

# HAMILTON TECHNICAL SERVICES

CIVIL AND ENVIRONMENTAL ENGINEERING CONSULTANTS

PROPOSED DEVELOPMENT  
ON LAND TO THE EAST OF  
THE A 59, Nr CLITHEROE.

FOUL AND SURFACE WATER  
DRAINAGE MANAGEMENT STRATEGY

Re; Planning Approval N° 3/2015/0426  
Condition N° 5.

# HAMILTON TECHNICAL SERVICES

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06<sup>th</sup> January 2016

Dear Sirs,

**PROPOSED DEVELOPMENT ON  
LAND TO THE EAST OF THE A59, Nr CLITHEROE  
AT PENDLE VIEW FISHERIES.  
FOUL & SURFACE WATER DRAINAGE MANAGEMENT STRATEGY.**

Hamilton Technical Services have been commissioned, through BTI Building, who are project managers for this development, to prepare a report outlining a foul and surface water drainage management strategy, in support of a Planning Application for the development of the above site to provide new vacation properties and other associated facilities.

This report has been compiled in response to Condition 5 of Planning Approval N° 3/2015/0426

## **Present Site Details**

The site lies on the eastern side of the A59, close to and immediately east of its junction with Hey Road, south of Clitheroe, Lancashire. The site comprises an area of approximately 4.60Ha. The site is located at Nat Grid Ref 374249E, 438292N and the land within the site area is generally level, with a raised area in the north-west corner of the site.

The site area is bounded to its northern, eastern and southern sides by agricultural land. West of the site, lies the A59 and beyond that a mixture of commercial and residential properties.

A location plan showing the site position is appended to this report, showing the existing land with nearby buildings and hard standings, roads etc.

The site area is presently in use as a fishery and has been for some years. The majority of the site boundaries, with the exception of the southern, are well clothed by trees, shrubberies and hedgerows. The majority of the site is taken up by the main fishing lakes, with a number of smaller working ponds in the north-west corner, all surrounded by grassland. Higher ground lies to the north, east and south east of the site and a number of small watercourses drain from the higher ground into the on-site lake system.

These existing streams and ditches all enter the lakes through short culverted sections which pass below the perimeter access track. These culverts are effectually flow control devices for the incoming surface water flows from the surrounding fells and farmland. These culverts will be retained in perpetuity and will continue to serve their existing functions of flow and control without alteration. Our plan No C-0678-02 attached to this report shows the locations of these existing culverted connections.

The surface water run-off from the site including the buildings and roads drains into the onsite lakes. The lakes outfall to a watercourse that leaves the south-west corner of the site. It meets and crosses under the A59 a short distance outside the site boundary. The stream crosses the A59 by means of a concrete culvert and then continues to run to the south of and parallel to Hey Road in a westerly direction. This watercourse becomes Barrow Brook some way downstream.

## **Development Proposals**

The proposed redevelopment of the site is to be carried out in such a manner as to provide a parkland and woodland feel and is therefore intended to be less dense than could be expected. This approach will enable the introduction of a number of measures related to the drainage of surface water from the site that promote a sustainable system of storm water management.

The major proportion of the re-development will be carried out to the western and southern sides of the existing lakes/reservoirs. It is in these areas that most of the new lodges, camping pods and car parks will be provided. Along the eastern side of the main lake will be another area where lodges will be introduced along the bank area. A copy of our plan numbered C-0678-01, incorporating the illustrative site layout prepared by NU Architects, is attached to this report and shows our proposed outline drainage layouts for the development. These proposals include the following measures.

## **Drainage Management Proposals**

The site is in the ownership of Lodge Inns Ltd and will remain so during and after the development has been carried out.

The site will remain within private ownership and as such, all drainage and access roads and car parks will also remain privately owned. No part of the site will be offered for adoption.

A management company will operate the site under the banner of Lodge Inns and will be responsible for the management and maintenance of the foul and surface water drainage systems across the site.

Funding for the maintenance and remedial works required will be derived through the rental and facility charges made for the use of the onsite lodges, pods etc.

Maintenance works will include the regular inspection of all foul and surface water manholes and chambers to ascertain operational status and cleanliness. Also the inspection of all surface water outfalls to the lakes, outfalls from the treatment plants to the stream. Where required the silt traps built into the surface water chambers will be emptied to maintain full capacity for interception of fine materials, thus preventing discharge of such materials into the lakes.

A contract, for the inspection and maintenance of the two treatment plants, the small pumping station and the grease interceptor system, will be taken out with the manufacturers or an approved contractor. As part of this contract all the above units will be inspected and serviced on a regular schedule determined by the plant manufacturer and site management team. These units will also be fitted with emergency alarm systems linked to the site management offices.

All drains and associated plant will have vehicular and pedestrian access by means of the site wide road and path network; access will be available 24 Hours per day.

Specific costs of the various elements of the above maintenance will not be available until a contract is agreed with a suitable maintenance provider. Costs will also vary quite widely depending on the future weather on site, occupancy levels across the site and customer turnover at the restaurant etc.

Report compiled by,

*RG Hamilton*

R.G.HAMILTON  
HAMILTON TECHNICAL SERVICES.

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