

Town & Country Planning Act 1990 (As Amended)

Ribble Valley Borough Council

Planning Application Reference 3/2017/0857

**Planning application for Outline Planning Permission for two dwellings
including access (all other matters reserved)**

Lowood, Whins Lane, Read BB12 7RB

Highway Report

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25th October 2017

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*Proposed Vehicular Access to Serve Two Dwellings
Lowood, Whins Lane in Read BB12 7RB
HIGHWAY REPORT*

1. Introduction

- 1.1 This Highway Report has been prepared to accompany Ribble Valley Borough Council planning application 3/2017/0857 for a proposed vehicular access onto Whins Lane in Read. The proposed access will serve two dwellings for which outline planning permission is being applied for on land adjacent to Lowood.
- 1.2 The report takes account of the consultation response from the Highway Authority (Lancashire County Council), dated 22.9.2017 in relation to the required visibility splays for the proposed access (the consultation is included in Appendix 1).
- 1.3 The report includes the results of an automatic traffic speed survey that has been carried out on Whins Lane and the calculation of the stopping sight distance for the recorded traffic speeds to design the visibility splay to the west of the proposed access. The proposed visibility splay to the east and the access location is also included in the report.

2. Proposed Highway Access onto Whins Lane

- 2.1 A new highway access is proposed onto Whins Lane on land adjacent to Lowood to serve the proposed two dwellings. The siting of this access requires the visibility splays to be designed in accordance with the speed limit on Whins Lane (30 mph), or the 85th percentile design speed if this can be demonstrated with a traffic speed survey. As referred to in the consultation response from Lancashire County Council (LCC), a visibility splay of 43 metres is required for the 30 mph speed limit at a driver's waiting position of 2.0 metres from the edge of the carriageway (the 'x' distance). The visibility splays should also be provided within the land that is owned by the applicant or the existing highway.

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- 2.2 Based on the above requirements, a visibility splay of 2.0 metres by 43 metres is proposed to the east of the proposed access, as shown in Figure 1, and this can be provided within the land that is owned by the applicant and the highway boundary. The visibility splay has been measured to a point 600 mm from the edge of the carriageway to take account of the nearside edge of the vehicle tracking for a vehicle that is travelling west along Whins Lane (this is referred to in Section 10.5.3 of the Manual for Streets (2) guidance as being suitable and there is evidence that vehicles are travelling at this distance from the southern edge of the carriageway with leaves on the carriageway etc.). The proposed visibility splay will be kept clear at a height of 1 metre above the level of the adjacent nearside edge of carriageway within the visibility splay area, as shown in Figure 1.
- 2.3 Because of the bend in Whins Lane to the west of the proposed access location, which reduces the speed of vehicles, a traffic speed survey has been carried out to establish the 85th percentile design speed of vehicles that are travelling eastbound. The location of the automatic traffic speed survey equipment and the results are included in Appendix 2. The highest daily (24 hour), speed (85th percentile), for the 3 full days of the survey is 26.4 mph. This design speed has been used to calculate the Stopping Sight Distance (SSD), that is required for drivers that are travelling east on Whins Lane based on the Manual for Streets formula. The calculation of the Stopping Sight Distance (SSD), for the eastbound direction of travel is included in Appendix 3 and shows that the required SSD is 39.9 metres. This has been shown in Figure 1 for the visibility splay to the west at the proposed access and measured to the centreline of Whins Lane, as recommended by LCC in their consultation.
- 2.4 The proposed highway access will have a width of 4.8 metres, as shown in Figure 1.

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3. Conclusions and Recommendation

- 3.1 This Highway Report has been prepared to accompany the planning application for a proposed highway access to be provided onto Whins Lane in Read to serve two proposed dwellings on land adjacent to Lowood.
- 3.2 The report describes the design of the visibility splays and the layout of the proposed access using the Manual for Streets (2), and based on the recorded traffic speeds on Whins Lane in an eastbound direction (85th percentile).
- 3.3 Based on the information that is provided in this report it is recommended that the proposed access location and visibility splays are accepted by the Highway and Planning authorities.

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Appendix 1

Highway Consultation from Lancashire County Council

Sharon Craig

From: Nolan, Chris <Chris.Nolan@lancashire.gov.uk>
Sent: 22 September 2017 15:00
To: Robert Major; planning
Cc: LHS Customer Service
Subject: D3.2017.0857 Lowood Whins Lane, Read BB12 7RB

Hi Robert

Applicant: Mr and Mrs Edmond
Planning Application No: 3/2017/0857
Grid Ref: 376673 435074
Proposal: Application for Outline Planning Permission for two dwellings including access (all other matters reserved).
Location: Lowood Whins Lane Read BB12 7RB

With regard to the above planning application to build two dwellings on land adjacent to the property Lowood, Whins Lane. This is an outline application with two indicative buildings. I will set my comments with regard to the indicative plan.

The submitted plan is for both properties to share an access on to Whins Lane. Whins Lane is a narrow twisting road that unfortunately attracts an amount of traffic that is making attempts to avoid the A671 through Read and Simonstone. The plans have indicated that attempts have been made to improve sightlines at the access and these would indicate that the 43m would be achieved to the west but to the east there is a difficulty where the sightline would be reliant on alterations to a third party property. As the alterations would need to be maintained in the future I feel that such a situation would need detailed agreements that may difficult to maintain in the future.

The developer has a number of options to try to get the sight lines at the access point to an acceptable level. I would first suggest that the developer looks at any possibilities to move the access point west so that the necessary sight lines do not rely on the third party land. This will be achievable as I am willing to accept sightline calculations to be drawn from an x point 2m back from the edge of Whins Lane rather than 2.4m and for the sightline to the west of the access point to be calculated to the centre line of Whins Lane rather than the south side of the carriageway. However without data indicating the actual speed of the road I would need sightlines to the east of access to be a minimum 43m. It may be advantageous to take an automatic speed count on the road to ascertain the 85th percentile of speed on this length of Whins lane as this again may reduce the required sight lines. It must be noted that these concessions are only applicable to this site because of the general geometry of the road at the desired access point and will not be a generalised reduction in standards.

Without the problems regarding the sightlines being resolved I will have to object to application.

If the sightline difficulties can be resolved then I would ask for the following notes and conditions to be added to any permissions that your council is minded to grant.

Conditions

1. Before the development hereby permitted becomes operative, the existing obstructions including hedges, fences and walls on the highway frontage the Development the site to Whins Lane shall be reduced to and be permanently maintained henceforth at a height not

greater than 1m above the crown level of the carriageway of Whins Lane. Reason: To ensure adequate visibility for the drivers of vehicles entering and leaving the sites.

2. The curtilage of each completed property will have provision to park sufficient vehicles as required by the local parking standards. Two parking places for a three bedroom house and three parking spaces for a four or more bedroom house. Reason that the properties would not have any on street parking available.
3. The layout of the development shall include provisions to enable vehicles to enter and leave the highway in forward gear and such provisions shall be laid out in accordance with the approved plan and the vehicular turning space shall be laid out and be available for use before the development is brought into use and maintained thereafter. Reason: Vehicles reversing to and from the highway are a hazard to other road users.
4. Before the access is used for vehicular purposes, that part of the access extending from the highway boundary for a minimum distance of 5m into the site shall be appropriately paved in tarmacadam, concrete, block pavements, or other approved materials. Reason: To prevent loose surface material from being carried on to the public highway thus causing a potential source of danger to other road users.
5. Before the access is used for vehicular purposes, any gateposts erected at the access shall be positioned 5m behind the nearside edge of the footway/carriageway and visibility splay fences or walls shall be erected from the gateposts to the existing highway boundary, such splays shall be 45° to the centre line of the access. The gates shall open away from the highway. Should the access remain un-gated 45° splays shall be provided between the highway boundary and points on either side of the drive measured 5m back from the nearside edge of the carriageway. Reason: To permit vehicles to pull clear of the carriageway when entering the site and to assist visibility.
6. No development shall take place, including any works of demolition, until a construction method statement has been submitted to and approved in writing by the local planning authority. The approved statement shall be adhered to throughout the construction period. It shall provide for:
 - The parking of vehicles of site operatives and visitors
 - The loading and unloading of plant and materials
 - The storage of plant and materials used in constructing the development
 - The erection and maintenance of security hoarding
 - Details of working hours
 - HGV delivery times and routing to / from the site
 - Contact details for the site manager
7. 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 and stones being carried onto the highway. The roads adjacent to the site shall be mechanically swept as required during the full construction period. Reason; To prevent stones and mud being carried onto the public highway to the detriment of road safety.
8. No part of the development hereby approved shall commence until a scheme for the construction of the site access and the off-site works of highway improvement has been submitted to, and approved by, the Local Planning Authority in consultation with the Highway Authority. Reason: In order to satisfy the Local Planning Authority and Highway Authority that the final details of the highway scheme/works are acceptable before work commences on site.

Notes

1. In order to construct the external walls, the building construction work will extend into the highway and consequently this office should be notified of the proposed works before the development is commenced. Before commencing any construction work you must contact the

Lancashire County Council, Street Works
lhsstreetworks@lancashire.gov.uk or 01772 533433

2. The grant of planning permission will require the applicant to enter into an appropriate Legal 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 the Environment Directorate for further information by telephoning the Developer Support Section (Area South) on 0300 123 6780, or writing to Developer Support Section, Lancashire County Council, Environment Directorate, Cuerden Mill Depot, Cuerden Way, Cuerden, PR5 6BJ or email lhscustomerservice@lancashire.gov.uk
3. This consent does not give approval to a connection being made to the County Council's highway drainage system.

Regards
Chris

Chris Nolan
Development Support
Community Services
Lancashire County Council
Tel 01772 531141
Call Centre 0300 123 6780
www.lancashire.gov.uk

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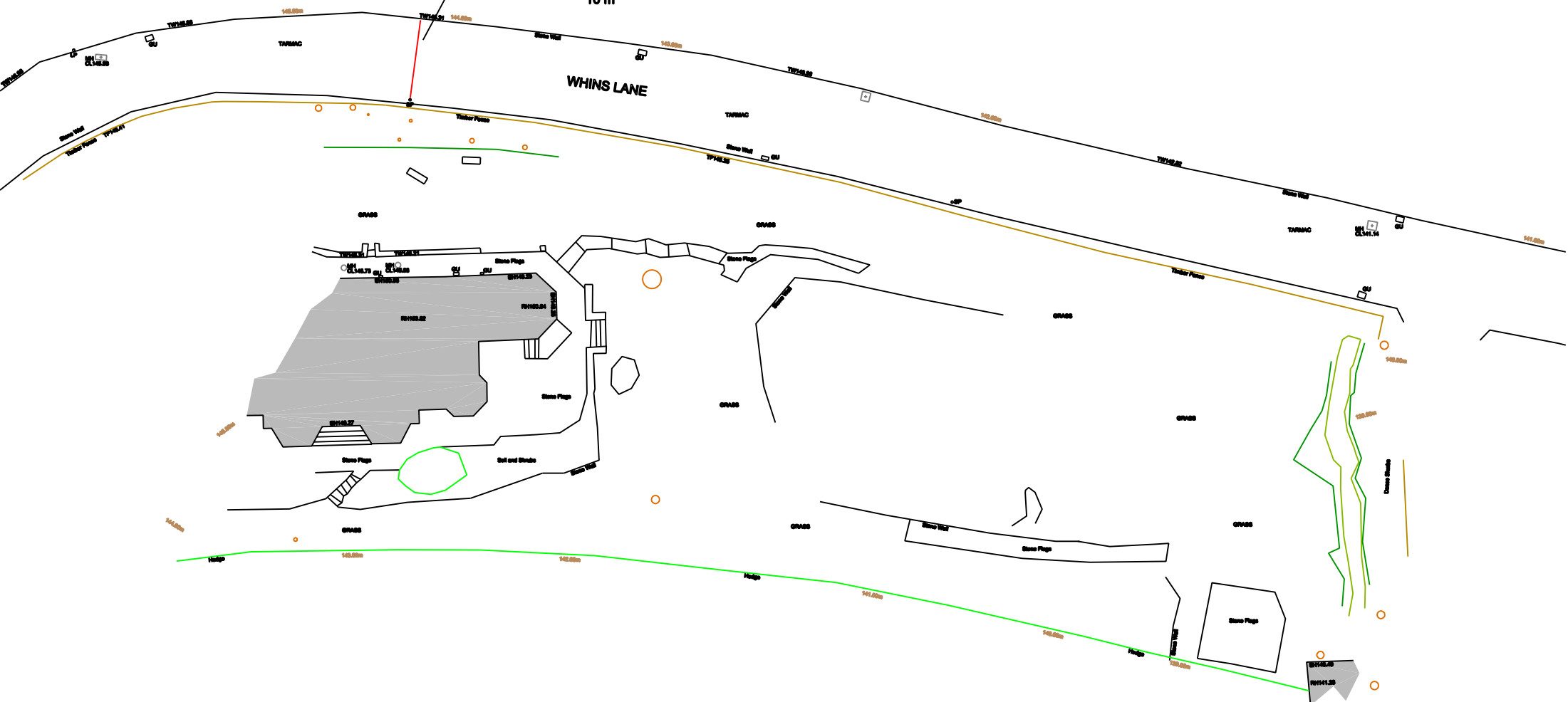
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Appendix 2

Results of the Automatic Traffic Speed Survey on Whins Lane

Location of Automatic Traffic Speed Counter on Whins Lane

10 m



Appendix 3

**Calculation of Stopping Sight Distance (SSD)
For Eastbound Traffic**

STOPPING SIGHT DISTANCES

From the Manual for Streets

$$\text{Stopping Sight Distance (SSD)} = vt + \frac{v^2}{2(d+0.1a)}$$

Where:

v = speed (m/s)

t = driver perception-reaction time (secs)

d = deceleration (m/s²)

a = longitudinal gradient (%) (+ for upgrades, - for downgrades)

For Whins Lane (eastbound) :

$$v = 26.4 \text{ mph} = 42.5 \text{ kph} = 11.8 \text{ m/s}$$

$$t = 1.5 \text{ secs}$$

$$d = 4.41 \text{ m/s}^2$$

$$a = - 7.0 \%$$

$$\text{SSD} = (11.8)(1.5) + \frac{(11.8)^2}{2(4.41 - 0.9)}$$

$$\text{SSD} = 17.7 + 139.24/7.02$$

$$\text{SSD} = 17.7 + 19.8$$

$$\underline{\text{SSD} = 37.5 \text{ metres}}$$

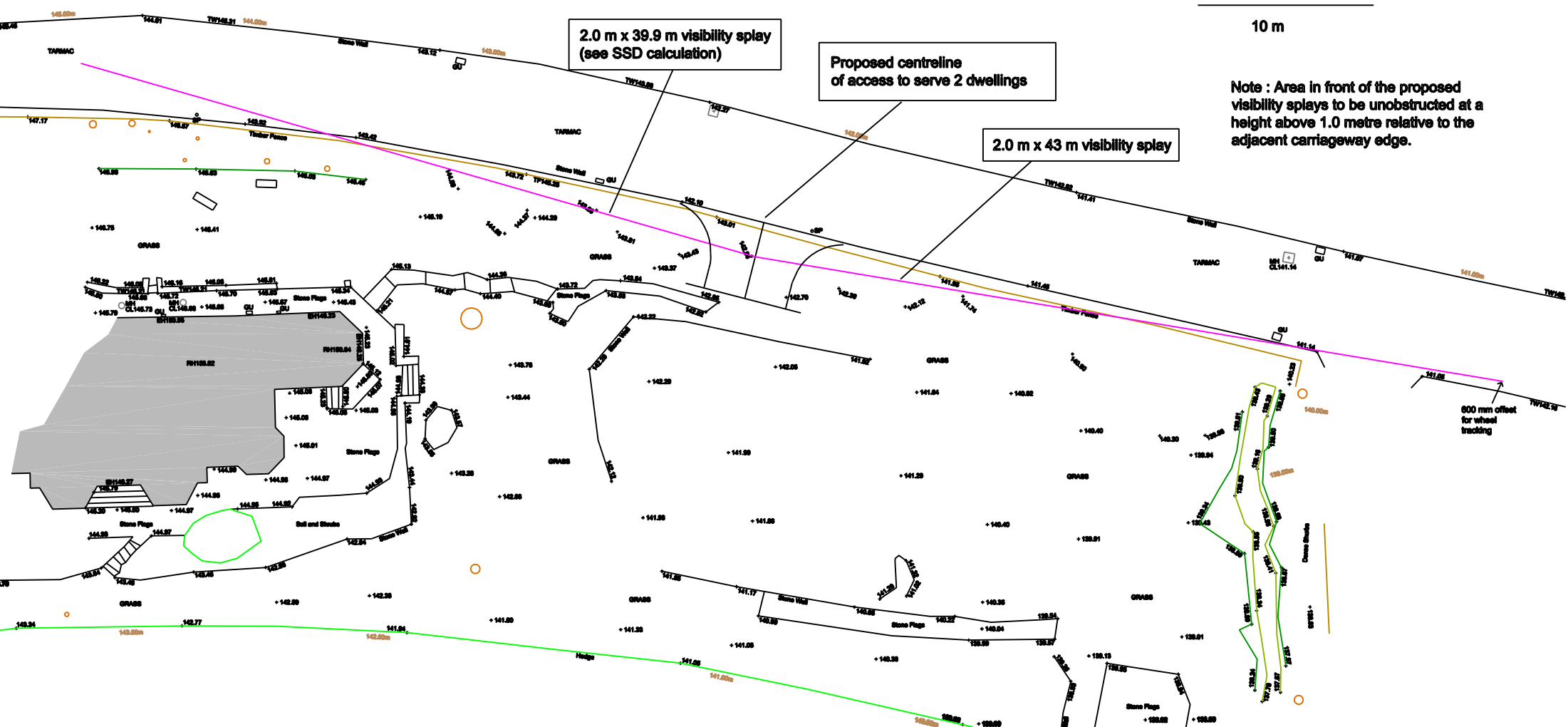
$$\text{Add : 2.4 metres for bonnet length} = 37.5 + 2.4 = 39.9 \text{ metres}$$

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Figure 1

Proposed Highway Access Layout and Visibility Splays

FIGURE 1
PROPOSED CENTRELINE OF HIGHWAY ACCESS & VISIBILITY SPLAYS FOR 2 DWELLINGS ONTO WHINS LANE, READ (AT LOWOOD)



2.0 m x 39.9 m visibility splay
(see SSD calculation)

Proposed centreline
of access to serve 2 dwellings

2.0 m x 43 m visibility splay

10 m

Note : Area in front of the proposed
visibility splays to be unobstructed at a
height above 1.0 metre relative to the
adjacent carriageway edge.

600 mm offset
for wheel
tracking