

PROPOSED RESIDENTIAL DEVELOPMENT, HILLSIDE, MOOR LANE, WISWELL, – TRANSPORT NOTE – MARCH 2023 (3926)

Introduction

Eddisons have been instructed by Mr and Mrs Smith to provide a Transport Note in support of a planning application for a replacement residential dwelling and new vehicular access at Hillside off Moor Lane in Wiswell.

This note has been produced to assist Lancashire County Council (LCC), the local highway authority, with their determination of forthcoming planning application. It has been produced in response to the comments raised by LCC in their pre-application response dated the 30th June 2023, which is contained within **Appendix 1**.

Existing Site

The application site is located on Moor Lane in Wiswell, the site is currently occupied by a residential dwelling, to the north the site is bound by Moor Lane, a residential property bounds the site to the east whilst undeveloped land bounds the site to the south and west.

Vehicular access into the site is provided for of Moor Lane in the north-east corner of the application site. Given the layout of the existing access, vehicles are unable to access and egress the site in a forward gear.

Given that the levels of traffic generated by the existing proposed development will be minimal, reference has been made to paragraph 7.7.7 of MfS 2 which states that;

"A minimum figure of 2 m may be considered in some very lightly-trafficked and slow speed situations but using this value will mean that the front of some vehicles will protrude slightly into the running carriageway of the major arm. The ability of drivers and cyclists to see this overhang from reasonable distance, and to manoeuvre around it without undue difficulty, should be considered."

Based on the above, visibility splays of 2 metres by 3 metres and 4 metres can be achieved to the , west and east respectively, the existing site access visibility splays are shown on **Drawing 4010-F02**.

Moor Lane is subject to a 30mph speed limit and is a single track road, formal and informal passing places are located on Moor Lane between the site and Pendleton Road to the west. There is currently a passing place located along the frontage of the application site opposite the Bonnie House residential properties.

Development Proposals

The development proposals are for the removal of the existing residential property to provide a new residential dwelling.

As part the redevelopment of the site it is proposed to provide a new vehicular access into the site, this new access will be located 30 metre west of the existing vehicular access. The access and the internal layout of the site has been designed to enable vehicles to access and egress in a forward gear. In addition, as can be seen in Plan 2, visibility splays of 2 metres by 7 metres to the west and 2 metres by 9 metres to the east. Therefore, the visibility that can be achieved and the fact that vehicles can enter and exit in forward gear demonstrates that the proposed access is an improvement on the existing access. The proposed access is displayed in **Drawing 4010-F01**.

Within LCC's pre-app comments the following is stated regarding passing places on Moor Lane;

"The LHA are unable to support the relocation given the current location. This is because the relocated access will be adjacent to a passing bay along Moor Lane. The passing bay is used by vehicles using the highway due to the carriageway only providing a single lane for both movements. Therefore, to enable two-way movements to continue to occur along the road, with Moor Lane only having one passing bay for the duration of its length, the LHA do not want to compromise the use of it."

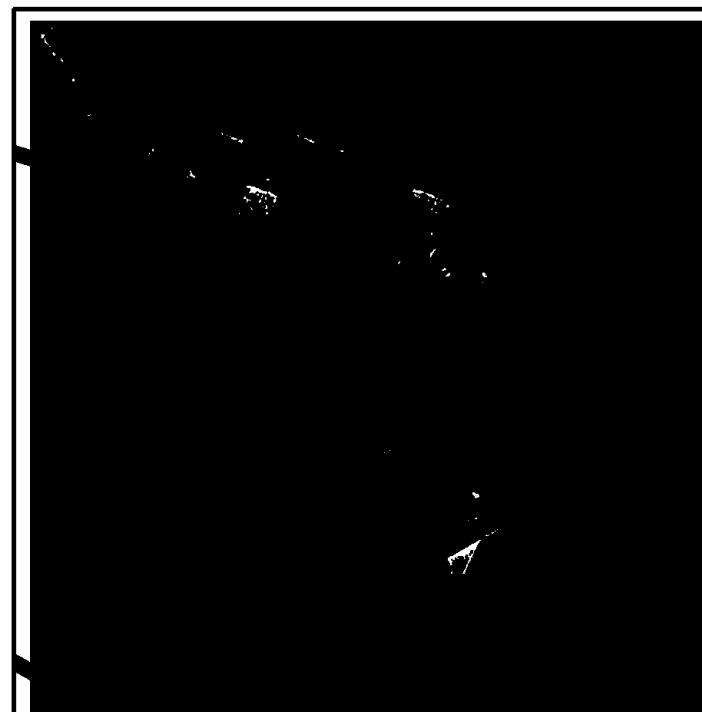
The comment is noted, however, the access arrangement have been designed to ensure that existing passing place is retained. As way of demonstration a swept path analysis has been undertaken to show a car safely passing a car waiting in the passing place. This is shown on **Drawing 4010-SP-01**. Therefore, the proposed development will not impact on the safe operation of Moor Lane.

Summary

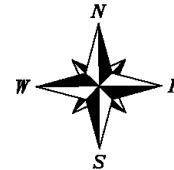
This Technical Note has considered the proposed development and the following conclusions can be drawn;

- The proposed development will be accessed by safe and efficient vehicular access arrangements off Moor Lane ;
- The development proposals will not impact on the safe operation of Moor Lane.

Based on the above it is the conclusion of this Technical Note that there are no material reasons why the proposed development should not be granted planning consent on highways or transportation grounds.



NORTH SOUTH ARIEL VIEW



NOTES

DENOTES NEW KERBS

REV	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

CLIENT:
**MR & MRS TIM AND
CAROLINE SMITH**

PROJECT:
HILLSIDE, MOOR LANE, WISWELL

DRAWING TITLE:
EXISTING VISIBILITY PLAN

SCALES:
1:500 @ A3

DRAWN: GM CHECKED: TSB DATE: FEB 23

Eddisons
340 Deansgate
Manchester
M3 4LY

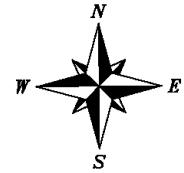
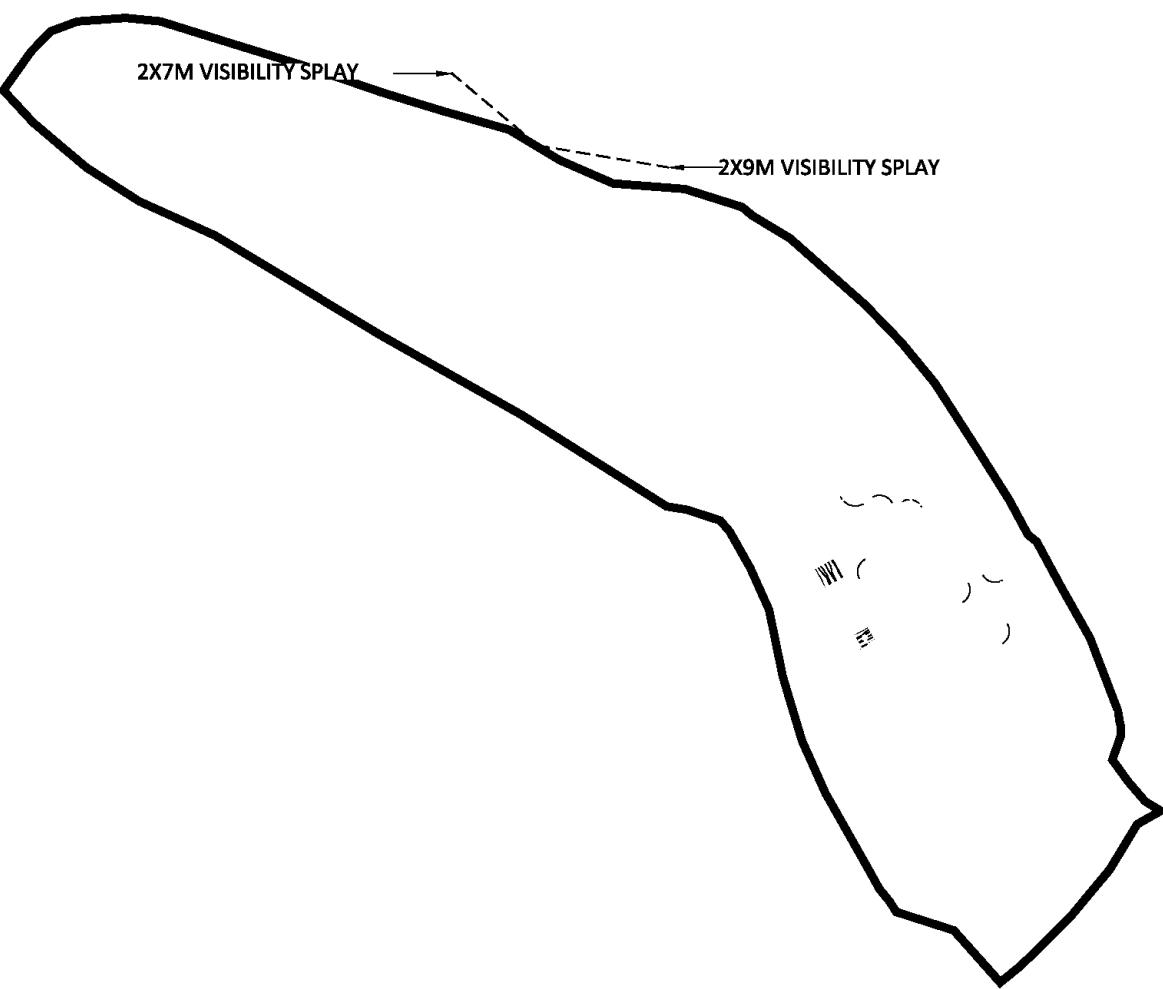
Email: info@crofts.co.uk
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Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER: **4010-F02** REVISION: **-**

Eddisons



NORTH SOUTH ARIEL VIEW



NOTES

DENOTES NEW KERBS

REV	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

CLIENT:
**MR & MRS TIM AND
CAROLINE SMITH**

PROJECT:
HILLSIDE, MOOR LANE, WISWELL

DRAWING TITLE:

PROPOSED VISIBILITY PLAN

SCALES:
1:500 @ A3

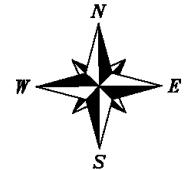
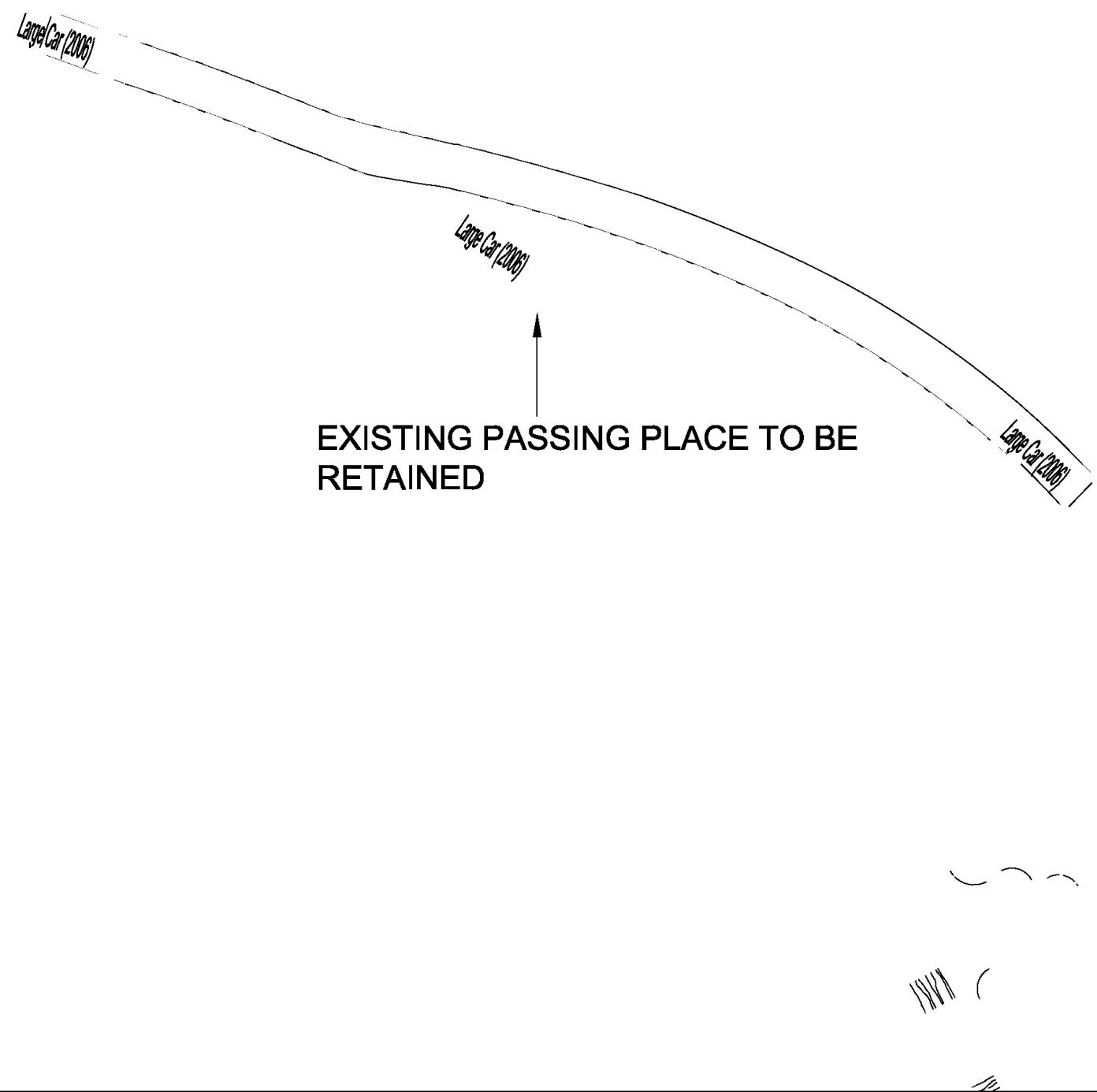
DRAWN: GM CHECKED: TSB DATE: FEB 23

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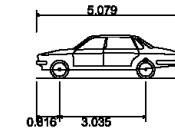
DRAWING NUMBER:
4010-F01 REVISION:
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Eddisons



NOTES

DENOTES NEW KERBS



Large Car (2006)
 Overall Length 5.079m
 Overall Width 1.872m
 Overall Body Height 1.525m
 Min Body Ground Clearance 0.310m
 Max Track Width 1.831m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 5.900m



REV	DETAILS	DRAWN	CHECKED	DATE
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CLIENT:
**MR & MRS TIM AND
 CAROLINE SMITH**

PROJECT:
HILLSIDE, MOOR LANE, WISWELL

DRAWING TITLE:

SWEPT PATH ANALYSIS

SCALES:

1:250 @ A3

DRAWN: GM	CHECKED: TSB	DATE: FEB 23
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DRAWING NUMBER: 4010-SP01	REVISION: -
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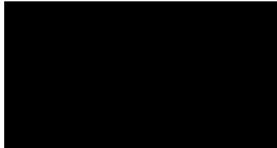
Eddisons

Judith Douglas

Judith Douglas Town Planning Limited

Phone:

Email:



Ref No:

Officer:

Pre-app advice

Date:

30th June 2022

PRE-APPLICATION ADVICE

Location

Hillside, Moor Lane, Wiswell

Description of proposals

This pre-application advice request has been prepared by Judith Douglas Town Planning Ltd on behalf of the applicants and seeks advice on a proposed planning application to replace the existing dwelling at Hillside, Moor Lane, Wiswell, close off the existing vehicle access and provide new vehicle access off Moor Lane.

Highway Advice

Introduction

The Local Highway Authority (LHA) are in receipt of a pre-application for the proposed replacement of an existing dwelling and provide a new vehicular access to serve the site at Hillside, Moor Lane, Wiswell.

Site Access/ Internal Layout

The LHA are aware that the existing dwelling is located off Moor Lane, which is an unclassified road subject to a 30mph speed limit.

The LHA have reviewed the draft Planning Statement and Calderpeel drawing number 22007(FE) 011C titled "Proposed Site Plan" and as part of the proposal, the Applicants want to relocate the existing access along Moor Lane, across from the access which serves "Bonnie House."

The LHA are aware that the justification for relocating the access is to firstly, provide more space internally for vehicles to turn around and exit the site in a forward as well as provide more car parking spaces for the occupants of the dwelling and visitors.



The other justification for the relocation is that the proposed access will have better visibility splays than the existing. The LHA are aware that Moor Lane is a 30mph speed limit road and so the site should provide minimum visibility splays of 2m x 43m in both directions.

However, the existing access is only able to provide splays of 2m x 2.6m to the north and 2m x 3m to the south. While, the proposed access, as shown on Calderpeel drawing number 22007(FE) 011C titled "Proposed Site Plan," can provide splays of 2m x 10.5m to the south and 2m x 3.1m to the north. Therefore, the proposed access will have a marginal increase in visibility in both directions but still a significant shortfall in comparison to the LHAs visibility splay guidance.

Despite the justification for the relocation, as highlighted above, the LHA are unable to support the relocation given the current location. This is because the relocated access will be adjacent to a passing bay along Moor Lane. The passing bay is used by vehicles using the highway due to the carriageway only providing a single lane for both movements. Therefore, to enable two-way movements to continue to occur along the road, with Moor Lane only having one passing bay for the duration of its length, the LHA do not want to compromise the use of it.

Internal Layout

Another justification for the site to relocate the access is to provide more space for parking and turning. While the LHA can not deny that the proposal will generate more space, the LHA deem the existing internal layout of the site to be adequate to provide turning and parking areas. Therefore, the LHA question the justification.

Conclusion

As a result of the importance of the passing bay along Moor Lane, there being only marginal increase in the sites visibility splays and the existing internal layout already providing adequate space for turning and parking, the LHA will be unable to support the relocation of the access in its current guise.

The LHA do not object against the demolition and replacement of the dwelling but insist that the existing access is used to serve any proposal.

Informative

The Council's advice is current on the date it is given. Whilst every attempt will be made to identify reasonably foreseeable future influences the Council cannot guarantee that its advice will take these into account. This may extend to matters such as changes in planning policy or planning precedent. The advice in any event will expire 12 months after the date on which it is given.