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Your ref:
Our ref: LHS/CS/02/17/00344/FUL
Date: 23rd June 2017

For the attention of Karl Glover.

Proposal:	Erection of 31 dwellings with associated access, open space and landscaping
Location:	Land East Of Gubberford Lane Scorton Lancashire
Grid Ref:	350180 - 448409

With regard to your letter dated the 21st April 2017

The Highway Development Control Section does not have any objections in principle to the proposed 31 dwellings providing the recommendations referred to in this report, regarding sight lines at the junction of Tithe Barn Lane the sight lines onto Gubberford Road and additional street lighting along Gubberford Lane can be addressed by the applicant. Where the applicant cannot address these issues the Highway Development Control Section would recommend a refusal on highway safety grounds.

Introduction

The proposed development is to provide 31 new dwelling on previously undeveloped land. The site will be accessed from a new access to the east of the existing field access on to Tithe Barn Lane. Tithe Barn Lane an unclassified road and is categorised as a local access road with a speed limit of 60 mph fronting the site access.

Tithe Barn Lane is accessed from Gubberford Lane. Gubberford Lane is classified as the C442 and is categorised as a Secondary Distributor road with a speed limit of 30mph fronting the junction with Tithe Barn Lane.

The planning application is for less than 50 new dwellings and as such the applicant does not need to provide either a transport assessment, transport statement or a travel plan.

From or mapping system "Mapzone", the proposed development does not affect any public rights of way.

Highway Capacity

TRICS is the national standard system used to predict trip generation and analysis of various types of development. Using a typical TRICS report for a privately owned housing development, the development will generate an estimated 240 two way vehicular movements a day with an estimated am and pm peak flow of 22 two way vehicle movements.

The Highway Development Control Section is of the opinion that the proposed 31 dwellings should have a negligible impact on highway capacity in the immediate vicinity of the.

Highway Safety

The Lancashire County Councils five year data base for Personal Injury Accident (PIA), was checked on the 16th May 2017. The data based indicates there has not been any reported incidents along Tithe Barn lane or at the junction of Tithe Barn lane and Gubberford Lane. The Highway Development Control Section is therefore of the opinion that the highway network surrounding the site is considered to have a good highway safety record.

There has not been any speed surveys carried out on either Tithe Barn lane or Gubberford Lane. The classified speed along Tithe Barn Lane is 60mph, based on observations on site the Highway Development Control Section is of the opinion that 85th percentile speeds, fronting the site access is 20mph in an easterly direction and 30mph in a Westerly direction. The classified speed along Gubberford Lane at the junction to Tithe Barn Lane is 30mph, based on observations on site the Highway Development Control Section is of the opinion that 85th percentile speeds, fronting the junction to Tithe Barn Lane is 30mph in both direction.

Based on the on the guidelines from Manual for Streets and the estimated 85th percentile speeds on Tithe Barn Lane the Highway Development Control Section is of the opinion that the shown sight lines on drawing 2016/1652/002 rev B "Proposed Access" are fully acceptable. The works associate with the provision of the sight lines will require the removal of a large tree (with a recent tree preservation order), part of the existing hedgerow and the provision of a retaining structure, due to the difference in land levels.

Using table 7.1 from Manual for Streets and the estimated 85th percentile speed of 30 mph the sight lines of 2.4 x 43m to be provided in both directions from the junction with Tithe Barn Lane onto Gubberford Lane.

The recommended sight line provision would be considered for reduction if the applicant can provide an acceptable traffic study, which indicates the 85th percentile traffic speeds are less than the estimated speeds. An acceptable traffic study would need to be carried out over a full week and to indicate in both directions the numbers of vehicles, types of vehicles and the speed of vehicles passing the proposed new access.

The applicant should provide accurate details of the required sight line requirement, before determining the application, ensuring the entire sight line requirements are fully achievable over land within the applicants control and/or over the adopted highway and to fully show all works which would be required to provide the sight lines. The sight line splays will require walls, fences, trees, hedges, shrubs, ground growth, structures etc. to have a maximum height of 1.0m above the height at the centre line of the adjacent carriageway.

Where acceptable sight lines at the junction of Tithe Barn Lane onto Gubberford Lane, in a southern direction are not provide the Highway Development Control Section would raise an objection to the development in the interest of highway safety.

Based on observations on site and the details shown on drawing 2016/1652/002 rev B "Proposed Access" the existing sight line to the north is acceptable but the sight line to the south will require more of the hedgerow fronting Gubberford Lane to be removed and the possibility of a tree to be removed.

The Highway Development Control Section fully supports the widening of Tithe Barn Lane to 5.5m with a 2m wide footpath as shown on drawing 2016/1652/002 rev B "Proposed Access". The works associate with the carriageway widening and footpath will require the removal of a large tree, part of the existing hedgerow, a structures agreement with Lancashire County Council for the retaining structure due to the difference in land levels along the southern boundary and the widening of the bridge over the water course,.

To support sustainable forms of transport, the promotion of social inclusion and pedestrian safety the Highway Development Control Section recommends a 2m wide footpath on the northern side of the new site access, from the tangent point on Tithe Barn Lane to the proposed footpath fronting plot 2. The provision of the footpath would assist existing pedestrians and new resident of the new estate wanting to leisure walk. The footpath would give pedestrians a safe refuse while car enter and exit the estate and also aid to protect the sight lines at the junction with Tithe Barn Lane and plot 2 onto the new access road.

The Highway Development Control Section is of the opinion that the applicant should pay for the introduction and provision of additional street lighting along Gubberford Lane and Tithe Barn Lane. The system of street lighting from lighting column 1 on Gubberford Lane is to continue to the existing change in speed limit 30/40, approximately 110m south of the junction with Tithe Barn Lane. The street lighting system on Tithe Barn Lane is to start at the junction with Gubberford Lane and to continue approximately 55m east of the new site access. The request for the street lighting is to provide a safe walking facilities for the new residents to access the village facilities to support sustainable transport links. Additionally the street lighting has been requested in the interest of highway safety to highlight the junctions, due to increased vehicle movements at the junctions.

The Highway Development Control Section is of the opinion that the proposed site access for vehicular access is to prescribed design standards. As part of the new site access works the existing field access, outside the extent of the new footway works is to be removed and reinstated as grass verge.

The applicant is advised that the provision of the new site access works and off-site works for the street lighting on Gubberford Lane and Tithe Barn Lane, the carriageway widening on Tithe Barn Lane, highway structure along Tithe Barn Lane, bridge widening on Tithe Barn Lane, footpath provision on Tithe Barn Lane will need to be carried out under a section 278 agreement of the 1980 Highways Act, as the works are within the existing adopted highway. 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 is advised to contact the Community Services before works begin on site. Further information and advice can be found at www.lancashire.gov.uk and search for "278 agreement".

The Highway Development Control Section is of the opinion that the proposed development should have a negligible impact on safety in the immediate vicinity of the site providing sight lines at the junction of Tithe Barn Lane the sight lines onto Gubberford Road and additional street lighting along Gubberford Lane are provided as recommended above.

Sustainable Transport

Our Public Transport Section have been consulted regarding possible improvements to the public transport system. The Public Transport Section is of the opinion that there is virtually no scope of providing any sustainable delivery of Public Transport to serve this development.

The Highway Development Control Section is of the opinion that the applicant should pay for the introduction and provision of additional street lighting along Gubberford Lane and Tithe Barn Lane as detailed above.

To support sustainable forms of transport, the promotion of social inclusion and pedestrian safety the Highway Development Control Section recommends a 2m wide footpath on the northern side of the new site access as detailed above.

Internal Layout

Based on the car parking recommendations in the Joint Lancashire Structure Plan the Highway Development Control Section is of the opinion that the applicant has provided adequate off-road parking provision for each individual property.

To support sustainable forms of transport, the promotion of social inclusion and pedestrian safety the Highway Development Control Section recommends a 2m wide footpath on the northern side of the new site access, from the tangent point on Tithe Barn Lane to the proposed footpath fronting plot 2. The provision of the footpath would assist existing pedestrians and new resident of the new estate wanting to leisure walk. The footpath would give pedestrians a safe refuse while car enter and exit the estate and also aid to protect the sight lines at the junction with Tithe Barn Lane and plot 2 onto the new access road.

The Highway Development Control Section is of the opinion that the proposed carriageway layout is acceptable for vehicle movements including refuse and emergency vehicles with adequate facilities to ensure these vehicle can enter and exit the site in a forward gear.

Future Highway Adoption and maintenance

The following comments are regarding the future highway adoption under a section 38 agreement with Lancashire County Council and the applicant is advised to consider these comments as part of this planning application, where they wish to offer the road for adoption. Where the recommendations below are not implemented the highways may not be suitable for adoption and they will remain private. Further guidelines regarding highway adoptable layout can be found on the Lancashire County Council Residential Road Design Guide and the construction of the highway to be to the Lancashire County Council Specification for Estate Roads 2011 edition:-

1. To support sustainable forms of transport, the promotion of social inclusion and pedestrian safety the Highway Development Control Section recommends a 2m wide footpath on the northern side of the new site access, from the tangent point on Tithe Barn Lane to the proposed footpath fronting plot 2. The provision of the footpath would assist existing pedestrians and new resident of the new estate wanting to leisure walk. The footpath would give pedestrians a safe refuse while car enter and exit the estate and also aid to protect the sight lines at the junction with Tithe Barn Lane and plot 2 onto the new access road.
2. At the turning head associated with plots 14 and 28 a 0.5m wide verge area is required to allow vehicles to overhang the kerb line and allow access to maintain the kerbs. The verge width to be increased to 800mm if street lighting is to be located within the area,

The Highway Development Control Section recommends the local planning authority attaches conditions requiring an agreement between the applicant and the local highway authority under Section 38 of the Highways Act 1980 or the constitution and details of a Private Management and Maintenance Company confirming funding, management and maintenance regimes. To ensure that the estate streets serving the development are completed and thereafter maintained to an acceptable standard in the interest of residential / highway safety; to ensure a satisfactory appearance to the highways infrastructure serving the development; and to safeguard the visual amenities of the locality and users of the highway.

The reasoning for the above recommendations are based on the Department of Transport Advice Note "Highway Adoptions" The adoption of roads into the public highway (1980 Highways Act). Which was published in April 2017

Conditions

The Highway Development Control Section recommends the following conditions as part of the formal planning decision: -

1. 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. **Reasons:** To prevent stones and mud being carried onto the public highway to the detriment of road safety.
2. 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 any development commences and a suitable turning area is to be maintained thereafter. **Reasons:** Vehicles reversing to and from the highway are a hazard to other road users, for residents and construction vehicles.
3. The new estate road for the approved development shall be constructed in accordance with the Lancashire County Council Specification for Construction of Estate Roads to at least base course level up to the entrance of the site compound before any development takes place within the site and shall be further extend before any development commences fronting the new access road. **Reasons:** To ensure that satisfactory access is provided to the site before the development hereby permitted becomes operative.
4. No part of the development shall be commenced until the visibility splays measuring 2.4 metres by 43 metres in a southern direction to be provided, measured along the centre line of the widened access of Tithe Barn Lane and the nearer edge of the existing carriageway of Gubberford Lane, to the satisfaction of the Local Planning Authority. 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.
Reasons: To ensure adequate visibility at the street junction or site access in the interest of highway safety in accordance with Quality of Development Policy and Transport Policy in the Local Plan.
5. No part of the development shall be commenced until the visibility splays shown on drawing 2016/1652/002 rev B "Proposed Access" on to Tithe Barn Lane. to the satisfaction of the Local Planning Authority. 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.
Reasons: To ensure adequate visibility at the street junction or site access in the interest of highway safety in accordance with Quality of Development Policy and Transport Policy in the Local Plan.

6. The car parking and manoeuvring scheme to be marked out in accordance with the approved plan, before occupation of the associated dwelling and permanently maintained thereafter. **Reasons:** To allow for the effective use of the parking areas.
7. Notwithstanding the provisions of the Town and Country Planning (General Development Procedure) Order 1995 and the Town and Country Planning (General Permitted Development) (Amendment) (No 2) (England) Order 2008, or any subsequent Orders or statutory provision re-enacting the provisions of these Orders, all garages shown on the approved plan shall be maintained as such and shall not be converted to or used for living accommodation without the prior written approval of the Local Planning Authority in consultation with the Highway Authority. **Reasons:** To allow for the effective use of the parking areas.
8. The existing field access shall be physically and permanently closed and the existing verge and footway and kerbing of the vehicular crossing shall be reinstated in accordance with the Lancashire County Council Specification for Construction of Estate Roads concurrent with the formation of the new access. **Reasons:** To limit the number of access points and to maintain the proper construction of the highway.
9. No part of the development hereby approved shall commence until a scheme for the construction of the site access and the off-site works for the street lighting on Gubberford Lane and Tithe Barn Lane, the carriageway widening on Tithe Barn Lane, highway structure along Tithe Barn Lane, bridge widening on Tithe Barn Lane, footpath provision on Tithe Barn Lane improvement has been submitted to, and approved by, the Local Planning Authority in consultation with the Highway Authority as part of a section 278 agreement, under the Highways Act 1980. **Reasons:** 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 and to enable all construction traffic to enter and leave the premises in a safe manner without causing a hazard to other road users.
10. No part of the development hereby approved shall commence until a scheme for the retaining structure adjacent to the highway has been submitted to, and approved by, the Local Planning Authority in consultation with the Highway Authority. **Reasons:** In order to satisfy the Local Planning Authority and Highway Authority that the final details of the retaining structure are acceptable before work commences on site.
11. No part of the development hereby approved shall commence until a scheme for the bridge associated with the culverted water course has been submitted to, and approved by, the Local Planning Authority in consultation with the Highway Authority. **Reasons:** In order to satisfy the Local Planning Authority and Highway Authority that the final details of the retaining structure are acceptable before work commences on site.

12. Prior to the start of the development, a joint survey shall be carried out between the developer and the planning authority (in conjunction with the highway authority) to determine the condition of Gubberford Lane and Tithe Barn Lane. A similar survey shall be carried out every six months and the final inspection within one month of the completion of the last house, and the developer shall make good any damage to Gubberford Lane and Tithe Barn Lane to return it to the pre-construction situation as required. **Reasons;** To maintain the construction of Gubberford Lane and Tithe Barn Lane in the interest of highway safety.
13. A Traffic Management Plan for the construction works, to be approved in writing by the planning department before any works begin on site and to include:-
- The parking of vehicles of site operatives and visitors;
 - Loading and unloading of plant and materials used in the construction of the development;
 - Storage of such plant and materials;
 - Wheel washing facilities;
 - Periods when plant and materials trips should not be made to and from the site (mainly peak hours but the developer to identify times when trips of this nature should not be made)
 - Routes to be used by vehicles carrying plant and materials to and from the site;
 - Measures to ensure that construction and delivery vehicles do not impede access to adjoining properties.
- Reasons:** to protect existing road users
14. No development shall be commenced until an estate street phasing and completion plan has been submitted to and approved in writing by the local planning authority. The estate street phasing and completion plan shall set out the development phases and the standards that estate streets serving each phase of the development will be completed. **Reason:** - To ensure that the estate streets serving the development are completed and thereafter maintained to an acceptable standard in the interest of residential / highway safety; to ensure a satisfactory appearance to the highways infrastructure serving the development; and to safeguard the visual amenities of the locality and users of the highway, in accordance with Policies [X, Y and Z] of the development plan.
15. No dwelling within phase each phase shall be occupied until the estate street(s) affording access to those dwelling(s) has been completed in accordance with the Estate Street Development Plan. **Reasons:** - To ensure that the estate streets serving the development are completed and maintained to the approved standard, and are available for use by the occupants, and other users of the development, in the interest of highway safety; to ensure a satisfactory appearance to the highways infrastructure serving the approved development; and to safeguard the visual amenities of the locality and users of the highway, in accordance with Policies X, Y and Z of the Development Plan.

16. No development shall be commenced until details of the proposed arrangements for future management and maintenance of the proposed streets within the development have been submitted to and approved by the local planning authority. [The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an agreement has been entered into under Section 38 of the Highways Act 1980 or a private management and Maintenance Company has been established].
17. No development shall be commenced until full engineering, drainage, street lighting and constructional details of the streets proposed for adoption have been submitted to and approved in writing by the local planning authority. The development shall, thereafter, be constructed in accordance with the approved details, unless otherwise agreed in writing with the local planning authority.
Reason: - In the interest of highway safety; to ensure a satisfactory appearance to the highways infrastructure serving the approved development; and to safeguard the visual amenities of the locality and users of the highway in accordance with Policies [X, Y and Z] of the Development Plan.

If you have any questions please do not hesitate to contact me.

Yours sincerely

Stewart Gailey
Highway Development Control

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Your ref:
Our ref: LHS/CS/02/17/00344/FUL
Date: 17th October 2017

For the attention of Karl Glover.

Proposal:	Erection of 31 dwellings with associated access, open space and landscaping
Location:	Land East Of Gubberford Lane Scorton Lancashire
Grid Ref:	350180 - 448409

I refer to the above planning application and would make the following comments.

Lancashire County Council (LCC) as the Local Highway Authority (LHA) is responsible for providing and maintaining a safe and reliable highway network. With this in mind, the present and proposed highway systems have been considered and areas of concern that potentially could cause problems for the public, cyclists, public transport, motorists and other vehicles in and around the area have been identified.

LCC embraces appropriate development within Lancashire in line with local and national policies / frameworks and that which is emerging. This involves working closely with planning authorities, in this case officers of Wyre Council, developers and their representatives and also Highways England. This approach supports the delivery of high quality, sustainable development and an appropriate scale of development that can be accommodated both locally and strategically.

LCC have previously provided comments on the proposed Wyre Local Plan with regard to suitability of housing sites throughout the borough (having regard to the above paragraph). As part of these comments LCC considered, from a highway / transport / NPPF point of view, that housing development in Scorton could not be supported. These comments dated 24th February are available, in full, to view on Wyre's website as part of their evidence base on the emerging new Local Plan

A number of sites in Scorton were included as potential locations for housing development in the draft local plan to which LCC as LHA has previously considered and provided comment to Wyre Council (i.e. not recommending progression into the next stage of the Local Plan). The site that this application relates to was not one of the sites considered; however, LCC consider this site to have similar influences on the highway network and as such and in line with our local plan comments the LHA is of the opinion that this site cannot be supported.

Scorton has links to the A6 corridor via Station Lane and Gubberford Lane. Both of these routes are restricted in width (and height) by railway bridges to a single lane with no footways. Further to this, Station Lane is restricted in width (and weight) by the bridge over the River Wyre again to a single lane without footways.

LCC's comments on the draft local plan included *"Indicative sites have poor access to public transport. A single lane arched bridges with height restriction under the railway line on Station Road, another on Gubberford Lane, and a single lane 3t weight restricted river crossing (with no footways) over the River Wyre, provide the only access points into the village from the A6. Development will result in an increase of trips during peak hour which is likely to be all car based. This raises significant concern, in terms of construction activity as well as residential traffic, when considering the current capacity constraints. For these reasons, it is considered that there is not a satisfactory means of managing these impacts (including construction activity) to support development."*

The Local Highway Authority (LHA) would like to note that it is critical that further highway demand (such as from development) does not compromise the safe movement of people and goods by any mode or the quality of life experienced within, through and also beyond this local network.

Sustainability.

Scorton lacks a significant number of services / facilities that would make it a sustainable location for development. These are summarised below;-

- a. Transport. There are no public transport facilities in Scorton. The nearest route with a scheduled public service is the A6 some 2km away. The nearest railway station is approximately 14km away in Lancaster.
- b. Local Amenities. Apart from the Post Office there are no other local amenities such as banks and libraries.
- c. Food Retail. Only a small convenience store exists in the village. Suitable for a top up but not really suited for a weekly shop.
- d. Non-Food Retail. None available if farm craft shop is excluded.
- e. Education. The local Primary school located in the village centre. Nearest secondary school over 5km away at Garstang although school service runs from village centre but not past the development site.
- f. Health. No health facilities exist in the village. The nearest facilities are located in Garstang over 7km away.
- g. Employment. There are no employment sites in Scorton. The nearest employment area is located in Garstang.

Development Proposal

Notwithstanding the previous comments and our position of non-support, (LCC) Highways have, for completeness, provided the following comments that relate to other details presented in the application proposal.

The proposed development is to provide 31 new dwellings on previously undeveloped land. The site will be accessed from a new access to the east of the existing field access on to Tithe Barn Lane. Tithe Barn Lane is an unclassified road and is categorised as a local access road with a speed limit of 60 mph fronting the site access.

Tithe Barn Lane is accessed from Gubberford Lane. Gubberford Lane is classified as the C442 and is categorised as a Secondary Distributor road with a speed limit of 30mph fronting the junction with Tithe Barn Lane.

The planning application is for less than 50 new dwellings and as such the applicant assumed they did not need to provide either a transport assessment, transport statement or a travel plan. Following discussions with the applicant's consultants Model Group Ltd carried out a traffic study around the site, over a full week and a summary of the results are shown below.

The traffic study on Gubberford Lane at the junction with Tithe Barn Lane indicates: -

1. The 85th percentile speed is 34 south bound and 30mph north bound.
2. The average weekly flow of traffic per day passing the junction with Tithe Barn Lane is 827 south bound and 827 north bound.
3. The morning peak traffic period between 8am and 9am is 63 vehicles south bound and 51 vehicles north bound.
4. The evening peak traffic period between 5pm and 6pm is 66 vehicles south bound and 57 vehicles north bound.

The traffic study on Tithe Barn Lane at the site access indicates: -

1. The 85th percentile speed is 25mph east bound and 29mph west bound.
2. The average weekly flow of traffic per day passing the site is 101 east bound and 101 west bound.
3. The morning peak traffic period between 8am and 9am is 6 vehicles east bound and 10 vehicles west bound.
4. The evening peak traffic period between 5pm and 6pm is 11 vehicles east bound and 6 vehicles west bound.

The traffic studies by Model Group Ltd , clearly shows that the peak periods for vehicle movements is higher outside the normal peak periods of 8am to 9am and 5pm to 6pm. (LCC) Highways comments have been based on the normal 8am to 9am and 5pm to 6pm normal peak periods for residential development and indicates the

From our mapping system "Mapzone", the proposed development does not affect any public rights of way.

Highway Capacity

Scorton has limited facilities and amenities within reasonable walking and cycling distances as previously highlighted, this together with the absence of public transport mean that journeys to and from the site will be car dominant.

TRICS is the national standard system used to predict trip generation and analysis of various types of development. Using a typical TRICS report for a privately owned housing development, the development will generate an estimated 240 two way vehicular movements a day with an estimated AM and PM peak flow of 22 two way vehicle movements.

The (LCC) Highways are of the opinion that whilst the proposed 31 dwellings should not have an unacceptable impact on highway capacity in the immediate vicinity of the site, there are sections of the routes to the A6 where road widths are restricted and the impact of the development would have significantly greater impact (see previous paragraphs).

Highway Safety

Lancashire County Councils five year data base for Personal Injury Accident (PIA), was checked on the 16th May 2017. The database indicates there has not been any reported incidents along Tithe Barn Lane or at the junction of Tithe Barn Lane and Gubberford Lane. The (LCC) Highways are therefore of the opinion that the highway network in the immediate environs of the site is at present considered to have a good highway safety record.

Between the development site and the A6 along Gubberford Lane there have been 3 injury accidents, 2 accidents resulted in serious injuries and 1 in slight injuries. Of note is that 1 of the serious injury accidents involved cyclists at the railway bridge, where width and visibility are severely limited. The slight injury accident involved a pedestrian on a section where no footways or verge are present. Whilst the accident rate is not exceptional there is a concern that increasing traffic levels will exacerbate accident rates for vulnerable road users, in particular pedestrians and cyclists.

There have been 5 injury accidents, all slight, along the route to the A6 from the development site via Gubberford Lane and Station Lane. One accident involve a pedestrian and one a cyclist, neither of these accidents occurred where there was no footway or carriageway width severely restricted.

(LCC) Highways must re-iterate that highway safety is a major factor in determining whether or not a development proposal is acceptable. (LCC) Highways have concerns over the increased conflict between motorists / pedestrians and motorists / cyclists on sections of the highway which supports sustainable travel. Further to this there is no certainty that the appropriate improvements can be delivered due to very restrictive highway limits.

The applicant's consultant's Model Group Ltd carried out a traffic study around the site, over a full week and the study indicates the 85th percentile speed on Gubberford Lane at the junction with Tithe Barn Lane is 34 south bound and 30mph north bound.

A traffic study was also carried out on Tithe Barn Lane at the site access and this study indicates the 85th percentile speed is 25mph east bound and 29mph west bound.

Based on the recommendations from Manual for Streets, Model Group Ltd used these figures to calculate the required sight line distances from the new site access onto

Tithe Barn Lane and the sight line requirement for the junction with Tithe Barn Lane and Gubberford Lane a copy of calculations have been provided at the end of this report.

The sight line calculations requires a "Y" distance of 33m in a westerly direction and 40m in a easterly direction onto Tithe Barn Lane from the new site access and a "Y" distance of 51m in a northern direction and 43m in a southern direction from the junction of Tithe Barn Lane onto Gubberford Lane. Model Group Ltd have then shown the sight lines recommendations can be provided on drawing 2016/1652/002 rev D "Tithebarn Lane Proposed Access".

Based on observations on site and the details shown on drawing 2016/1652/002 rev D "Tithebarn Lane Proposed Access". the existing sight line to the north is acceptable but the sight line to the south will require more of the hedgerow fronting Gubberford Lane to be removed and the removal of the semi-mature tree (not known to have a TPO) that is within the hedge line approximately 10m south of its junction with Tithe Barn Lane.

Whilst LCC **does not support** the proposal, should Wyre be minded to approve the application then I would provide the following comments that identify changes that would need to be addressed as a minimum, based on the details shown on 2016/1652/002 rev D "Tithebarn Lane Proposed Access":-

- a) The widening of Tithe Barn Lane to 5.5m will require excavations at the base of the protected tree and details of the construction will need to be agreed with Wyre Borough Council's tree officer. The construction will also need to be to Lancashire County Council's Specification for the Construction of Residential Roads. From the details provided to-date, (LCC) Highways are not convinced these works can be carried out without causing long term damage to the tree.
- b) The widening of Tithe Barn Lane to 5.5m will encroach onto the embankment on the southern side of Tithebarn Lane and as such the structure / stability of the embankment will need to be proved and accepted by Lancashire County Council Structures Section, the details of the structure and / or the cutting back of the embankment will again have an impact on the protected tree. From the details provided to-date (LCC) Highways are not convinced these works can be carried out without causing long term damage to the tree and a structures agreement will be required with Lancashire County Council for the retaining structure and/or embankment works due to the difference in land levels along the southern boundary.
- c) A structures agreement will be required with Lancashire County Council for the widening of the bridge over the water course.
- d) A 2m wide footpath has been shown on the southern side of the listed tree to try and reduce the impact on the embankment. The footpath construction will require excavations at the base of the protected tree and details of the construction will need to be agreed with Wyre Borough Council's tree officer. The construction will also need to be to Lancashire County Council's Specification for the Construction of Residential Roads. From the details provided to-date, (LCC) Highways are not convinced these works can be carried out without causing long term damage to the tree.
- e) The proximity of the footpath with the embankment may also require the structure / stability of the embankment to be proved and accepted by

Lancashire County Council Structures Section, before any works begin on site. From the details provided to-date (LCC) Highways are not convinced these works can be carried out without causing long term damage to the tree and a structures agreement may be required with Lancashire County Council for the retaining structure and/or embankment works due to excavations close to the embankment.

- f) Due to the changes in levels and the close proximity to the embankment secure guarding will be required to prevent pedestrians falling down the embankment.
- g) Where pedestrians are expected the gradient should ideally be more than 5% with a maximum of 8% for wheel chair users (Manual for Streets 2 5.2.5). From observations on site and the details provided to date (LCC) Highways are not convinced these gradients can be provided due to the difference in levels.
- h) To improve the sustainability of the site, the existing system of street lighting on Gubberford Lane to continue to the existing change in speed limit 30/40, approximately 110m south of the junction with Tithe Barn Lane.
- i) To improve the sustainability of the site, a new section of street lighting on Tithe Barn Lane is to start at the junction with Gubberford Lane and to continue approximately 55m east of the new site access.

The existing field access, outside the extent of the new footway works needs to be removed and reinstated as grass verge.

The (LCC) Highways are of the opinion that the proposed development locally would need to provide sight lines at the junction of Tithe Barn Lane the sight lines onto Gubberford Road and additional street lighting along Gubberford Lane. However, due to the restrictive nature of the roads between the A6 and Scorton there is concern that even relatively low increases in traffic movements would be detrimental to highway safety, as highlighted in previous paragraphs.

Sustainable Transport

Scorton has no public bus services, although school transport is provided term time only, with the nearest general service running along the A6 some 2km from the site, along roads where footway provision is mostly non-existent and along points where carriageway width is severely restricted (i.e. at the bridges).

Our Public Transport Section have been consulted and is of the opinion that there is virtually no scope of providing any sustainable delivery of Public Transport to serve this development. Consideration has been given to the developer funding a service through s106 contributions, however, given the scale of the development and the size of Scorton as a whole it is likely that any service would continue to require subsidy beyond that timeframe that it would be reasonable to expect a developer to fund and as such it would be a short lived service.

To address (LCC) Highways concerns between the site and the centre of the village, (LCC) Highways are of the opinion that the applicant would need to pay for the introduction and provision of additional street lighting along Gubberford Lane and Tithe Barn Lane as detailed above. It should be noted that this only addresses part of the (LCC) Highways concerns.

Whilst some local improvements can be made to access to the village centre with its limited provisions the developer is very unlikely to be able to provide sufficient improvements to sustainable travel, to offer appropriate travel choices other than by car and therefore this does not meet the requirements of the NPPF in maximising and promoting sustainable travel and site sustainability. Further, if short term funding were possible for PT, it is unlikely to become a viable commercial service and therefore in order for it to continue it would further subsidy. In the current economic climate LCC has little resource for subsidising bus services which is unlikely to change in the foreseeable future and therefore there can be no certainty that the development will be sustainable.

Internal Layout

Whilst LCC **cannot support** the proposal I would make the following comments in regard to the internal layout, should Wyre be minded to approve the application.

Based on the car parking recommendations in the Joint Lancashire Structure Plan the (LCC) Highways are of the opinion that the applicant can provide adequate off-road parking provision for each individual property.

The (LCC) Highways are of the opinion that the proposed internal carriageway layout would be acceptable for vehicle movements including refuse and emergency vehicles with adequate facilities to ensure these vehicles can enter and exit the site in a forward gear.

Conclusion

There are a number of issues locally that it is within the gift of the developer to address, however, even if these were addressed to the satisfaction of the LHA, LCC cannot support this proposal and would cite the following reason:

The development site is not in a sustainable location and it is considered to be beyond the capabilities of the developer to make it a sustainable site. This is contrary to the NPPF and the emerging Local Plan.

Conditions

If you are minded to approve this application, LCC would be willing to provide suggested suitable conditions.

Yours sincerely

Stewart Gailey
Highway Development Control

Tithe Barn Lane

Survey Start: Friday 9th September 2016

Day	Direction of Traffic Flow	
	Eastbound	Westbound
Friday	24.2	28.9
Saturday	25.3	29.1
Sunday	25.3	28.4
Monday	23.9	28.9
Tuesday	24.2	28.0
Wednesday	25.5	28.9
Thursday	24.6	28.6
Average 85th %ile	24.7	28.7
Visi Splay (m)	33	40

Speeds in Mph
From MfS

Formula from Manual for Streets for Calculating SSD

$$SSD=vt+v^2/2d$$

v= speed (m/s)

t= driver perception-reaction time (s)

d= deceleration (m/s²)

Eastbound

25mph = 11

1.5s

4.41 m/s²

$$SSD=vt+v^2/2d$$

SSD = 30m

Adjusted for bonnet (SSD + 2.4m) = **33m**

Westbound

v= speed (m/s)

t= driver perception-reaction time (s)

d= deceleration (m/s²)

29mph = 13

1.5s

4.41 m/s²

$$SSD=vt+v^2/2d$$

SSD = 38m

Adjusted for bonnet (SSD + 2.4m) = **40m**

Gubberford Lane (Adjacent to Tithe Barn Lane Junction)

Survey Start: Wednesday 28th June 2017

Day	Direction of Traffic Flow	
	Southbound	Northbound
Wednesday	35.1	31.1
Thursday	34.9	31.8
Friday	34.2	30.0
Saturday	32.9	28.9
Sunday	30.6	27.1
Monday	34.4	31.1
Tuesday	34.9	31.5
Average 85th %ile	33.9	30.2
Visi Splay (m)	51	43

From MfS

Formula from Manual for Streets for Calculating SSD

SSD=vt+v²/2d

v= speed (m/s)

t= driver perception-reaction time (s)

d= deceleration (m/s²)

Eastbound

34mph = 15

1.5s

4.41 m/s²

SSD=vt+v²/2d

SSD = 49m

Adjusted for bonnet (SSD + 2.4m) = **51 m**

Formula from Manual for Streets for Calculating SSD

SSD=vt+v²/2d

v= speed (m/s)

t= driver perception-reaction time (s)

d= deceleration (m/s²)

Eastbound

30mph = 14

1.5s

4.41 m/s²

SSD=vt+v²/2d

SSD = 41m

Adjusted for bonnet (SSD + 2.4m) = **43 m**

Wyre Borough Council
Planning and Building Control
Civic Centre,
Breck Road,
Poulton-le-Fylde,
Lancashire,
FY6 7PU

Phone: 0300 123 6780
Email: lhscustomerservice@lancashire.gov.uk
Your ref:
Our ref: LHS/CS/02/17/00344/FUL
Date: 12th March 2018

For the attention of Karl Glover.

Proposal:	Erection of 31 dwellings with associated access, open space and landscaping
Location:	Land East Of Gubberford Lane Scorton Lancashire
Grid Ref:	350180 - 448409

I refer to the above planning application and would make the following provisional comments based on the "Vectos transport planning specialist" Technical Report dated February 2018.

General around the site

Please provide a plan showing the 2m footpath leading from the site access to Gubberford Lane and the footpath on the east of the site access.

The principle of widening Tithe Barn Lane to 4.8m wide is acceptable in principle but the issues regarding retaining structures and the culverted bridge are still to be considered on the south side of the road and the widening on the northern side of the road may now impact on the embankment down to the Bowling Green. The site access and the junction with Gubberford Lane should be proved by swept path analysis for a twin axle refuse vehicle, when a car is in the opposite lane.

Provide details of the street lighting and change in speed limit along Gubberford Lane and Tithe Barn Lane.

It is agreed that construction traffic can be considered as part of the Construction Management Plan.

Provide details of the sight lines onto Gubberford Lane and show all of the works required to provide.

Highway capacity within the village of Scorton and along the A6 are not an issue, the issue is highway safety on the roads, for pedestrians and cyclists, leading from the A6 along Gubberford Lane and Station Lane to Scorton and in particular at the bridges.

The Technical Report indicates a daily average of one vehicle movement per minute. The table 3.3 of the Technical Report does not include traffic generation from the site or TEMPRO growth factors. Using the figures in the Technical Review the site will add

25 additional vehicle trips onto Gubberford Lane during the am and pm rush hours with a 65% of the traffic generation traveling south of the site and 35% of the traffic travelling north of the site. This equates to an estimated 16 to 17 additional cars passing under the bridge on Gubberford Lane and an estimated 8 to 9 additional cars passing under the bridge on Station Lane.

Using the worst case traffic count for the September 2016 evening count of 148 vehicles and the June 2017 am count of 114 vehicles, the proposed development generate an estimated 10% additional traffic movements in the morning and 13% additional traffic movements in the evening under the Gubberford Lane Bridge.

When assessing the am and pm peak periods vehicle movements under the Gubberford Lane bridge is now one vehicle every 27 seconds during the morning peak period and one vehicle every 22 seconds during the evening period. (LCC) Highways are of the opinion that the 10 to 13 percent in additional vehicle movements will significantly increase the opportunity for conflict at the bridges at the detriment to highway safety for pedestrians,

The (LCC) Highways comments above more than doubles the number of vehicle movements stated in the Technical Report. The Technical Report has been averaged over a full day and has not concentrated on peak periods. The traffic count has also been averaged over a full hour and there will be times within this hour where the peak flow is higher, than stated in the Technical Report.

Gubberford Lane Bridge

At the bridge on Gubberford Lane there is a narrow footpath along the western kerb line, it is not possible for north bound traffic; before the bridge; to see the footpath beyond, as such pedestrians are hidden from view until they walk onto the road. It is also not possible for these pedestrians to see the north bound traffic until they walk into the road.

The bridge with a height restriction of 11 ' 9", it is also arched and narrow so high sided vehicles' including transit vans need to be in the middle of the road and do not have any manoeuvring space to move round a pedestrian in the road.

The on road walking distance under the Gubberford Lane Bridge is 45m and using an average walking speed of 1.2m/second it would take the pedestrian around 37 seconds to reach the continuation of the footpath at the opposite side of the bridge and with peak hour traffic of a car every 22 seconds conflict with pedestrians at the bridge will be increased.

(LCC) Highways are of the opinion that the proposed signs on the south of the bridge would need to be over third party land as a clearance of 500mm is required from the kerb edge to the side of the sign. The proposed priority signing would encourage speed of vehicles with the right of way to travel faster as they do not need to stop.

Station Lane Bridge

At the bridge on Station Lane there is a narrow footpath along the southern kerb line, to the east of the bridge only, it is not possible for south bound traffic; before the bridge; to see the footpath beyond, as such pedestrians are hidden from view until they are nearly a third of the way under the bridge. It is also not possible for these pedestrians to see the southbound traffic until they are nearly a third of the way under the bridge.

Due to the low tangent point between the vertical walls and the curved arch pedestrian's will walk further from the walls to ensure they have head clearance, this could result in pedestrians being nearer half way through the tunnel before being seen.

The bridge with a height restriction of 10 ' 3", it is also arched and narrow so high sided vehicles including transit vans need to be in the middle of the road and do not have any manoeuvring space to move round a pedestrian in the road..

The on road walking distance under the Station Lane Bridge is 30m and using an average walking speed of 1.2m/second it would take the pedestrian around 25 seconds to reach a safe area to wait off road, at the eastern gate entrance.

(LCC) Highways are of the opinion that the proposed signs on the east of the bridge would need to be over third party land as a clearance of 500mm is required from the kerb edge to the side of the sign. The proposed priority signing would encourage speed of vehicles with the right of way to travel faster as they do not need to stop.

General comments regarding the bridges

A road narrowing line has been indicate on the plans, it is not clear what these lines represent. If lining the maintenance issues will be high as vehicles will be over run the lining frequently. If kerbed issues with construction; drainage; future damage and maintenance; safe running width for vehicles and passing places for pedestrians. The maintenance issues are increased due to being under a railway bridge and additional network rail traffic management implications> in additional any additional maintenance issues will required road closures and diversions due to the narrow road width.

Due to the low tangent point between the vertical walls and the curved arch pedestrian's will walk further from the walls to ensure they have head clearance the offset of the shown line would need to be proved for each bridge, pedestrians will feel protected by the line and this may not allow room for vehicles to pass pedestrians safely.

If you have any questions please do not hesitate to contact me.

Yours sincerely

Stewart Gailey
Highway Development Control

Tithe Barn Lane

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