

## West Craven Committee Update 4<sup>th</sup> June 2019

### **19/0094/OUT – Morris Ing, Skipton Road, Earby**

A revised plan was submitted on 8<sup>th</sup> May 2019, in order to address an LCC Highways objection. Further consultation comments were received from LCC Highways on 24<sup>th</sup> May 2019.

#### LCC Highways

##### **Site access arrangement**

The new footway along the carriageway of Skipton Road and Morris Ing has been omitted from the original design and the footway link to the east of Morris Ing has been reintroduced. Both these matters do satisfactory address the safety related issues for pedestrian movements.

##### **Layout and parking**

The turning head requires enlarging to allow a refuse/emergency vehicle to enter and exit onto Skipton Road in forward gear. I note that a bin store has been added to the internal layout which would preclude the need for the refuse wagon to enter the access road – however there is still a need to allow a box delivery type van/ambulance/fire tender to enter, turn and exit in forward gear. At reserved matters stage a swept path of a suitably sized vehicle should be provided to show that this is possible.

##### **Conclusion**

There is no objection to the proposed outline (all matters reserved) application for 5 dwellings.

It is important to note that this is only an outline application, with all matters reserved. Although it has been demonstrated that highways issues can be satisfactorily resolved at this stage, the layout and access of the site is left to be confirmed at reserved matters stage.

Moreover, additional details showing existing and proposed land levels, with regards to the submitted Flood Risk Assessment were provided, in addition to further comments from the applicants Flood Engineers;

I understand that plot 5 is the closest dwelling to the existing house. The pictures provided by Pendle Borough Council show significant ponding around this house. This appears to be due to transient flows at the time from A56 and from viewing objects in the picture, is estimated to be around 150mm deep.

All proposed dwellings are proposed in the flood risk assessment to be 300 mm minimum above surrounding ground levels. Through this measure, any transient flows will be routed around the dwellings before reaching a level where water could enter the dwelling. In addition, the existing ground natural profiled is sloped down from west to east with a gradient of approximately 1:30. It is proposed that external levels are altered to profile away from buildings. For plot 5, flood water entering from the north would be directed eastwards, past the northern face of the building. An informal channel could be created in the external area to facilitate this for transient flows.

In a more extreme event, the flood risk assessment identifies that the site is a relative sump in the area as the lower ground to the east is bordered with a higher railway embankment. Therefore, dwelling finished floor levels will be set at 300mm above the crest level of this embankment. In such an event, dwellings would remain dry allowing for a safe place of refuge.

### **Recommendation to approve still stands.**

Additional Conditions:

**1.** No part of the development shall be commenced unless and until a Construction Code-of-Practice has been submitted to and approved in writing by the Local Planning Authority. The code shall include details of the measures envisaged during construction to manage and mitigate the main environmental effects of the relevant phase of the development. The submitted details shall include within its scope but not be limited to:

- i) The parking of vehicles of site operatives and visitors
- ii) The loading and unloading of plant and materials
- iii) The storage of plant and materials used in constructing the development
- iv) The erection and maintenance of security hoarding
- v) Wheel washing facilities
- vi) Measures to control the emission of dust and dirt during construction
- vii) A scheme for recycling/disposing of waste resulting from demolition and construction works
- viii) Details of working hours
- ix) Routing of delivery vehicles to/from site

The Construction Code-of-Practice should be compiled in a coherent and integrated document and should be accessible to the site manager(s), all contractors and sub-contractors working on site. As a single point of reference for site environment management, the CCP should incorporate all agreed method statements, such as the Site Waste Management Plan and Demolition Method Statement. All works agreed as part of the plan shall be implemented during an agreed timescale and where appropriate maintained as such thereafter unless otherwise agreed in writing by the Local Planning Authority.

**Reason:** To ensure that adequate measures are in place to protect the environment during the construction phase(s).

**2.** Prior to the first occupation of any dwelling on site, the construction of a footway from the site in a southerly direction through Morris Ing, to join the existing footway to Earby Town Centre must be completed and available for use.

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

**3.** No part of the development shall be commenced unless and until the visibility splays at the site access junction on Skipton Road measure X2.4 metres by Y56 metres to the north and X22.4 metres and Y98 metres to the south along Skipton Road. The land within these splays shall be maintained thereafter, free from

obstructions such as walls, fences, trees, hedges, shrubs, ground growth or other structures within the splays in excess of 1.0 metre in height above the height at the centre line of the adjacent carriageway.

**Reason:** To ensure adequate visibility at the street junction or site access in the interest of highway safety for residents and construction vehicles in accordance with Quality of Development Policy and Transport Policy in the Local Plan.

**4.** No part of the development hereby approved shall commence unless and until a scheme for the site access onto Skipton Road has been submitted to and approved in writing by the Local Planning Authority. The access must be implanted in accordance with the approved details, prior to occupation of the first dwellinghouse.

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

**5.** No development shall commence unless and until a scheme for the retaining structure adjacent to Skipton Road has been submitted to and approved in writing by the Local Planning Authority. The structure must then be erecting in accordance with the approved scheme, prior to first occupation of any dwellinghouse on the site.

**Reason:** To ensure satisfactory access to the site.

#### INFORMATIVE

The grant of planning permission will require the applicant to enter into a Section 278 Agreement, with the County Council as Highway Authority. The Highway Authority hereby reserves the right to provide the highway works within the highway associated with this proposal. Provision of the highway works includes design, procurement of the work by contract and supervision of the works. The applicant should be advised to contact Lancashire County Council, Highway Development Control email – [developeras@lancashire.gov.uk](mailto:developeras@lancashire.gov.uk) in the first instance to ascertain the details of such an agreement and the information to be provided.