic increase would be less than if we properly farmed our 60 acres accessed by this track. I'd be impressed if I could get more than 10 tents to turn up on a summer bank holiday weekend and half of them would probably be cyclists. The building is forming part of my university coursework for my MSc Architecture Advanced Environmental Energy Studies and Prof.Dip. in Architecture at the Centre for Alternative Technology and in my opinion would form a case study as to how micro tourism could be truly zero carbon, with use of eco system services to minimize ecology impact. He seems to think it's going to be a huge concrete caravan site or something. His house is for sale with all his land by separate negotiation. I have already offered to buy a few fields or all the lot a few times but he refused to negotiate and the estate agent said "he doesn't want to deal with us". I'm not sure what I did to him, I've only seen him out walking and said hello!

Yours sincerely, Alasdair Harrison

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08/12/2011