


TECHNICAL NOTE			
from:	ALAN DAVIES	date:	15/8/022
subject:	Technical Details Consent for proposed residential development of upto 9 dwellings following Permission in Principle application 3/2018/0582 south of Old Road Chatburn 3/2022/0500	file ref:	J1050-TN2

Introduction

A detailed planning application has been submitted, this has been reviewed and clarification is sort for the impacts of the development and the PROW proposals.

This Technical Note sets out the response to the feedback for both areas given the high degree of overlap between the two areas of concern.

The LHA are aware that the application is for technical details consent following Permission in Principle application 3/2018/0582 i.e. **the land within the red line is approved for residential uses subject to technical detail matters.**

Thus any replies etc are based on the site having approval for upto 10 units, 9 are applied for.

Feedback and Responses

The feedback set out the following concerns in *italics*, responses shown in **bold**:

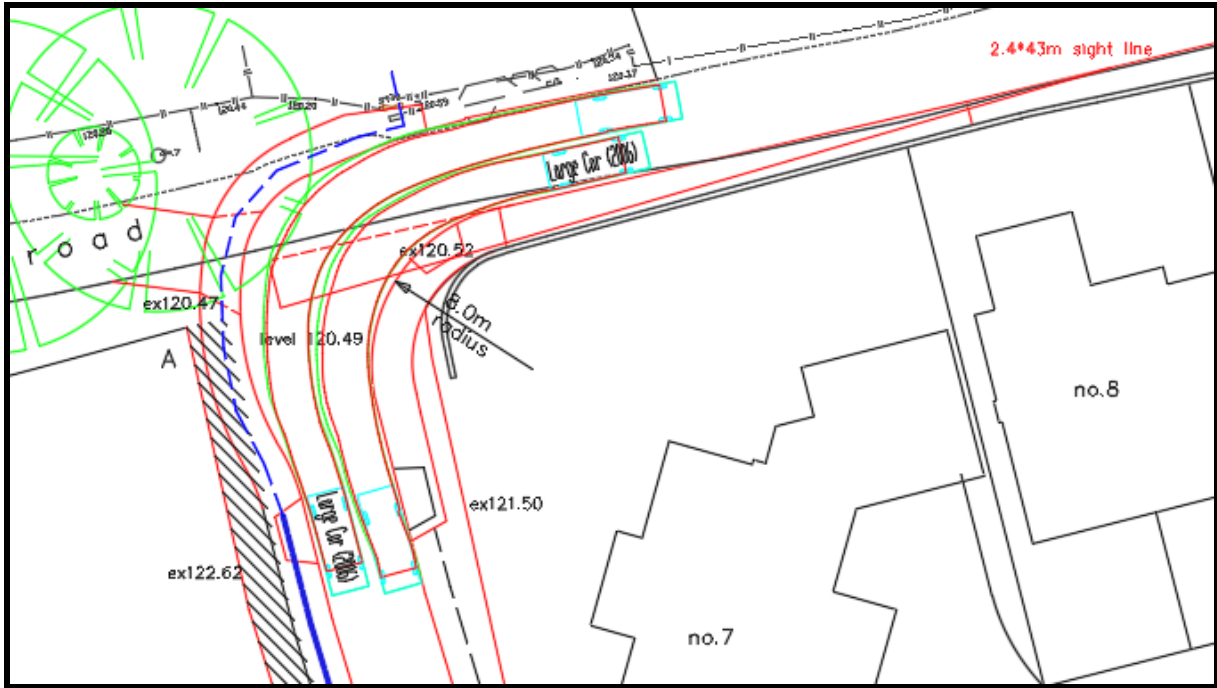
The LHA have reviewed Stanton Andrews drawing number PL30 Rev A titled "Proposed Site Plan" and are aware that the proposed access will have a kerb radii of 6m and 9m. To ensure the kerb radii is adequate for refuse vehicles a swept path analysis drawing is required showing the refuse vehicle entering and exiting the site.

The swept path analysis drawing will also allow the LHA to assess whether the access width is adequate for two-movements to occur when a large vehicle is using the access.

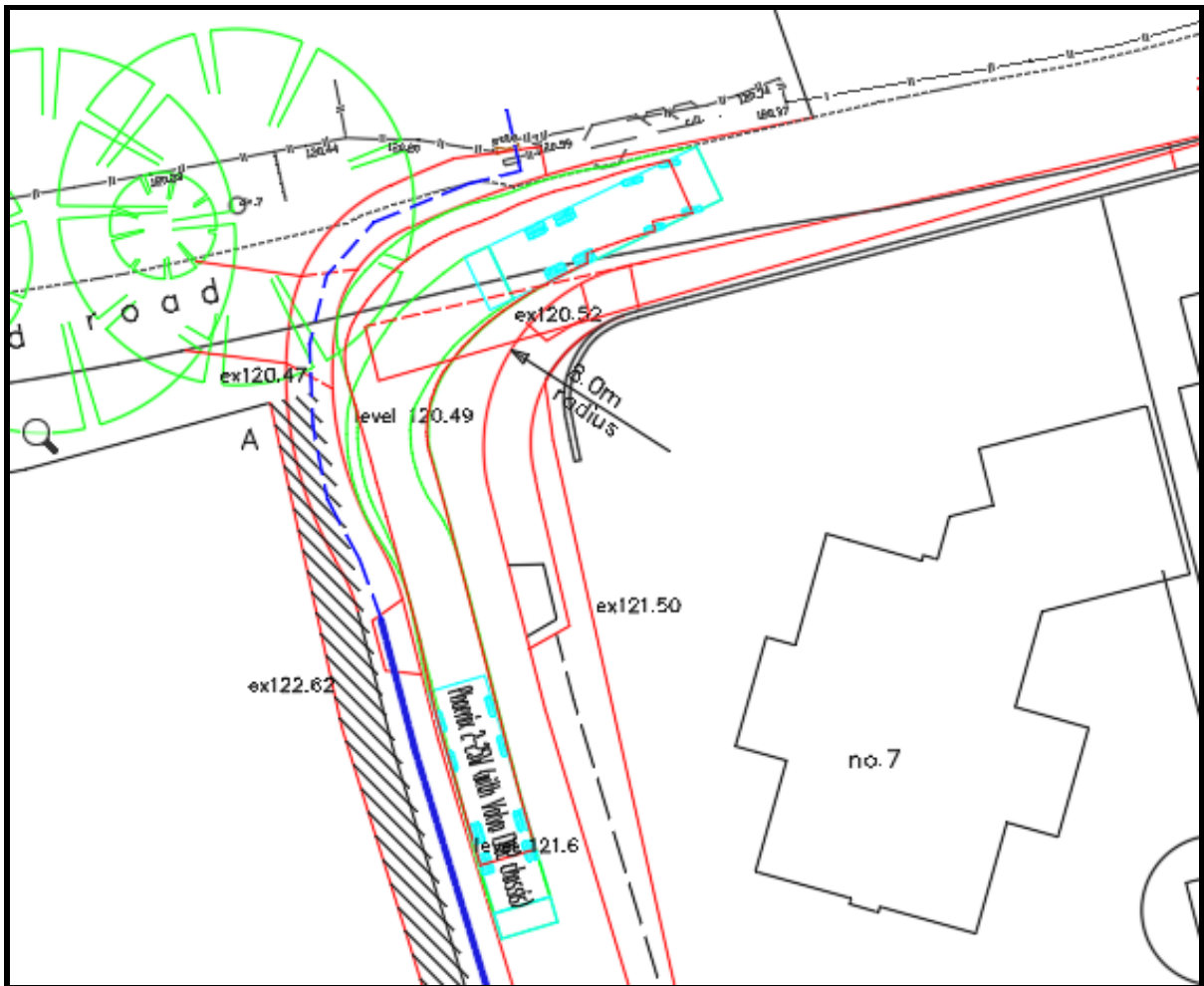
The need for large vehicle access is understood however it has to be noted they are low in number i.e. refuse 1 per week, deliveries worst case 1 per day average thus the norm is car/car in/out.

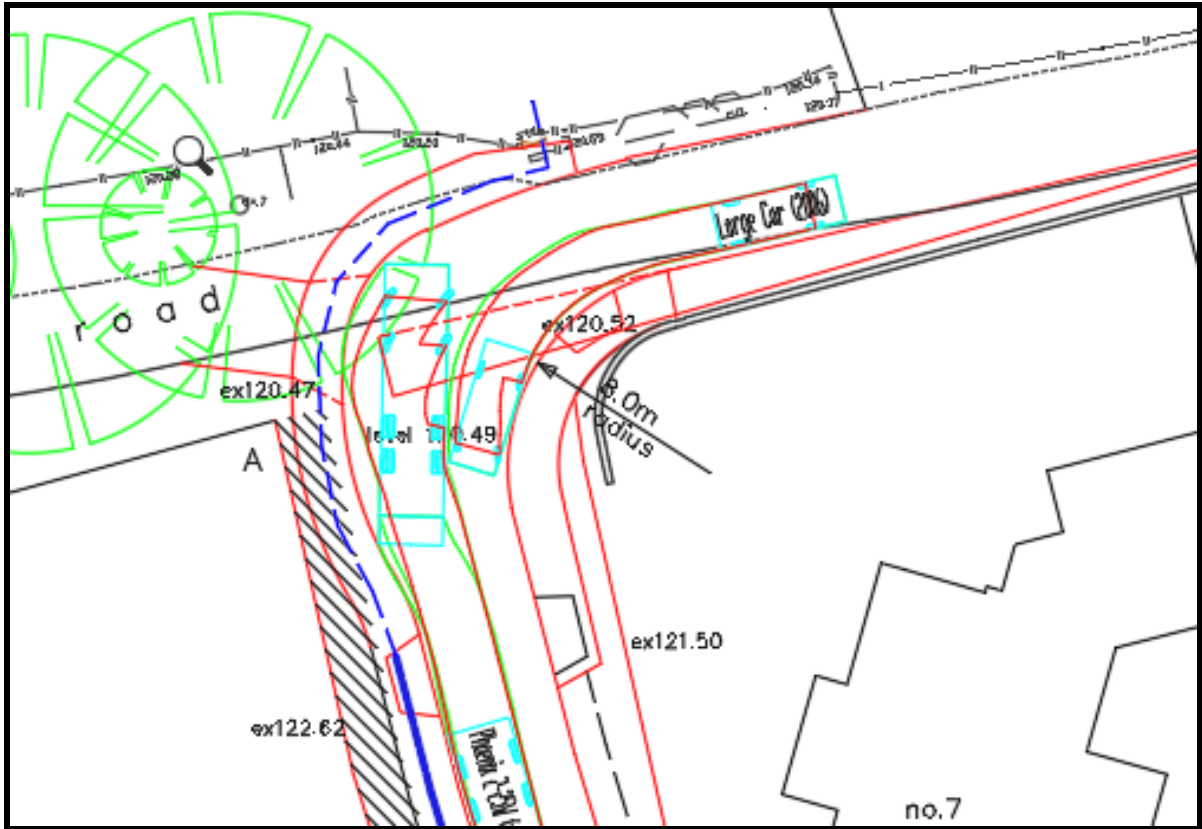
Overleaf is two cars in/out with no overlap. It is a free flow junction does not give way, the stub end of the road is some 35m and leads to quarry boundary.

The approved Hares Hill Croft phase 1 used a smaller refuse vehicle for access/approval as such this assessment is very much worse case.



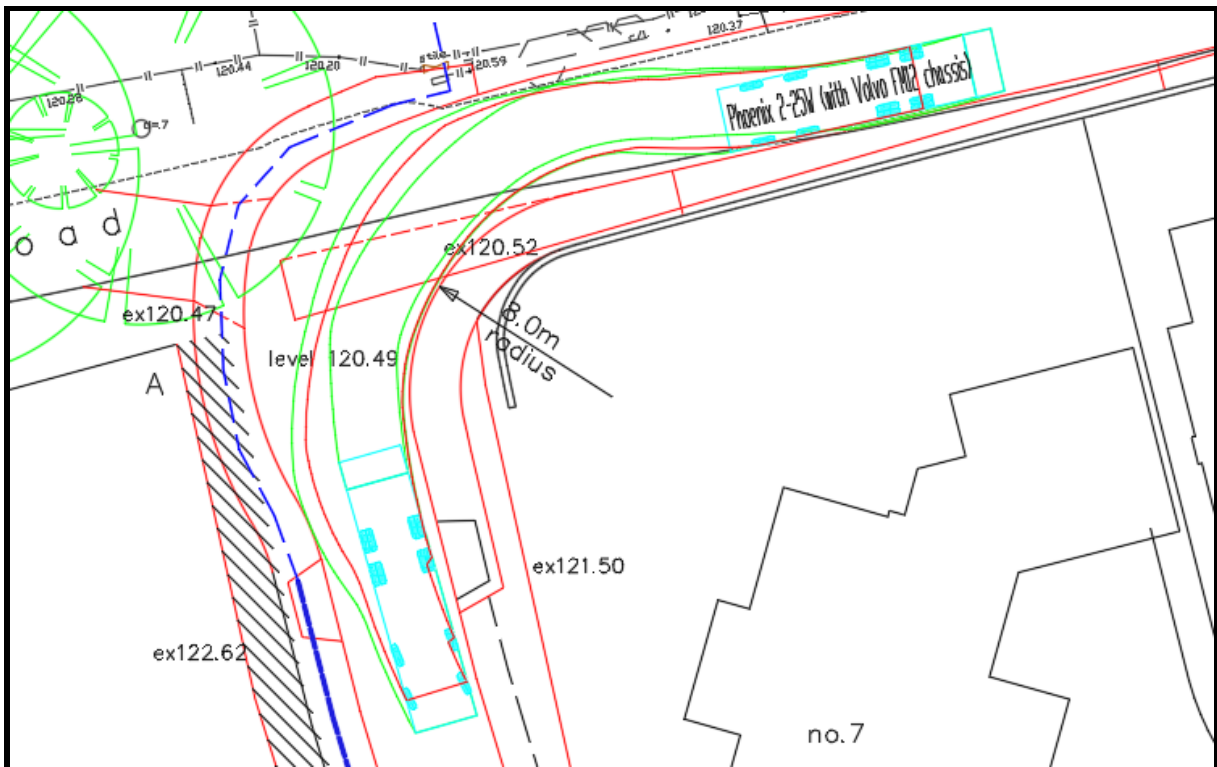
Below out for refuse, bend flared to accommodate turn.

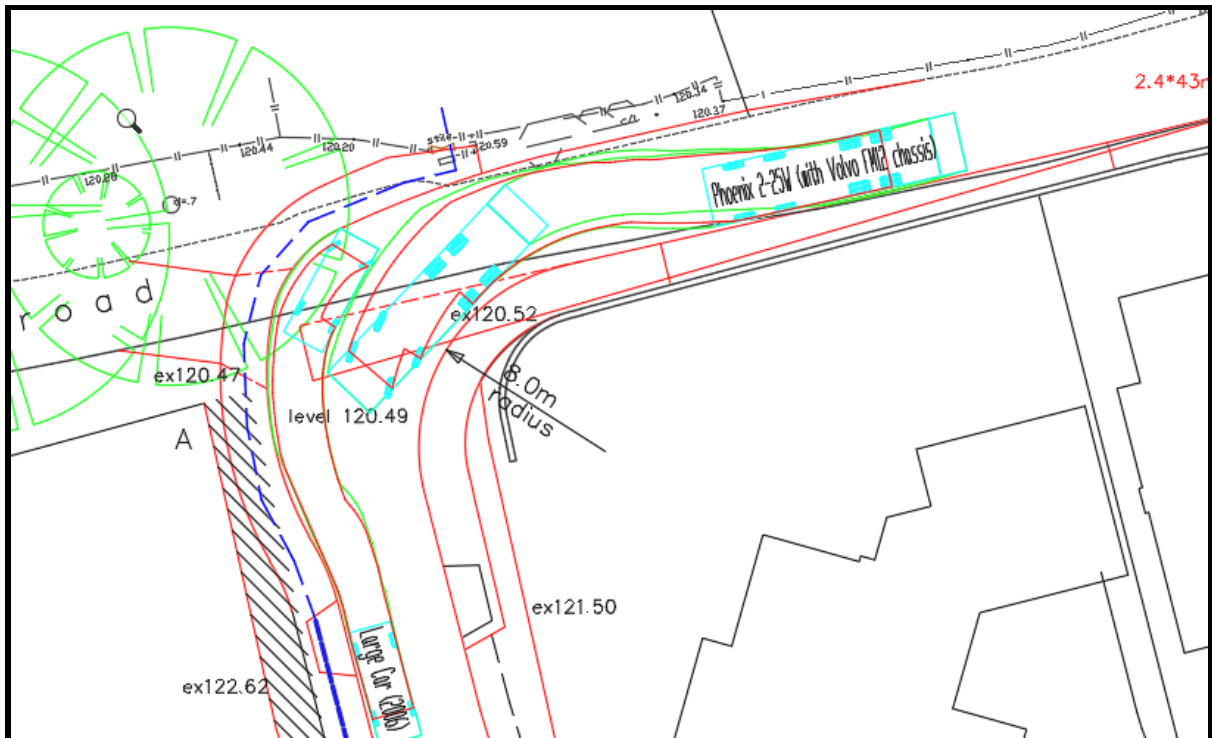




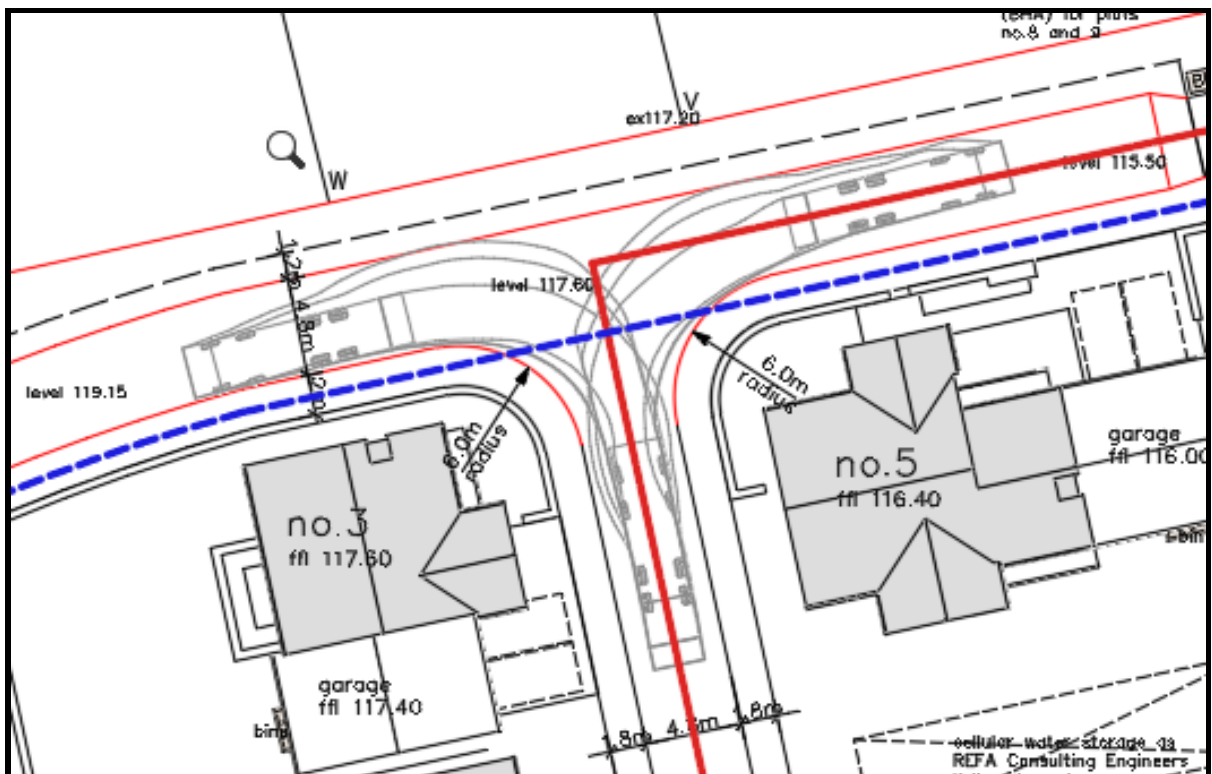
HGV out and car in can pass each other.

HGV in with overturn.

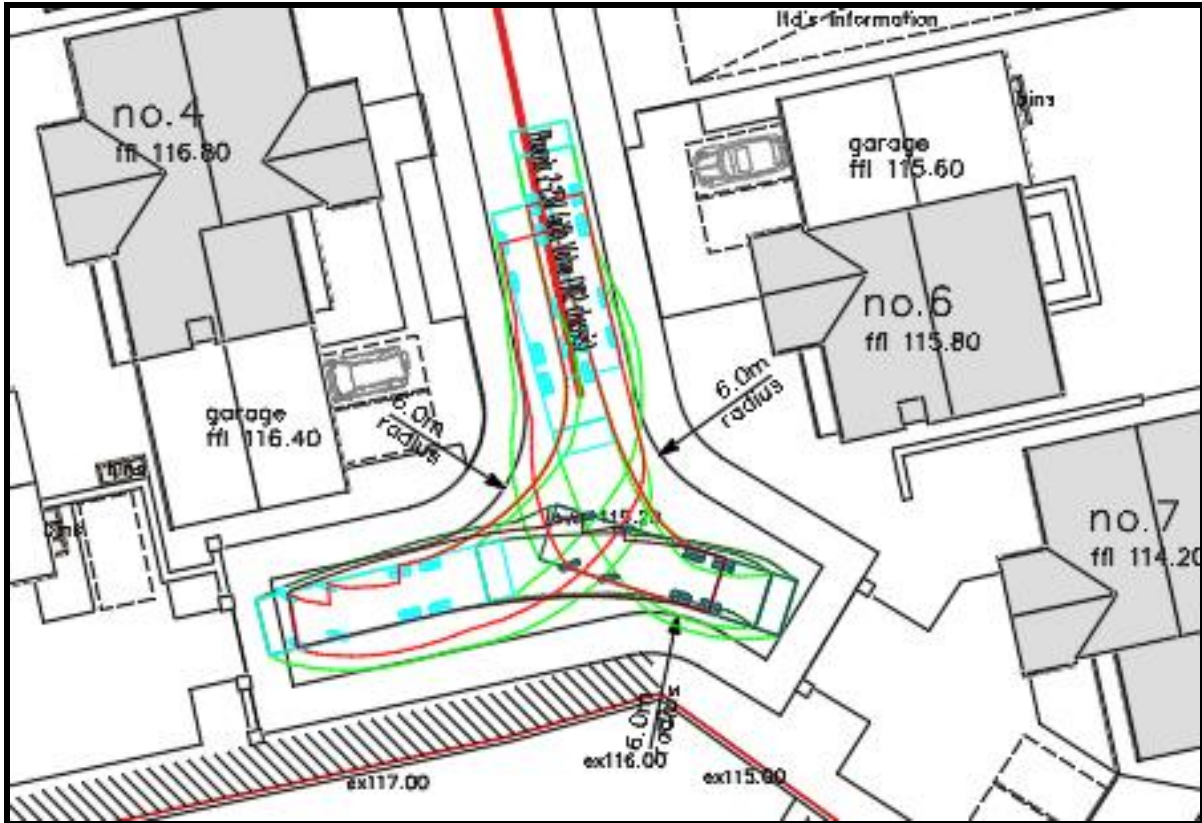




HGV in and car can pass each other

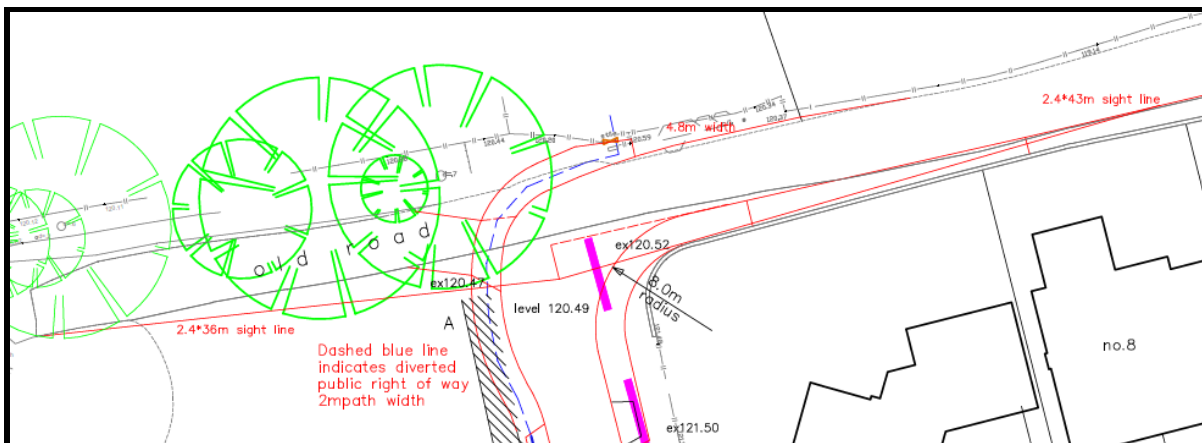


Three point turn at T junction and overleaf forward gear in/out of turning head



Furthermore, the LHA require a drawing showing that the access can provide visibility splays of 2.4m x 43m to the right of the access. Usually, the LHA would require the visibility splays to show 2.4m x 43m in both directions, but the LHA are aware that the highway ends approximately 35m to the left of the access. Therefore, the LHA will accept the maximum visibility the access can provide to the left of the access

The above is based on a T junction rather than freeflow, that said sight line of 43m to right and 35m to left shown. Full details DTPC J1050 access layout and PROW fig 1

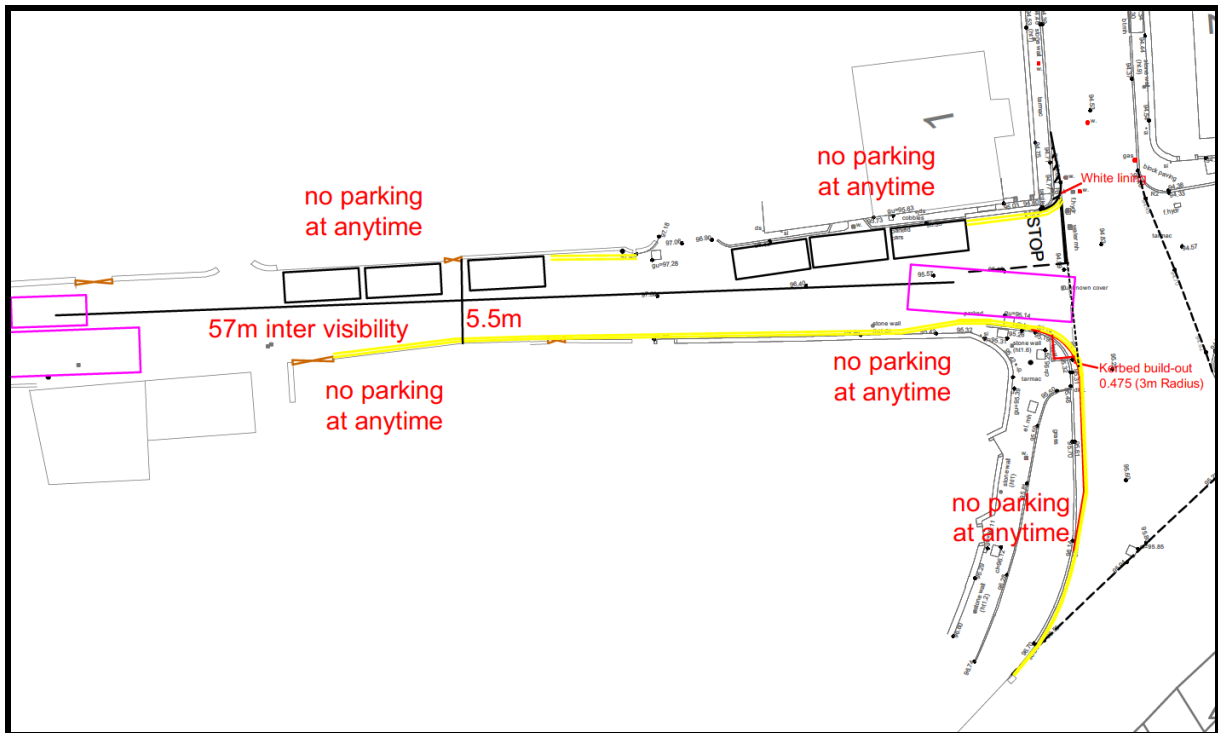


Should the proposal be permitted once the further information requested in these comments is acceptable, the LHA will require a number of Off-Site Highway improvements to be made, all at the cost of the Applicant, as identified during the pre-application stage.

The LHA will request that a number of Traffic Regulation Orders (TRO) are provided at the junction between Crow Trees Brow and Ribble Lane; junction between Ribble Lane and Chatburn Old Road; and along Chatburn Old Road.

The LHA inform the reader that these requirements are subject to change, following agreements with the LHAs Traffic team and following a public consultation where the locations of these TROs will be identified. But these requests are required for highway safety reasons.

Drawing DTPC J1050 Mitigation TRO fig 1 and abstract below shows initial reply to the request to enable consultation to take place on the scheme options.



The acceptability of an adopted road layout is subject to a Section 38 agreement in accordance with the Highways Act (1980). In order for the site to be suitable for adoption, the internal layout must be designed fully in accordance with the LHAs guidance.

The road is not intended to be adopted, constraints for the redline/PIP mean the width can only be 4.8m and a 2m path with a 1.2m service strip. Full details set out on DTPC J1050 access layout and PROW fig 1.

This drawing should be used to form the basis of any planning condition related to highway layouts etc.

To ensure that the minimum width of the carriageway and the layout is adequate, a swept path analysis drawing showing a refuse vehicle using the internal layout is required. The drawing should also show how the refuse vehicle will use the turning head to exit the site in a forward gear.

See above swept paths.

Furthermore, to enable speeds along the internal road to not exceed 20mph, the LHA will require some form of traffic calming, for example speed tables to be used. The distance between each speed calming feature should not exceed 80m.

The site access is constrained, there is 48m to the first internal bend of 27.5m radii.

There is some 58 to the end of the road with a side junction in-between, as such it is not considered further measures are needed.

The LHA require confirmation as to whether the highway drainage outfalls to the United Utilities Sewer. Should this be the case, the LHA will accept the drainage strategy.

The outfall to UU sewers is confirmed.

The LHA have reviewed Stanton Andrews drawing number PL30 Rev A titled "Proposed Site Plan" and are aware that there are grass verges at the back of the footway.

The LHA advise the Applicant and Agent that the LHA will not adopt these areas and that should an application be forthcoming and approved, a private management company is required to maintain the area. But this can be conditioned at a later date, when the application is ready for approval by the LHA.

Noted but the road will be maintained privately.

The LHA require the private access track serving Plots 8 and 9 to provide an access track measuring a minimum of 4.25m wide for the duration of its length. The track should also be adequately surfaced.

Surfacing will be part of the hard landscape design, width is 4m in width with inter visibility between two houses as such the need to pass each other is minimal and thus the width is considered adequate.

The LHA also advise the Applicant that a bin collection point for the Plots is required. This should be located outside of the junction's visibility splays and only be used during bin collection days due to refuse vehicles unable to access private tracks.

Noted and outside splays as requested,

The LHA are aware that the proposed quantity of car parking spaces complies with the LHAs parking guidance as defined in the Joint Lancashire Structure Plan.

However, the LHA require amendments to be made to Plots 3 and 6 driveways. This is because should two car parking spaces be provided on the driveway, the width of the two combined spaces should measure a minimum of 5.3m given that one of the spaces is bound by the dwelling.

Noted and parking updated on drawing with measurement set out.

The LHA are aware that the site's closest bus stop is located along Ribble Lane, which is approximately 295m away from the sites access. The bus stop serves hourly services to Clitheroe, Nelson and other smaller settlements including Waddington, West Bradford, Grindleton, Downham, Newchurch.

The site is also located within close proximity to local shops and other amenities. To access these amenities, the occupants can walk along Chatburn Old Road or use Public Footpath 3-11-FP1, which runs through the site and provides access to Crow Tree Brow.

Noted and confirmation appreciated.

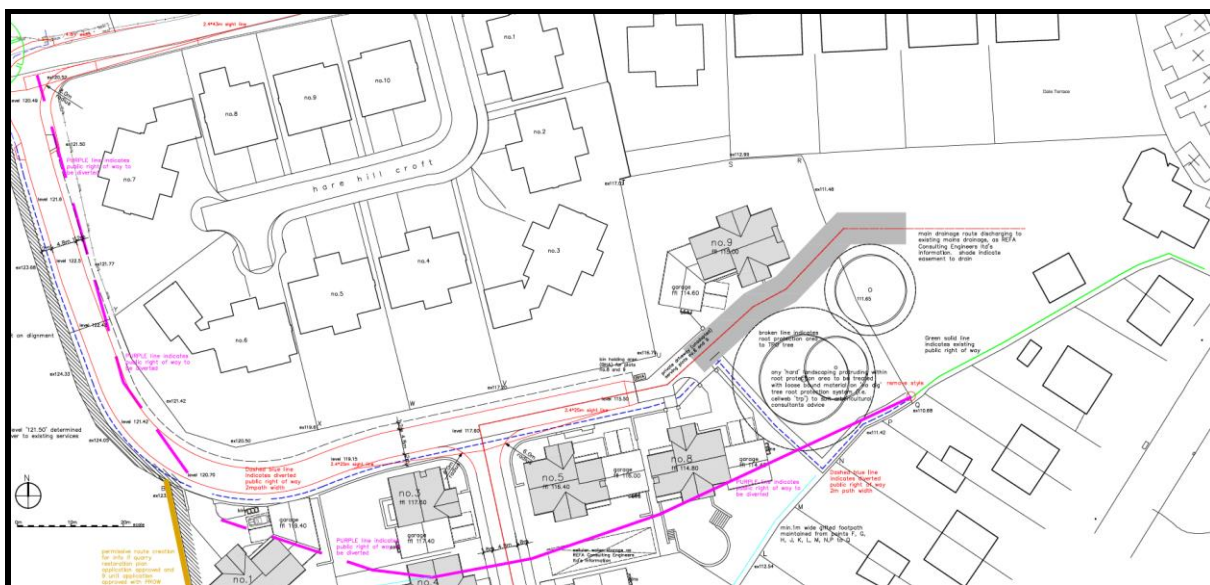
The LHA will require the Public Footpath to be adequately surfaced throughout the site and will require a diversion order to be agreed with the LHAs Public Right of Way team, prior to the commencement of the development.

Agreed and see next section for details etc supporting the diversion as part/need for the application.

PROW review

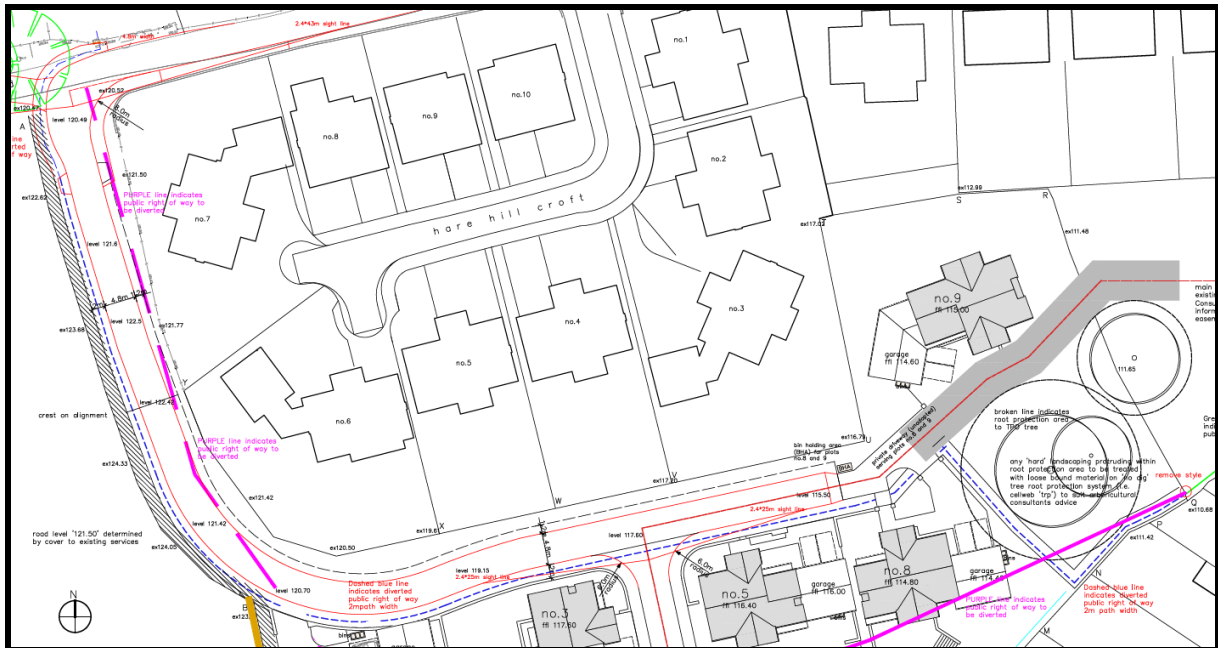
Lancashire County Council — Public Rights of Way have identified that **3-11-FP1** runs through the proposed development site and that the site is subject to an application to add a length of public footpath to the Definitive Map of Public Rights of Way. The Proposed Site Plan **PL30** highlights that the recorded digitised line of footpath **3-11-FP1** is affected by several properties and no provision has been provided for the DMMO should it be Confirmed

The abstract below shown in purple the current alignment of the footpath created as part of the 1971 stopping/diversion order. It links from the green section between the hedge/fence linking back to Crowtrees Brow. To the north it connects across Old Chatburn Road and continues the path as FP 14.



For absolute clarity the DMMO application made by the local residents is subject to legal review and objections, an objection on behalf of the landowner has been lodged.

The process is one where if an order is made by LCC it is subject or will be subject to an appeal and additional legal scrutiny, it currently has no standing for the application as submitted and if the application is approved with the diversion as set out below it will no doubt require review and possible updating.



Any landscaping should be at least 3 metres away from Public rights of ways either within the proposed development site or in close proximity — this is to prevent roots breaking through the footpath surface creating trip hazards and future maintenance issues or overhanging branches creating either health and safety issues or potential obstruction of the footpath.

Noted and can form part of the conditions.

Any changes in ground level should take into account Public rights of ways either within the proposed development site or in closure proximity — this is to prevent surface water being channelled near or over a footpath creating a potential flood threat and future maintenance of the footpath.

Drainage should ensure that Public Rights of Way are adequately protected from surface water to prevent surface water running alongside or over a right of way creating a flood/future maintenance issue.

Above concerns noted and the drainage strategy and over land route takes this on board.

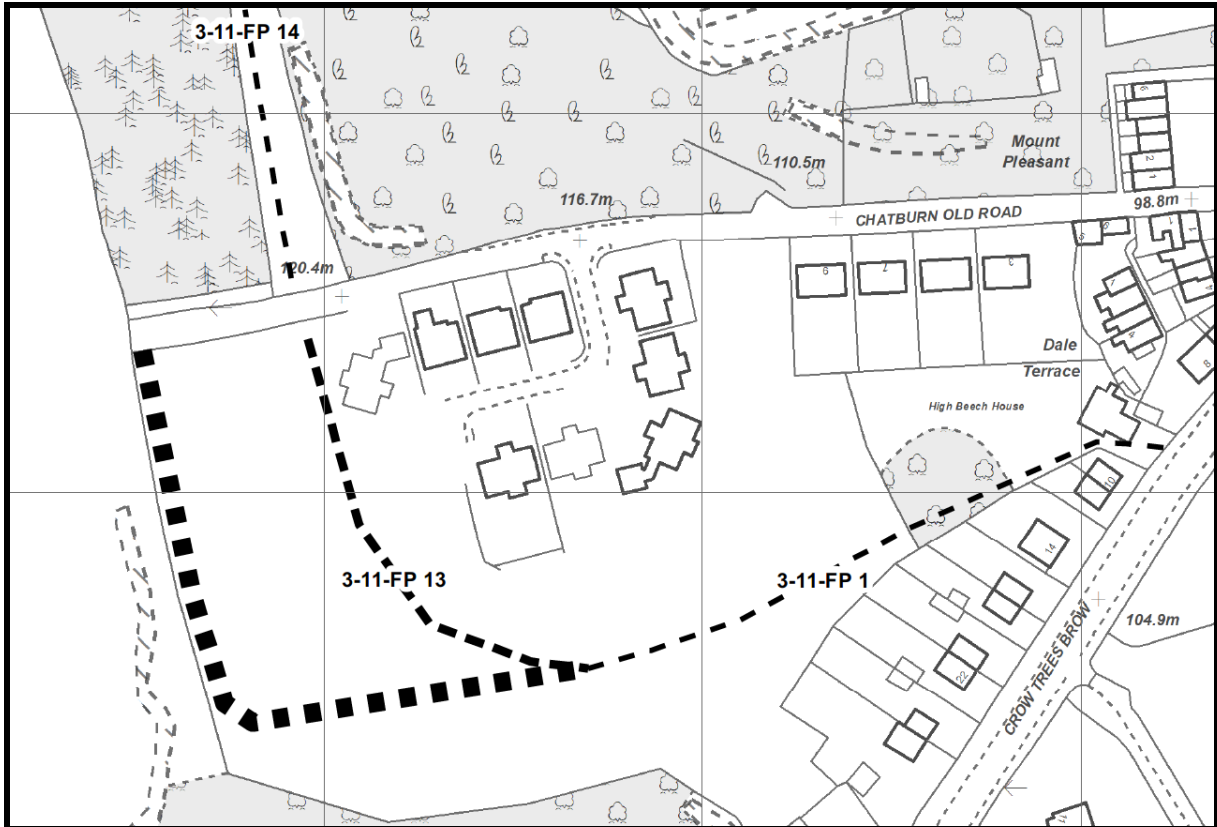
If the proposed application is approved the applicant must ensure that if works relating to the site are likely to cause a health and safety risk to the public that a temporary closure is applied for and in place prior to works commencing. It must also be noted that a temporary closure of the right of way will not usually be processed until any necessary public path order is being processed by the planning authority.

Noted and programme will take onboard the different process needs.

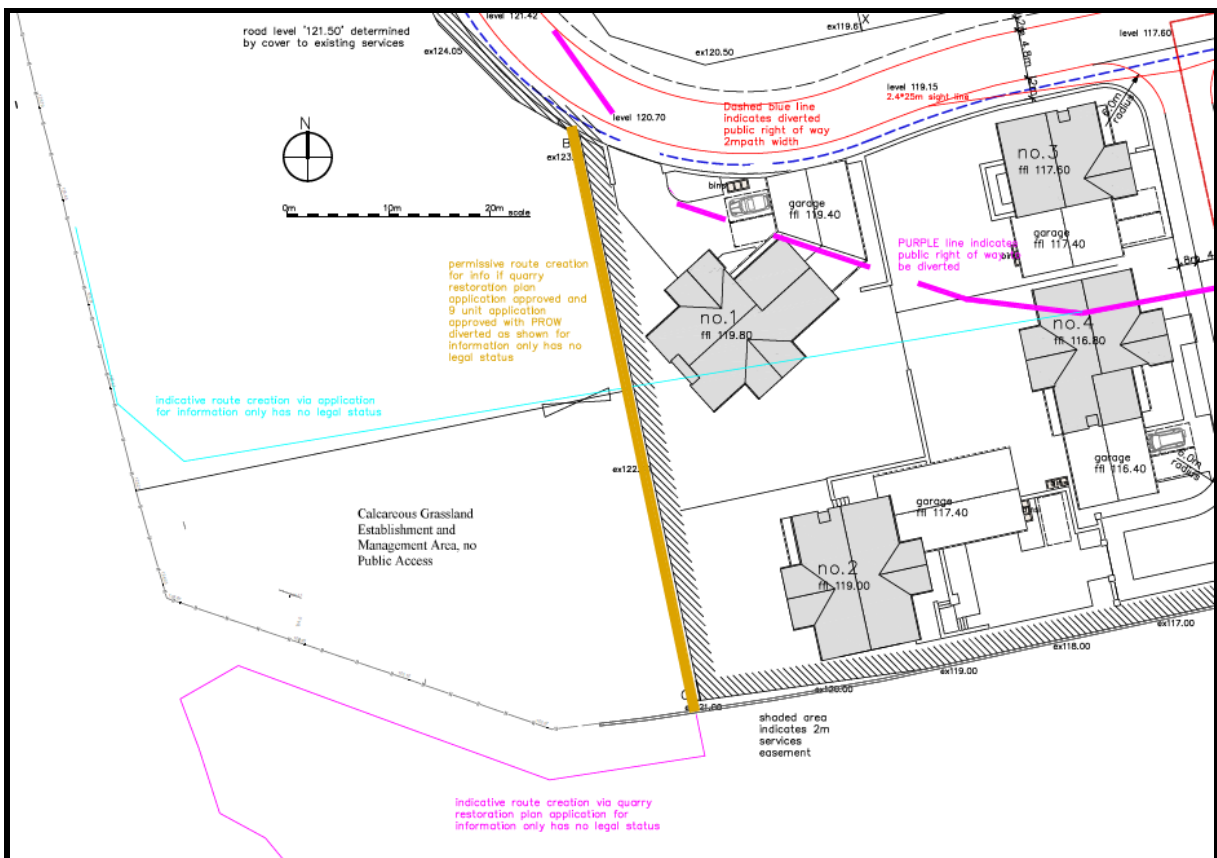
DMMO

This reply is for info only and does not form part of the application itself or the order for a diversion to be made. The abstract overleaf shows the alignment suggested to extend the paths based on the information supplied by the users.

In reality they are seeking to re-create the previous route stopped up and divert as part of the 1971 legal process. Clearly to do so would require trespass into the field which the promoters state did not happen.



The route is shown below in light blue, it is outside the grassland management area.



There is currently an application for the quarry reinstatement that sets out possible footpaths in the area for access by the public in a permissive nature, if both the applications and the quarry were to be approved the landowner is suggesting a permissive path can be created as shown in amber above to allow connections to be made.

Summary

The above information in response to the concerns raised set out the design etc is based on good practice, the route is safe and the pro diversion necessary tot deliver the scheme.

Alan Davies

DTPC

2022