

Development Control
Burnley Borough Council

Tel 0300 123 6780
Email developeras@lancashire.gov.uk

Your ref FUL/2022/0149
Our ref
Date 5th October 2022

Dear Sirs

Application no: 2022/0149

**Address: Hollin Cross Farm Woodplumpton Road Burnley
Habergham Eaves Lancashire BB11 3RS**

**Proposal: Full planning application for the erection of 200 dwellings
and associated works.**

With respect to this application, we would not wish to raise any objections to the principle of these proposals. There are however a number of concerns regarding the layout of the application.

The concerns regarding the site layout that will need to be addressed in order for the site to be adopted are outlined below.

- There is a missing section of footway at the access this should be provided to allow for pedestrian access to the site along both sides of the main access road.
- In order to support the 20mph speed limit a number of traffic calming measures, such as junction tables and road humps will be required.
- A number of plots such as 9-11, 16-18, 20-22 and 26-27 and a number of other plots have no pedestrian access where items such as a wheelie bin can be move past any parked vehicle. Where this is the case an additional 0.8m footway should be provided. This is in line with NHBC guidelines.
- There are 4 cul-de-sacs where there are no suitable radius kerbs are formed with the access road, these are at plots 8-11, 15-22, 28-33 and 87-93 a suitable radiused kerbed access will be required.

Concerns regarding the new access have generally been addressed this will need to be delivered by way of a Section 278 agreement. Other off site works that will need to be carried out is the removal of the existing access to Hollins Cross Farm from

Lancashire County Council

Phil Durnell

Director of Highways and Transport

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



Wilkin Avenue, to form a raised kerb and grass over the farm access track. We are also aware that a temporary access is to be formed to Hollins Farm, this will need to be closed as the estate is built out to avoid the over intensification of the access at Woodplumpton Road and New Road A646.

Having consulted with other colleagues in Traffic Signals and public transport there is a requirement for a contribution for improvements to the traffic signalised junction at Glen View Road – Manchester Road and a contribution to support improvements to the local bus services is required. A contribution of £70,000 is required for the traffic signals and £90,000 for the bus services to be split as a £30,000 payment for stop improvements and £60,000 for an enhanced am and pm peak provision over a 5 year period. These sums can be provided as part of a Section 106 agreement.

Additionally due to the extensive nature of the application it is expected that a charging point for electric vehicles shall be included with-in the development for every dwelling to promote sustainable modes of transport. This shall be fitted in line with the DfT guidance regarding Electric Vehicle Charging in Residential and Non-residential buildings, which states: - charge points must have a minimum power rating output of 7kW, be fitted with a universal socket that can charge all types of electric vehicle.

In order to progress the application, we would look for further submissions showing how our concerns can be addressed either prior to the planning decision being made or they can be addressed at a later date by the discharge of suitable conditions.

Should the application be approved the following conditions and notes are likely to be requested to be included in the decision notice

Conditions

A. Construction Management Plan (CMP).

No development shall take place, including any works of demolition or site clearance, until a Construction Management Plan (CMP) or Construction Method Statement (CMS) has been submitted to, and approved in writing by the local planning authority. The approved plan / statement shall provide:

- 24 Hour emergency contact number.
- Details of the parking of vehicles of site operatives and visitors.
- Details of loading and unloading of plant and materials.
- Arrangements for turning of vehicles within the site.
- Swept path analysis showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available and maintained, including any necessary temporary traffic management measures.
- Measures to protect vulnerable road users (pedestrians and cyclists).
- The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate.
- Wheel washing facilities.
- Measures to deal with dirt, debris, mud, or loose material deposited on the highway because of construction.



- Measures to control the emission of dust and dirt during construction.
- Details of a scheme for recycling/disposing of waste resulting from demolition and construction works.
- Construction vehicle routing.
- Delivery, demolition, and construction working hours.

The approved Construction Management Plan or Construction Method Statement shall be adhered to throughout the construction period for the development.

Reason: - In the interests of the safe operation of the adopted highway during the demolition and construction phases.

Note: Construction Management Plan.

- There must be no reversing into or from the live highway at any time – all vehicles entering the site must do so in a forward gear and turn around in the site before exiting in a forward gear onto the operational public highway.
- There must be no storage of materials in the public highway at any time.
- There must be no standing or waiting of machinery or vehicles in the public highway at any time.
- Vehicles must only access the site using a designated vehicular access point.
- There must be no machinery operating over the highway at any time, this includes reference to loading/unloading operations – all of which must be managed within the confines of the site.
- A licence to erect hoardings adjacent to the highway (should they be proposed) may be required. If necessary, this can be obtained via the County Council (as the Highway Authority) by contacting the Council by telephoning 01772 533433 or e-mailing Ihsstreetworks@lancashire.gov.uk
- All references to public highway include footway, carriageway, and verge.

B. Construction deliveries outside peak traffic.

Deliveries to the approved development shall only be accepted between the hours of (9.30am) and (2.30pm) Monday – Friday, to avoid peak traffic on the surrounding highway network.

Reason: In the interest of highway safety.

C. Garage cycle storage.

Garage wall hanging cycle storage suitable for 2 bicycles shall be provided within each garage with a separate secure cycle storage facility, suitable for two bicycles being provided for units without a garage.

Reason: - to promote sustainable transport as a travel option, encourage healthy communities and reduce carbon emissions.

D. Highway access works constructed prior to start of development.



No part of the development hereby approved shall be commenced until all the highway access works have been constructed and completed in accordance with a scheme that shall be submitted to and approved by the Local Planning Authority in consultation with the Highway Authority.

Reason: To enable all construction traffic to enter and leave the premises in a safe manner without causing a hazard to other road users.

E. Completion of vehicular access.

No building or use hereby permitted shall be occupied or use commenced until drop kerbs have been installed at the carriageway edge and a vehicle cross-over constructed across the footway (and/or verge) fronting the site in accordance with the approved plans and the Lancashire County Council Specification for Construction of Estate Roads, to be retained in that form thereafter for the lifetime of the development.

Reason: In the interests of pedestrian safety and accessibility.

F. New road built to base course level.

The new estate road shall be constructed in accordance with Lancashire County Council's Specification for Construction of Estate Roads to at least base course level before any development takes place within the site.

Reason: To ensure that satisfactory access is provided to the site before the development hereby permitted becomes operative.

G. Wheel washing / mechanical road sweeping.

For the full period of construction facilities shall be available on site for the cleaning of the wheels of vehicles leaving the site and such equipment shall be used as necessary to prevent mud, stones and debris being carried onto the highway. Provision to sweep the surrounding highway network by mechanical means will be available and the roads adjacent to the site shall be mechanically swept as required during the full construction period.

Reason: To prevent stones, mud and debris being carried onto the public highway to the detriment of road safety.

H. Car Parking.

No building or use hereby permitted shall be occupied or the use commenced until the car parking area has been surfaced or paved in accordance with a scheme to be approved by the Local Planning Authority and the car parking spaces and manoeuvring areas marked out in accordance with the approved plan. The car parking area shall thereafter be kept free of obstruction and available for the parking cars at all times.

Reason: To allow for the effective use of the parking areas.



I. Management and maintenance of estate streets prior to formal adoption.

No development shall be commenced until details of the proposed arrangements for future management and maintenance of the proposed streets within the development have been submitted to and approved by the local planning authority. The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an agreement has been entered into under Section 38 of the Highways Act 1980 or a private management and maintenance company has been established.

Reason: In the interest of highway safety; to ensure a satisfactory appearance to the highway's infrastructure serving the approved development; and to safeguard the users of the highway and the visual amenities of the locality.

Note: It is recommended that to discharge the condition the local planning authority should seek to require a copy of a completed agreement between the applicant and the local highway authority under Section 38 of the Highways Act 1980 or the constitution and details of a private management and maintenance company confirming funding, management, and maintenance regimes.

J. Management and maintenance of estate streets to remain private streets or which do not conform to adoptable highway standards.

No development shall be commenced until details of the proposed arrangements for future management and maintenance of the proposed streets within the development, including written confirmation that it will not be offered to the highway authority for adoption, have been submitted to and approved by the local planning authority. The streets shall be maintained in accordance with the approved management and maintenance details thereafter.

Reason: - In the interest of highway safety; to ensure a satisfactory appearance to the street infrastructure serving the approved development; and to safeguard the users of the street and visual amenities of the locality.

Note: It is recommended that to discharge the condition the local planning authority should seek to require a copy of the completed details of a private management and maintenance company confirming funding, management, and maintenance regimes.

Notes

1. The alterations to the existing highway as part of the new works may require changes to the existing street lighting at the developer's expense.
2. The grant of planning permission will require the applicant to enter into an appropriate legal agreement (Section 278), with Lancashire County Council as Highway Authority prior to the start of any development. The applicant should be advised to contact the county council for further information by



telephoning the Development Support Section on 0300 123 6780 or email developeras@lancashire.gov.uk, in the first instance to ascertain the details of such an agreement and the information to be provided, quoting the location, district and relevant planning application reference number.

3. The grant of planning permission will require the developer to obtain the appropriate permits to work on, or immediately adjacent to, the adopted highway network. The applicant should be advised to contact Lancashire County Council's Highways Regulation Team, who would need a minimum of 12 weeks' notice to arrange the necessary permits. They can be contacted on lhsstreetworks@lancashire.gov.uk or on 01772 533433.

Should you wish to discuss the matter further, please do not hesitate to contact me by email or by telephone on 0300 123 6780.

Yours faithfully

Simon Hardie
Highways Development Control
Lancashire County Council

