


TECHNICAL NOTE			
from:	ALAN DAVIES	date:	8/1/2022
subject:	Proposed dwelling with basement accommodation on an in-fill site adjacent to no 9 Old Road Chatburn 3/2021/1153	file ref:	J1050-TN1

Introduction

A detailed planning application has been submitted, this has been reviewed and clarification is sort on the drive and sight lines.

This Technical Note sets out the response to the feedback.

Feedback and Responses

The feedback set out the following concerns in *italics*, responses shown in **bold**:

The LHA understands that the application has been refused on two occasions by the Local Planning Authority (LPA). Once under application reference 3/2019/0498 on 22nd July 2019 and under application reference 3/2020/0145 on 11th June 2020. All for the erection of one dwelling at the site.

Planning History The application site formed part of a larger site that was granted outline planning permission at appeal for 10 no. dwellings on 19th April 2013 (ref: 3/2011/0025) that permission was not implemented.

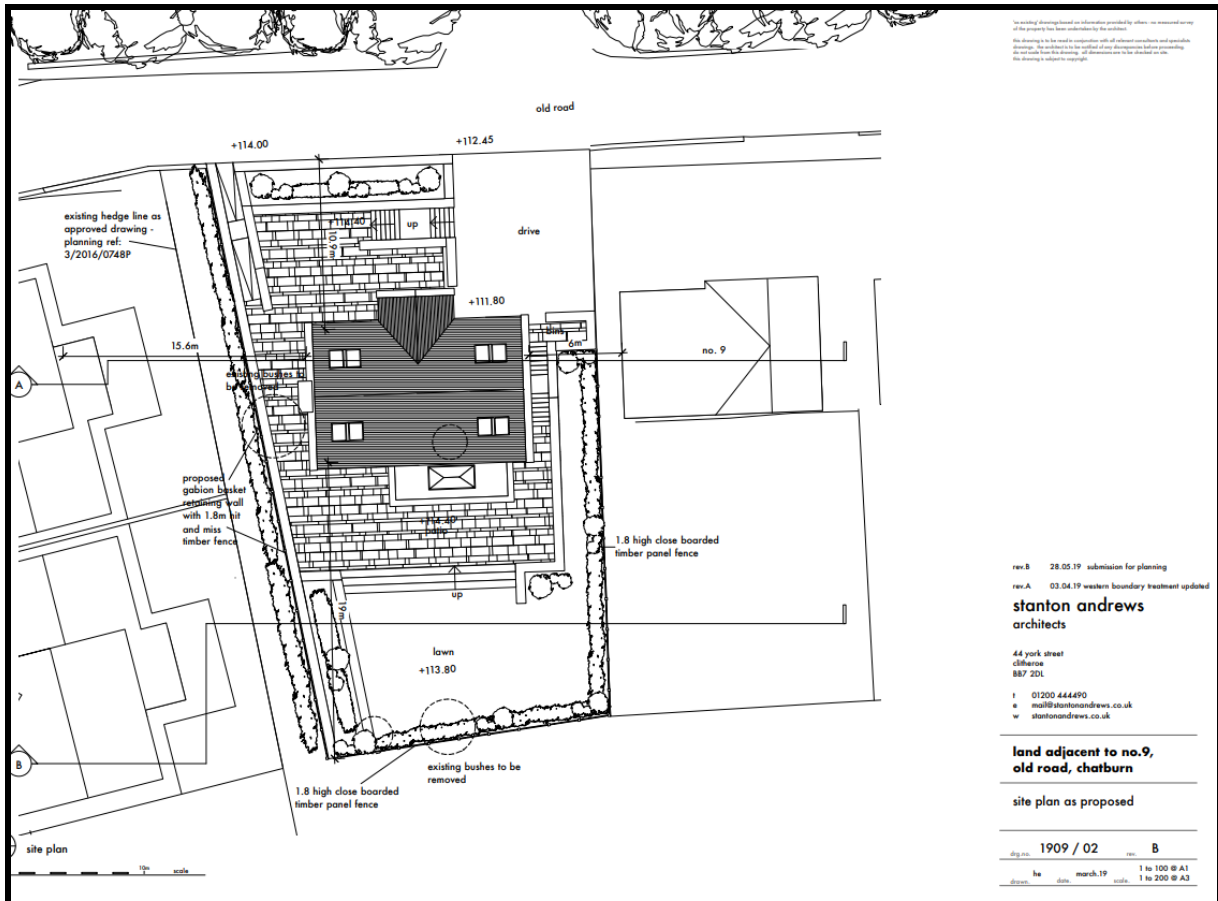
Instead, a full planning application for 10no. dwellings was approved on a site with a slightly different boundary, which excludes the current pre-application site on 11th June 2015, (ref: 3/2014/0618).

That permission (as amended by 3/2016/0748), has been implemented. 3.3 Previous proposal In 2019 a planning application for a similar property to the current proposal was submitted (application ref.3/2019/0498).

The proposals appeared to be generally to the Council's satisfaction with no highway concerns raised or conditioned however the application was refused solely due to an unresolved issue relating to calcareous grass.

Highway feedback 10/7/2019 stated:

The proposal is for a single detached dwelling to be erected on land between No 9 Chatburn Old Road and a small residential development of 10 units. As proposed the development is acceptable in highway terms but I would need further clarification regarding the proposal for the land to the front of the retaining wall fronting Chatburn Old Road. I would need to be assured that the treatment of this area, vegetation or otherwise will not impinge on the sight lines available when exiting the drive.



Clearly the garden area to the frontage need to be delivered to ensure no walls/landscape to be higher than 1m as normal practice.

The refusal document stated:- "The proposed development would result in the loss of unimproved calcareous grassland which is identified as a Habitat of Principal Importance for conservation in England. Subsequently, this matter has been addressed by an appeal decision (ref:APP/Q2371/C/19/3243448 and B ref:Q2371/W/20/3264309). As such it is taken that the calcareous grass issue is fully resolved.

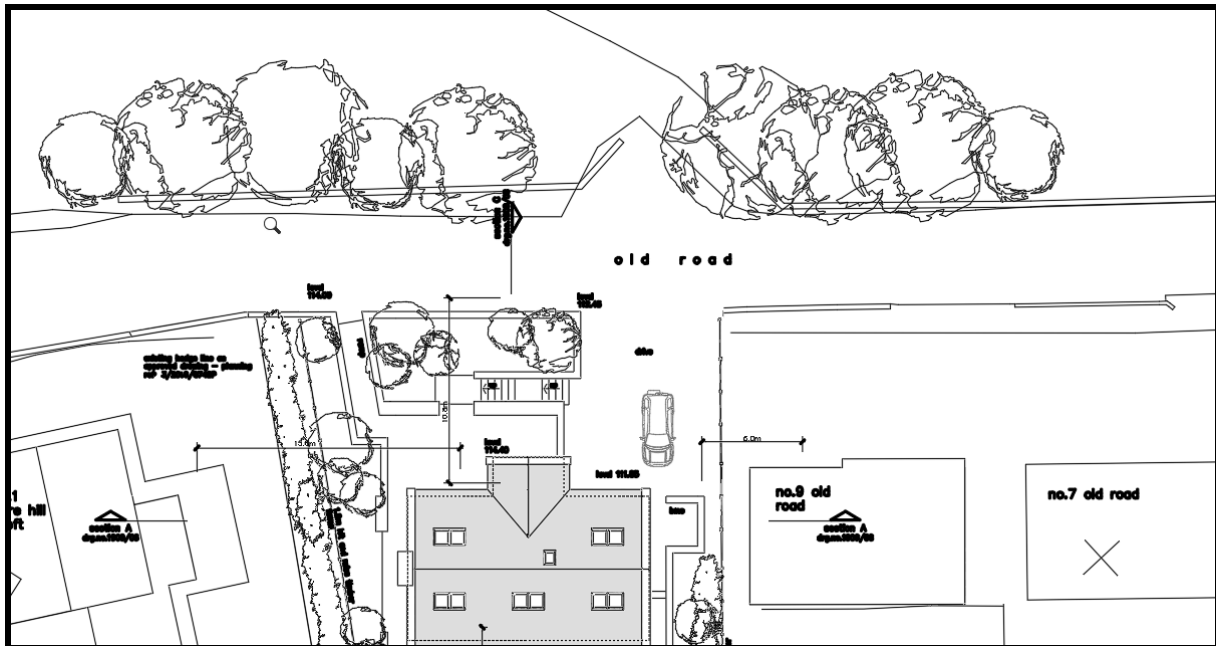
I response to the current application the LHA have stated:

The LHA require a visibility splay drawing at the site access showing that the access can achieve the minimum vehicular visibility for a 30mph road, as defined in the LHAs guidance titled "Creating Civilised Streets."

In the LHAs guidance, the LHA require a new access directly off a 30mph road to achieve the minimum vehicular visibility of 2m x 43m in both directions. These should be shown on a revised drawing.

For the LHA to consider accepting the visibility splays below those identified in the guidance titled "Creating Civilised Streets," a speed survey demonstrating the 85th percentile speeds should be submitted.

The sight line request did not form part of the previous response from LHA and given that the road has no footpath and the property boundaries along the road all form the edge of the highway the ability to deliver a sight line as suggested is impossible without third party land or edging out into the highway.



The number of properties access to the north of the site that would derive a speed survey is 10 in number as such unlikely that flows in a single hour would be at a level where an 85%ile speed could b derived.

Observations and driving along the road with camera having a speed record shows that road operates well below 30mph. The route is narrowed from its 5.7m width by on street parking to the north side leaving an effective running width of 3.9m further impacted by walls to the southside creating additional kerb shyness.

Over all the road operates at around 20mph.

Furthermore, the LHA have reviewed Stanton Andrews drawing number 02 Rev F titled "Site Plan As Proposed" and are aware that there will be a 1.8m high fence to the right of the access, separating the proposed dwelling and number 9 Old Road.

The LHA are aware that the 1.8m high fence will be located within the site's visibility splays. Therefore, the LHA remind the Agent that should a revised drawing showing the sites visibility splays be submitted and the LHA accept the drawing, the LHA will condition that anything within the splays is reduced to a height no higher than 0.9m to allow for vehicles to clearly view the public highway. This will include reducing the height of the fence.

Irrespective of the sight lines to be agreed the fence etc will be reduced in height or set back to ensure it does not affect the visibilities set out.

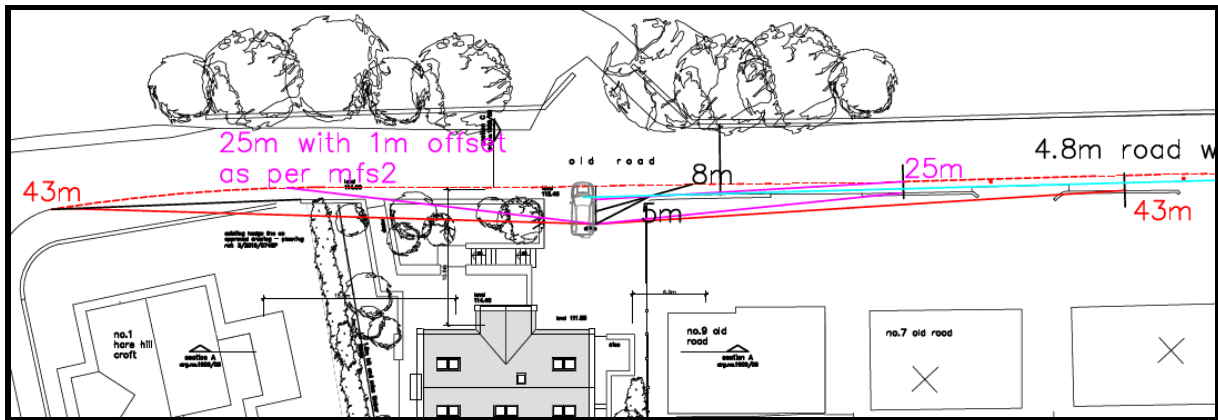
The LHA have reviewed Stanton Andrews drawing number 02 Rev F titled "Site Plan As Proposed" and are satisfied that the parking arrangements complies with the LHAs guidance as defined in the Joint Lancashire Structure Plan. Therefore, the LHA have no further comments to make regarding parking

The agreement to the internal layout is appreciated.

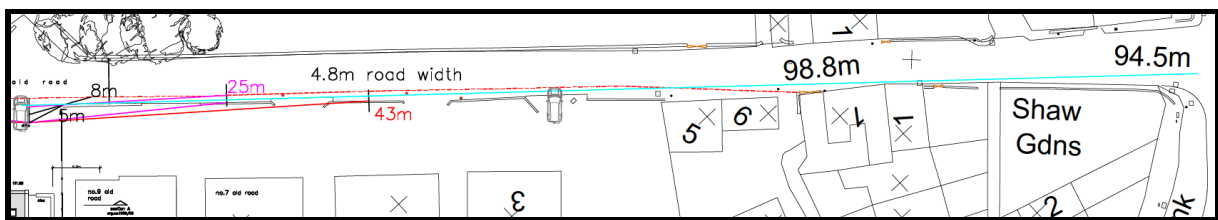
Detailed sight line review

The following assessment and drawings provide the feedback to the LHA concerns.

The plan attached and the abstract below shows the 43m and 25m sight lines on the submitted plan. It shows these overlap the properties on either side as the current situation for all the drives along the section of the road. It also shows the 2*5m to channel and 2*8m to 1m offset sight lines as delivered.



One thing that is clear is that an approaching vehicle traveling effectively uphill can see a car from any of the drives and the proposed drive from the junction some 95m away i.e. well over the safe stopping distance etc.



The longer view up the road and overleaf closer view near the drives.

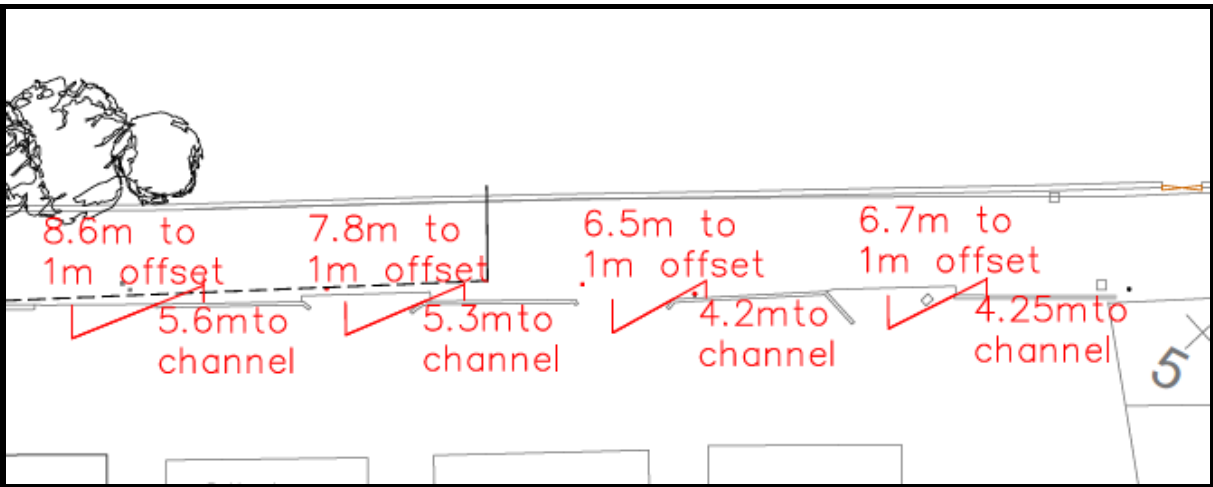


From a drivers point of view the following images shows the drives on the uphill approach and for completeness overleaf the down hill.

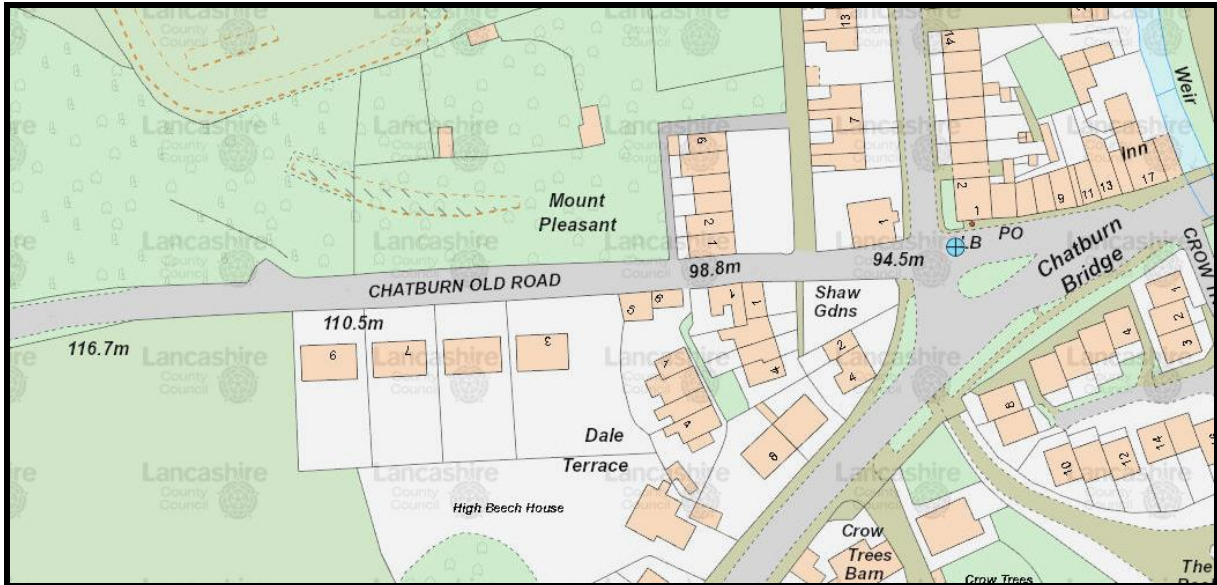




The other drives have been assessed for the current sight lines used and shown below/attached.

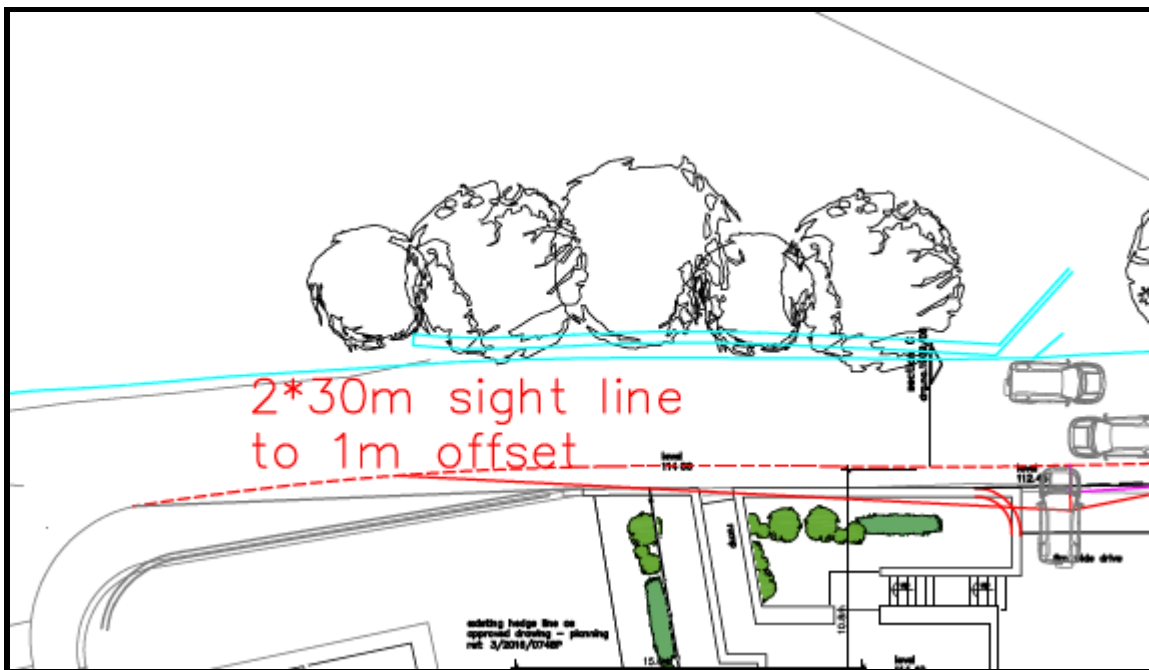


The mario accident record is shown overleaf and indicates no recorded issues in the past 5 years along the route.



Users of the road are residents etc, it is not a through road and thus the majority if not all users are aware of the local constraints.

The route thus operates in a safe but constrained manner.

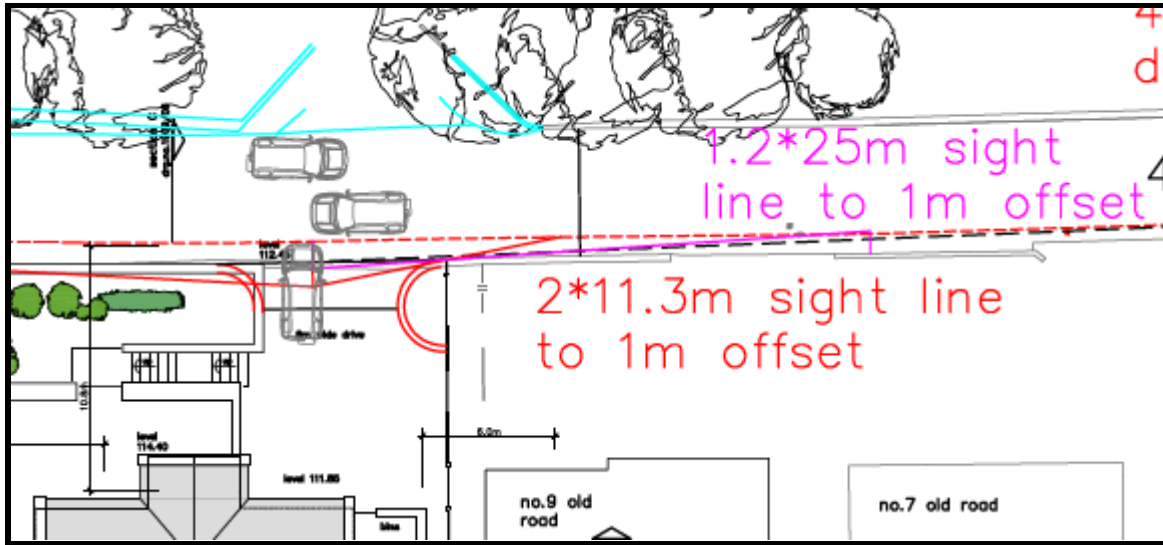


The left sight line on exit is shown above and set out a 30m sight line can be delivered using the MFS offset guidance. The likelihood of any overtaking across the mouth of the junction is very small thus the sight line to the centre line/eye line of the approaching vehicle is much greater.

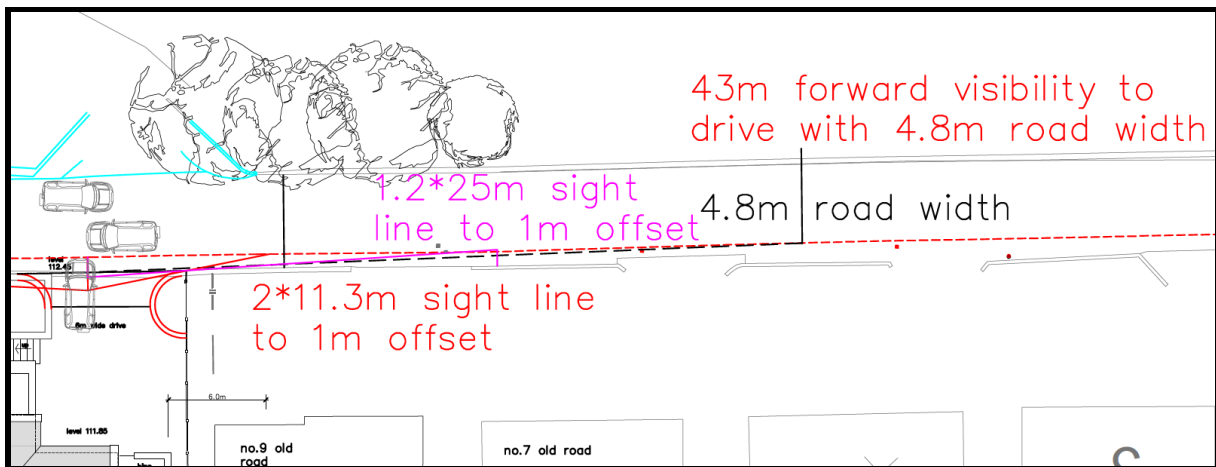
The 30m equates to 20-25mph along the route which relates well to observations/live driving speeds.

By providing a 6m wide drive and a build out to the right side on exit as shown the sight lines are increased and the vehicle is offset from the boundary wall.

The 6.7 to 8.5m existing sight lines are achieved and more by the 11.3m distance provided, in addition the edging out of the drive as per MFS guidance and the same as the existing drive users do increases the distance to 25m.



The road width is 5.8m thus a 4.8m road can accommodate a car/hgv moving or a car plus hgv if car parked. In either case a 1m offset from the boundary walls along the route can be provided or taken to be provided and a 43m sight line is delivered as the vehicle edges out of the drive.



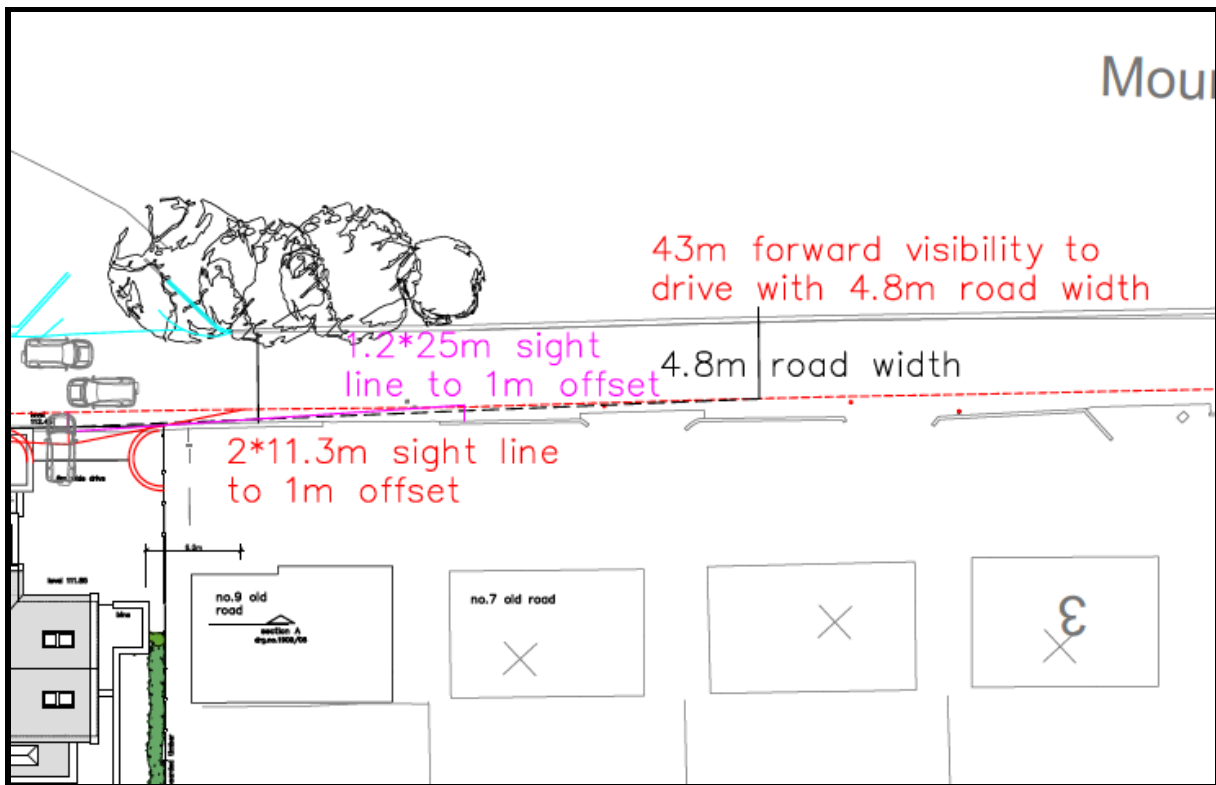
Paragraph 10.4.2 of MfS2 states “it has often been assumed that a failure to provide visibility at priority junctions in accordance with the values recommended in MfS1 or DMRB (as appropriate) will result in an increased risk of injury collisions. Research carried out by TMS Consultancy for MfS2 has found no evidence of this. Research into cycle safety at T-junctions found that higher cycle collision rates are associated with greater visibility”.

The second bullet point suggests that highway safety can actually be improved or certainly made no worse, with reduced levels of visibility. This is logical as it engenders greater care and caution for all highway users and is evidenced no recorded accidents at this location within the study period.

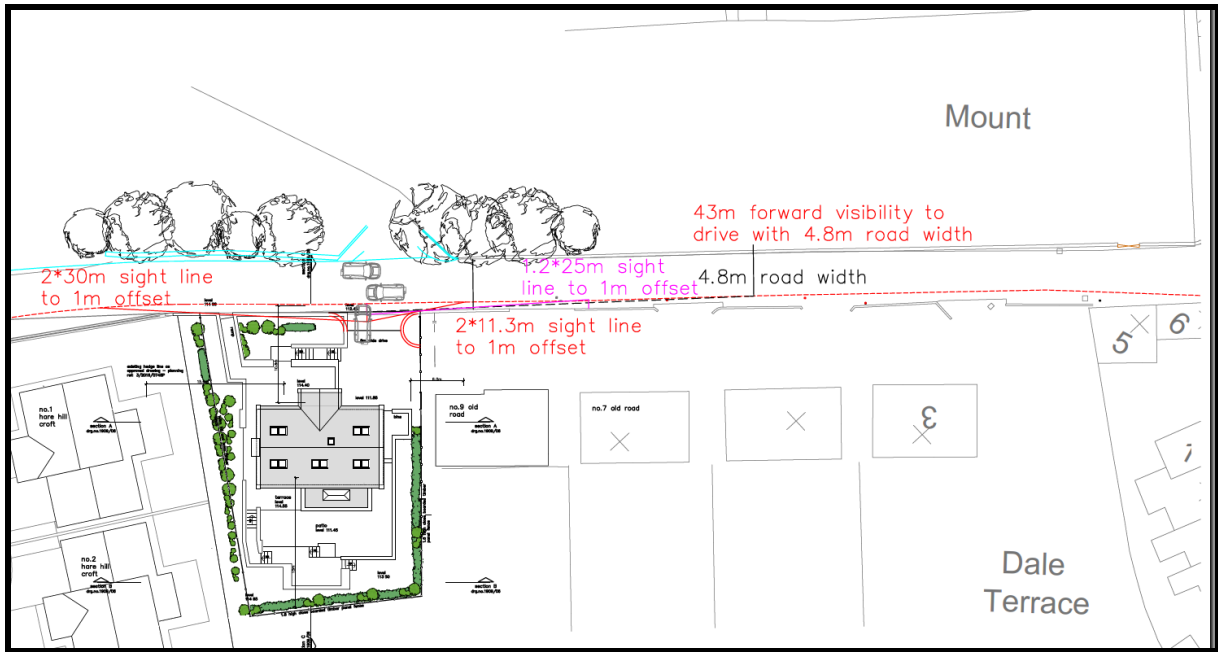
In addition the uphill grade will have a slowing effect on the approaching vehicle further reducing safe stopping distance quoted.

Description	85th Percentile Speed	a = longitudinal gradient (%) (+ for upgrades and - for downgrades)	Stopping Sight Distances in metres. Not including 2.4m for bonnet length when assessing the forward stopping sight distance of a vehicle travelling along the carriageway.				
			Parameter	Highway Code	TRL Safety Report 332	MfS 2 HGVs greater than 5%	MfS Section 7.5.7 Desirable minimum
			t = driver perception - d = deceleration	0.68	0.9	1.5	1.5
			6.57	4.4145	4.41	4.41	
Westbound 30mph	30.0	11	13.41	21	28	36	36
Westbound 25mph	25.0	11	11.17	16	21	28	28

The form indicates a reduced safe stopping Distance on the uphill approach, this combined with the adjusted drive location and the ability to ensure no wall/shrub etc exceeds 1m across the site frontage meets the historic stance made by lcc.



The image overlaid shows a road marking to provide the offset for the road users if considered necessary by LCC.



It is acknowledged that the drives along the route have substandard sight lines but the operate in a safe manner for a constrained network with low flows and speeds, is therefore considered that no unacceptable impact on road safety will arise and the scheme can be approved with the drive access a shown.

Alan Davies
DTPC

2022