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Your ref: 3/2025/0318
Our ref: 3/2025/0318/HDC/KW
Date: 27 May 2025

Location: The Old Garage Site Newton Road Dunsop Bridge BB7 3BB
Proposal: Approval of details reserved by conditions 3 (materials), 4 (location of existing water mains and sewers), 5 (drainage scheme), 6 (construction traffic management plan), 9 (cycle storage), 10 (surface water drainage car park), 11 (delivery and servicing plan), 13 (bird and bat boxes) and 14 (electric vehicle charging points) on planning permission 3/2023/0816.
Grid Ref: 366038 450100

The Local Highway Authority have the following comments to make based on all the information provided by the applicant to date.

Summary

No objection to the approval of details reserved by conditions 6 (construction traffic management plan), 10 (surface water drainage car park) and 14 (electric vehicle charging points) on planning permission 3/2023/0816. Further details are required to fully discharge condition 9 (cycle storage) and 11 (delivery and servicing plan). The LHA would make no comments in relation to condition 3, 4, 5 and 13 as these are not highway related.

Advice to Local Planning Authority

Introduction

The Local Highway Authority (LHA) are in receipt of an application for the approval of details reserved by conditions 3 (materials), 4 (location of existing water mains and sewers), 5 (drainage scheme), 6 (construction traffic management plan), 9 (cycle storage), 10 (surface water drainage car park), 11 (delivery and servicing plan), 13 (bird and bat boxes) and 14 (electric vehicle charging points) on planning permission 3/2023/0816 at The Old Garage Site, Newton Road, Dunsop Bridge.

Condition 6

'No development shall commence on the site until such time as a construction traffic management plan, including as a minimum details of the routing of construction traffic, wheel cleansing facilities, vehicle parking facilities, and a timetable for their provision, has been submitted to and approved in writing by the Local Planning Authority. The

construction of the development shall thereafter be carried out in accordance with the approved details and timetable.

Reason: To reduce the possibility of deleterious material (mud, stones etc.) being deposited in the highway and becoming a hazard for road users, to ensure that construction traffic does not use unsatisfactory roads and lead to on-street parking problems in the area.'

Highway comments

The LHA have reviewed Construction Health and Safety Plan and note that a site traffic management plan has been provided which shows the direction of vehicles coming in and from the site. It is noted that routing information will be shared with all suppliers/sub-contractors advising of the most appropriate direction to approach site and no deliveries will be made on articulated vehicles. Wheel washing and dust control measures will be undertaken to prevent debris from being transported on to the adopted highway. The Construction Traffic Management plan shows parking and turning areas as well as a onsite materials and equipment storage within the site boundary. The LHA is satisfied with the information provided and have no objection to the discharge of condition 6.

Condition 9

'Prior to development above ground details of all cycle stores (including design, materials and finishes) shall be submitted to and approved in writing by the local planning authority. The approved cycle stores shall be provided and available for use prior to the occupation of the associated plot or in the case of the flats prior to occupation of the first flat. The cycle stores shall be retained at all times thereafter.

Reason: In the interest of providing suitable storage for cycles and sustainable modes of travel.'

Highway comments

The LHA have reviewed the details provided regarding the cycle storage facilities and note an 8 space Amazon Eco Cycle Shelter will provide covered secure cycle storage along with cycle hoops adjacent for short term storage options as noted within the proposed landscape, drawing HB106, WD23, A.

However, the applicant has not provided evidence of the cycle storage in place on site as such this condition can only be partly discharged due to the condition stating that cycle stores shall be provided and available for use prior to the occupation of the associated plot or in the case of the flats prior to occupation of the first flat.

Condition 10

'The surface water from the approved car park shall be collected within the site and drained to a suitable internal outfall. Prior to commencement of the development details of the drainage strategy shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details.

Reason: In the interest of highway safety to prevent water from discharging onto the public highway.'

Highway comments

The LHA has reviewed the Drainage Proposals, drawing 23120-DR-C-0120, P4, and acknowledges the drainage strategy for the site. This strategy is acceptable to the LHA, providing that the Local Planning Authority is also satisfied with the proposal. For drainage strategies which are connecting to a watercourse, the Applicant needs to be aware that under the Land Drainage Act 1991 consent is required from the Lead Local Flood Authority for work which may alter or impede the flow of water, regardless of whether the watercourse is culverted or not. Consent must be obtained before works are started on site as it cannot be issued retrospectively. Developers should contact the Flood Risk Management Team at Lancashire County Council to obtain Ordinary Watercourse Consent. Information on the application process and relevant forms can be found here: <https://www.lancashire.gov.uk/flooding/drains-and-sewers/alterations-to-a-watercourse>

Condition 11

'No building or use hereby permitted shall be occupied or use commenced until a delivery and servicing plan has been prepared, submitted to and approved in writing by the Local Planning Authority. The measures shall thereafter be implemented in accordance with the approved delivery and servicing plan for the lifetime of the development. The delivery and servicing plan shall include:

- The contact details of a suitably qualified co-ordinator;*
- How vehicle arrivals, departures, parking, stopping and waiting will be controlled to minimise any impact on the adopted highway;*
- Details of any freight consolidation operation, centre and the delivery and servicing booking and management systems.*

Reason: In the interests of highway safety and to minimise the impact of vehicles servicing the development upon congestion.'

Highway comments:

The LHA have reviewed the delivery and service management plan as prepared by The Duchy of Lancaster. Most deliveries will be made in vans with infrequent LGV's and no HGV's are anticipated. Deliveries can be made in the bay which fronts the adopted highway as well as within the car parking area for cars and smaller vans and will take place within normal working hours Monday to Friday and between 9am – 5pm on Saturdays.

However, contact details of a suitably qualified co-ordinator have not been provided as such the LHA are unable to discharge condition 11 at this time and further information should be provided.

Condition 14

'Prior to the development being brought into use, further details of electric vehicle charging points, their number, location and appearance following matters shall be

submitted to and approved in writing by the Local Planning Authority. The charging points shall be installed in accordance with the approved details prior to the use of the new car park.

Reason: In the interest of sustainable travel measures and reduce the impact of carbon footprint.'

Highway comments:

The LHA has reviewed the Pod Point data sheets and note that the charge points will have a minimum output of 7kw which is in line with the DfT guidance which states charge points must have a minimum power rating output of 7kW and be fitted with a universal socket that can charge all types of electric vehicles. There are several charging bays available through the site, including within standard parking bays and disabled bays which means they can be accessed by anyone. This is acceptable to the LHA as such the LHA are satisfied to discharge condition 14, providing that the Local Planning Authority is also satisfied with the proposal.

If you have any questions regarding my comments, please do not hesitate to contact me.

Yours sincerely

Kate Walsh

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