

Neil Thompson

Subject: FW: Proposed woodland creation Hartshorne DMPP/2021/1087

From: Will Wood <>
Sent: 19 November 2021 14:11
To: Neil Thompson <Neil.Thompson@southderbyshire.gov.uk>
Cc: Wal Groves >; Brett Huxley <John Lockhart <
Subject: RE: Proposed woodland creation Hartshorne DMPP/2021/1087

Dear Neil,

Thank you for your time on the phone earlier, most helpful.

I would agree with your statements below, in that, it is only the 'siting and means of construction of the private way' inside the proposed area for development, that requires a determination to be made, as to whether prior approval of the authority will be required.

As you say below, I have already provided details of the location, extent, construction materials and methodology in my initial GPDO application.

Regarding the Highways comments, I offer the following in response (red text):

It is unclear from the submitted information what the number of vehicles will be accessing the site from Manchester Lane/Slack Lane. Clarification is required. The use of Slack Lane is unlikely to deviate much from its historic use as an extraction route for harvested agricultural crops when viewed over the lifetime of the proposed woodland, from establishment through to maturity.

*Slack Lane is narrow and not capable of accommodating two way traffic and it is also a Public Right of Way (PROW). It is evident therefore that the safety of the PROW users must not be compromised and the applicant is requested to confirm how this will be done. **Please note:** The use of Slack Lane is not expected to increase more than it was used historically for agricultural purposes. The previous owner / tenant of 'Land at Hartshorne' was able to ensure the safety of the public following this same route when he harvested his crops annually. We intend to do the same.*

As is standard practice, to secure the safety of people driving and walking along Slack Lane, all our vehicles entering, exiting, or traversing the track will be monitored by banksman in hi-visibility clothing and appropriate signage erected to given prior warning to all. Note, the accommodation of two-way traffic is not planned for, given the restricted width of Slack Lane.

In addition, the visibility at the Slack Lane/Manchester Lane junction must be in accordance with the 30mph speed limit or the measured 85th percentile speeds on Manchester Lane to ensure that road safety is not compromised. The area within the visibility splays shall thereafter be kept clear of any object greater than 1m in height (0.6m in the case of vegetation) above the nearside carriageway channel level. I consider this request unreasonable, considering the current & historic users of this track are/were not subject to the same conditions. Our proposed works are not dissimilar to the previous activity undertaken on this land (arable production) & I would argue that we can ensure the safety of road users without additional intervention. To reassure the authority, as stated above, we can ensure all our traffic exiting Slack Lane onto Manchester Rd is monitored and guided by banksmen.

Swept path assessments are required demonstrating that all vehicles that are likely to enter the site can satisfactorily turn into and out of the site and also negotiate the Slack Lane/Manchester Lane junction without compromising road and pedestrian safety. I consider this request unreasonable, given the fact that our proposed works and vehicles involved are not dissimilar to what has been historically brought on to this site annually (combined

harvesters & tractor grain-trailers). Large farm machinery has managed to negotiate the Slack Lane/ Manchester Rd junction & enter the field sufficiently on an annual basis for the past 20 years. A comparison of typical vehicle dimensions can be made, on request.

Regarding future use of the site, following the construction of the private way, usage will be restricted to annual maintenance of the establishing trees, a period of 5 years from planting. Once the trees are established, first thinning would take place at age 25-30 yrs, with subsequent thinning interventions occurring once every 10 years going forward.

I hope the above provides all that is required, please let me know otherwise.

I'm happy to extend to the 17th Dec.

Kind regards,

Will

From: Neil Thompson <Neil.Thompson@southderbyshire.gov.uk>
Sent: 19 November 2021 09:23
To: Will Wood >
Subject: RE: Proposed woodland creation Hartshorne DMPP/2021/1087

Will,

Having looked at the GPDO it seems there is little room for manoeuvre in terms of control. The wording being 'a determination as to whether the prior approval of the authority will be required as to the siting and means of construction of the private way'.

So we can only require control approval of siting or means of construction of the private way, which to my mind is shown in the drawings and you have identified that they would be constructed in accordance with good forestry practice.

The Highways have requested some clarification, and following out telephone discussions, can you just set out the issues that we discussed as way of further assurances and comments, and where you consider the requests unreasonable.

You can make a case regarding the delays in any significant logging and lorry movements, other than when you are constructing the private way, and in future bringing lorries and vehicles onto the site with the plants and trees. The commercial logging I would expect would be limited in numbers each year, and also not take place for the next 20-30 years in any case.

Can I seek a short extension of time on the initial judgement until the 17th December to complete the consultation process? Thanks.

Kind regards

Neil Thompson
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