

Sanderson Lane, Heskin

Transport Note

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M15 4LY

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info@modetransport.co.uk

Client:	Little Scotland Developments Ltd	Job No	J326019
Date:	20 December 2021	Approved by:	ME
Prepared by:	MA		

1. Introduction

1.1 Preamble

1.1.1 Mode Transport Planning ('Mode') has been appointed by Little Scotland Developments Ltd to provide transport planning and highways advice in relation to a planning application for a new country home off Sanderson Lane in Heskin, Lancashire.

1.1.2 The site location is shown in [Figure 1.1](#).

Figure 1.1 : Indicative Site Boundary (Image Source: Google Earth)



- 1.1.3 The development proposals comprise the demolition of two residential properties and erection of a single replacement dwelling with associated landscaping and gardens. The proposal also involves the relocation of the existing access track and a new access created to the southeast of the site on Sanderson Lane.
- 1.1.4 This Transport Note (TN) has been prepared with consideration to pre-application advice from Lancashire County Council (LCC) Highways, attached in [Appendix A](#). The TN assesses the development proposals, with particular consideration to the proposed access and servicing arrangement, highway safety, and proposed parking provision.

2. Existing Conditions

2.1 Site Location and Existing Use

- 2.1.1 Strategically, the site is located in Heskin which is c.7.8km southwest of Chorley, c.8.8km south of Leyland, c.9km north of Skelmersdale and c.10km northwest of Wigan.
- 2.1.2 The site is bound to the north by open fields, to the west by Sanderson Lane, to the south by woodland and to the west by a residential dwelling.
- 2.1.3 The site currently comprises 2no. residential dwellings.

2.2 Local Highway Network

Sanderson Lane

- 2.2.1 As shown in [Photograph 2.1](#) to [Photograph 2.3](#), Sanderson Lane is a c.4m wide single-track road and is subject to the national speed limit (60mph). In the vicinity of the site, Sanderson Lane follows a broadly north-south alignment and does not provide any footways.

Photograph 2.1 : Existing Site Access – Visibility to Left



Photograph 2.2 : Existing Site Access – Visibility to Right



Photograph 2.3 : Sanderson Lane – Existing Road Widths



Traffic Flows and Vehicle Speeds

2.2.2 An Automatic Traffic Counter (ATC) survey was carried out from 23rd to 29th September 2021 to record two-way traffic flows and speeds on Sanderson Lane in the vicinity of the proposed site access. A summary of the ATC results is provided in **Table 2.1** the full data is attached in **Appendix B**.

Table 2.1 : ATC Results Summary – Sanderson Lane

Direction	Average Weekday	
	Traffic Flow	85 th Percentile Speeds
Northbound	28	24.1 mph
Southbound	22	26.4 mph

2.3 Road Safety

2.3.1 Collision data within on Sanderson Lane within the vicinity of the existing and proposed site accesses has been obtained from the CrashMap database (crashmap.co.uk).

2.3.2 A review of the CrashMap database shows there have been no Personal Injury Collision (PIC) recorded in the most recent available 5-year period. As such, there is also no evidence to suggest that the proposed development would increase risks of PICs in the surrounding area or have a detrimental impact on highway safety.

3. Development Proposals

3.1 Proposed Use

3.1.1 The development proposals comprise the demolition of two residential properties and erection of a single replacement dwelling with associated landscaping and gardens. The proposal also involves the relocation of the existing access track and a new access created to the southeast of the site on Sanderson Lane.

3.1.2 The proposed site layout plan is attached in [Appendix C](#).

3.2 Site Access Arrangement

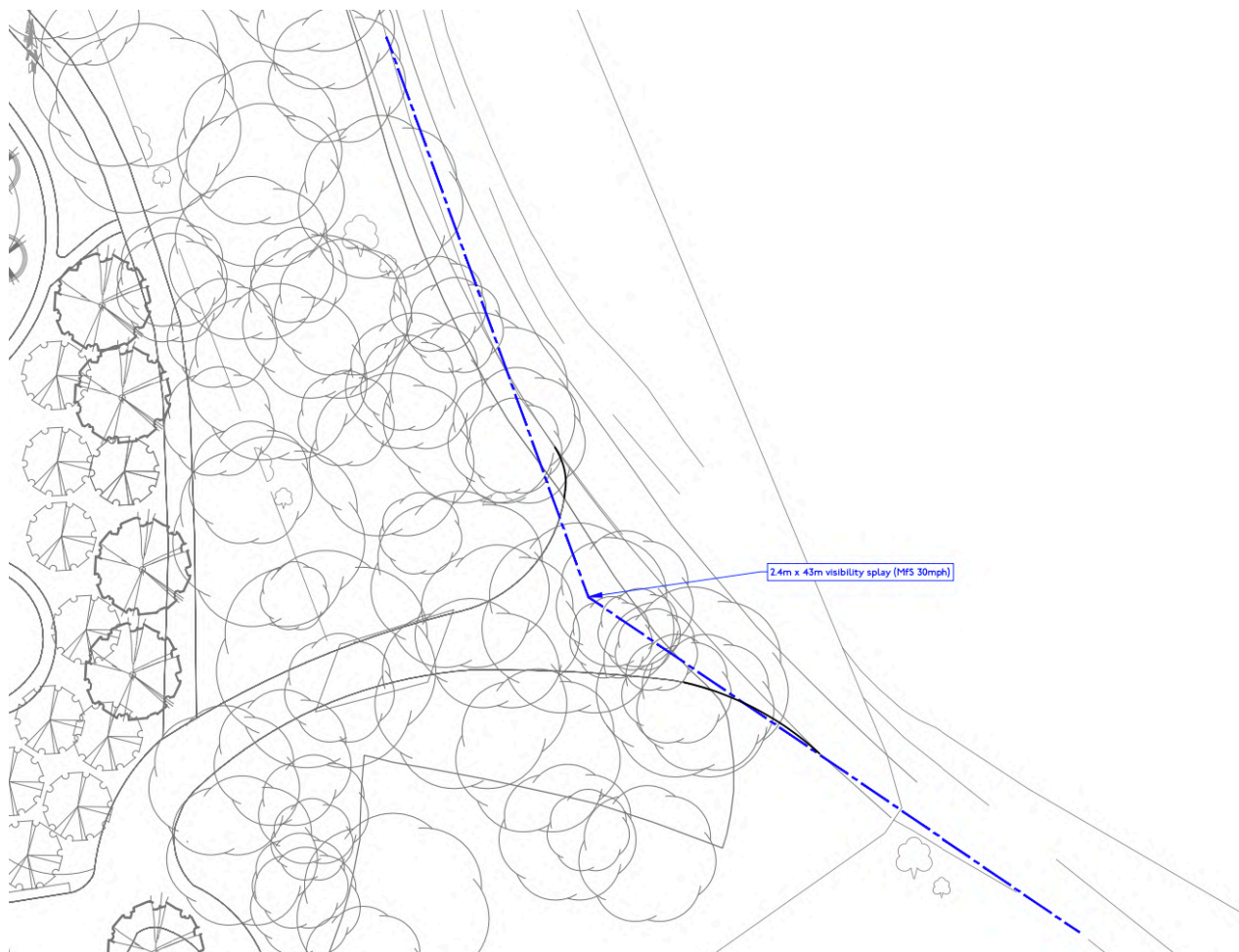
3.2.1 The existing access to the northeast of the site with Sanderson Lane will be retained but downgraded to a secondary access. The main vehicular access arrangement will be provided via a new priority access from Sanderson Lane c.110m south of the existing access.

3.2.2 As recorded vehicle speeds are well below the speed limit, the 85th percentile speeds have been used provide the evidence for reduced visibility splays, as opposed to the standard requirements for the designated speed limit. As specified by LCC Highways within their pre-application advice, minimum visibility splays of 2.4m x 43m are required in both directions.

3.2.3 In accordance with local highway design standards, for a minimum distance of 5m extending into the site from the highway boundary will be paved in tarmacadam or similar hard material.

3.2.4 The proposed access is shown in [Figure 3.1](#). The full layout is shown in [Drawing J32-5019-PS-001](#) is attached in [Appendix D](#).

Figure 3.1 : Proposed Site Access Drawing



3.3 Parking Provision

3.3.1 Parking has been provided in line with local parking standards set out on Page 122 of the West Lancashire Local Plan (2012-2027). For C3 Dwelling Houses with 4+ bedrooms, the parking standards presented in [Table 3.1](#) apply.

Table 3.1 : Local Parking Standards – West Lancashire Local Plan

Use Class	Number of Bedrooms	Parking Spaces per Dwelling
C3 Dwelling Houses	4+	3 spaces

3.3.2 As shown on the site layout plan attached in [Appendix C](#), the proposed car parking provision complies with the minimum car parking standard for dwellings with 4+ bedrooms. Parking will be provided within the proposed double and single garages, as well as on the private driveway across the frontage of the proposed dwelling.

4. Servicing Arrangement

4.1 Waste Collection

4.1.1 The Applicant has confirmed that waste collection strategy will largely remain as per the existing arrangement. Refuse collection currently takes place at the existing site access to the northeast of the site on Sanderson Lane.

4.1.2 It is proposed that waste collection will take place at the proposed site access to the southeast of the site. This will reduce the distance that waste is carried by the occupier from the property to the collection point.

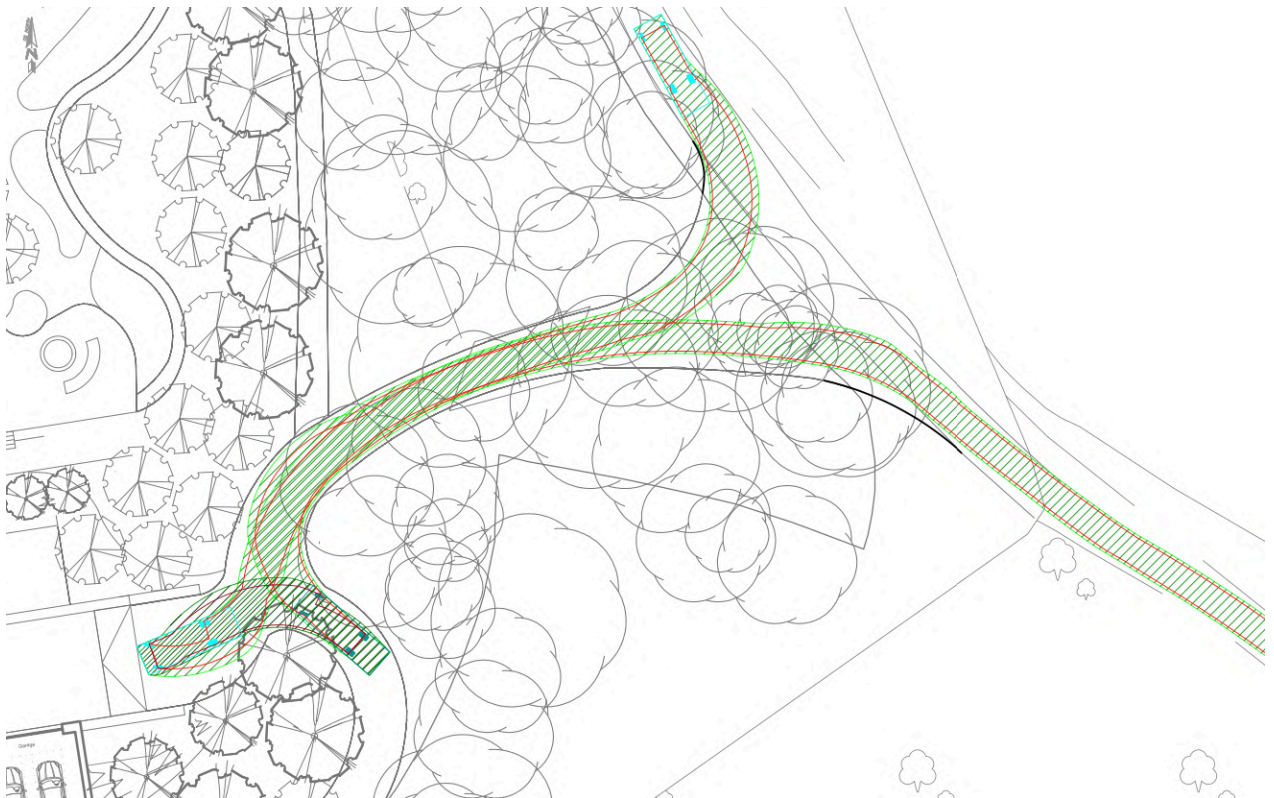
4.2 Swept Path Analysis

7.5t Panel Van

4.2.1 Swept Path analysis has been undertaken which demonstrates that the largest vehicle expected to frequent the site can safely enter and exit the site in a forward gear.

4.2.2 Swept path analysis for a 7.5t panel van is shown in **Drawing J32-54019-PS-002** attached in **Appendix E** and below in **Figure 4.1**.

Figure 4.1 : 7.5t Panel Van



Fire Tender

4.2.3 In addition to the 7.5t panel van, swept path analysis for a fire tender has also been carried out which is presented in **Drawing J32-5019-PS-003** attached in **Appendix E**.

5. Summary and Conclusion

5.1 Summary

5.1.1 Mode Transport Planning has been appointed by Little Scotland Developments Ltd to provide transport planning and highways advice in relation to a planning application for a new country home off Sanderson Lane in Heskin, Lancashire.

5.1.2 The development proposals comprise the demolition of two residential properties and erection of a single replacement dwelling with associated landscaping and gardens. The proposal also involves the relocation of the existing access track and a new access created to the southeast of the site on Sanderson Lane.

5.1.3 The analysis in this report has been carried out in accordance with current policy, guidance, and best practice. The results demonstrate that:

- Following a review of the most recent Personal Injury Collision records, there is no evidence to show the proposed development will have a detrimental impact on highway safety;
- The proposed access arrangement and visibility splays comply with the relevant highway design standards;
- Swept path analysis demonstrates that the largest vehicles associated with the development proposals, including a 7.5t panel van can enter and exit the site in a forward gear, and manoeuvre safely within the site and turning areas;
- The proposed on-site parking provision complies with West Lancashire's local parking standards; and
- Overall, it can be concluded that the proposed development will not have a severe impact on the local highway network, which is the threshold stated by NPPF (Paragraph 111) under which development should not be refused on highways grounds.

5.2 Conclusion

5.2.1 In conclusion, based on the evidence and analysis presented in this note, there should be no highways or transportation reasons that prevent this planning application from being approved.

APPENDIX A LCC Highway Pre-Application Advice

Michael Anthony
Mode Transport Planning
106 Albert Mill
10 Hulme Hall Road
Manchester

Phone: 0300 123 6780
Email: lhscustomerservice@lancashire.gov.uk

Ref No: 10/2021 Sanderson Lane, Heskin
Officer: Mrs S Berkley

Date: 15th October 2021

PRE-APPLICATION ADVICE

The Huntley-Jacobs House, Sanderson Lane, Heskin

Dear Mr Anthony

Proposed Replacement Residential Dwelling with associated driveway, landscaping and gardens

I write further to your request for highway pre application advice for the above site.

This note provides LCC Highways Development Control Teams Pre Application advice on the proposals as set out in your request. Advice is given in good faith and without prejudice to the formal consideration of any planning application, which will be subject to public consultation and ultimately decided by the Local Planning Authority. No advice given can prejudice, or guarantee quite how the local planning authority may decide any particular case.

This advice is given in regards to the Pre Application Enquiry document submitted with this application.

Location

The site is located on the western side of Sanderson Lane (U722).

There are no public rights of way affected by this proposal.

Existing Highway Conditions

Sanderson Lane (U722) has been categorised as a Local Access Road with a speed limit of 60mph fronting the site

I have reviewed the recorded Personal Injury Accident (PIA) from the Lancashire County Councils five year data base and Crashmap. The data bases indicate there have been no reported incidents on Sandersons Lane.

Highway Access

Phil Durnell • Director • Highways and Transport • Lancashire County Council
PO Box 100 • County Hall • Preston • PR1 0LD

The site is served by an existing vehicular access to the northern edge of the site.

The proposal is to utilise the existing access together with the construction of an additional vehicular access off Sanderson Lane to the southern end of the site.

Sanderson Lane has a 60mph speed limit fronting the site which requires visibility splays of 2.4m x 201m in both directions however, the recent traffic survey submitted with this application indicates the 85th percentile traffic speeds of 23.4mph northbound and 26.2mph southbound therefore visibility splays for a 30mph speed (2.4m x 43m) would be acceptable in this instance.

Accurate details of the required sight line requirement should be submitted with any future planning application (together with the traffic survey details) ensuring the entire sight line requirement is delivered over land fully within the applicants control and/or over the adopted highway.

The construction of the new access off Sanderson Lane **must** be carried out under an appropriate legal agreement with the highway authority under the Highways Act 1980.

Any gates erected at the proposed entrance should be set back a minimum of 5m from the highway to allow vehicles to pull clear of the highway when entering.

A minimum distance of 5m extending into the site from the highway boundary must be appropriately paved in tarmacadam, concrete, block pavements, or other hard material to be approved by the Local Planning Authority.

Parking

The parking provision is required to conform to the West Lancashire Local Plan (page 122).

The appropriate standard is

Two to three bedroom properties to have 2 car parking spaces

Four to five bedroom properties to have 3 car parking spaces

The minimum internal single garage size to be 6 x 3m.

Clause 8.3.41 on page 109 from Manual for Streets also recognises the many authorities now recommend a minimum garage size of 6 x 3m.

Please Note: Any planning consent does not give approval to a connection being made to the County Council's highway drainage system. The applicant is further advised that highway surface water drainage system must not be used for the storage of any flood waters from the adoptable United Utility surface water system, or any private surface water drainage system.

Conclusion

Provided the above matters regarding the visibility splays can be satisfactorily achieved the Highway Development Support would have no objection in principle to the proposed access and is of the opinion that the proposed development should have a negligible impact on highway safety and highway capacity within the immediate vicinity of the site.

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.

Yours sincerely

Stephanie Berkley
Development Control
Highways and Transport

APPENDIX B Automatic Traffic Count Data

Reskin ATC

Report ID: 26321
Site Name: 26321
Description: Site 1 of 1
Direction: Southbound

Thursday 23 September 2021

Table with columns: Time, Hourly Totals, 00-15, 15-30, 30-45, 45-60, Cycles, Motor Cycles, Car Van, Car Van, 2 Axle Van, 3 Axle Rigid, 4 Axle Rigid, 3 Axle Artic, 4 Axle Artic, 5 Axle Artic, 6 Axle Artic, Double Road Train, Triple Road Train, Vehicle Speed (MPH 0-65), P-Tile 85%, Average Speed, Standard Deviation.

Friday 24 September 2021

Table with columns: Time, Hourly Totals, 00-15, 15-30, 30-45, 45-60, Cycles, Motor Cycles, Car Van, Car Van, 2 Axle Van, 3 Axle Rigid, 4 Axle Rigid, 3 Axle Artic, 4 Axle Artic, 5 Axle Artic, 6 Axle Artic, Double Road Train, Triple Road Train, Vehicle Speed (MPH 0-65), P-Tile 85%, Average Speed, Standard Deviation.

Saturday 25 September 2021

Table with columns: Time, Hourly Totals, 00-15, 15-30, 30-45, 45-60, Cycles, Motor Cycles, Car Van, Car Van, 2 Axle Van, 3 Axle Rigid, 4 Axle Rigid, 3 Axle Artic, 4 Axle Artic, 5 Axle Artic, 6 Axle Artic, Double Road Train, Triple Road Train, Vehicle Speed (MPH 0-65), P-Tile 85%, Average Speed, Standard Deviation.

Sunday 26 September 2021

Table with columns: Time, Hourly Totals, 00-15, 15-30, 30-45, 45-60, Cycles, Motor Cycles, Car Van, Car Van, 2 Axle Van, 3 Axle Rigid, 4 Axle Rigid, 3 Axle Artic, 4 Axle Artic, 5 Axle Artic, 6 Axle Artic, Double Road Train, Triple Road Train, Vehicle Speed (MPH 0-65), P-Tile 85%, Average Speed, Standard Deviation.

Monday 27 September 2021

Table with columns: Time, Hourly Totals, 00-15, 15-30, 30-45, 45-60, Cycles, Motor Cycles, Car Van, Car Van, 2 Axle Van, 3 Axle Rigid, 4 Axle Rigid, 3 Axle Artic, 4 Axle Artic, 5 Axle Artic, 6 Axle Artic, Double Road Train, Triple Road Train, Vehicle Speed (MPH 0-65), P-Tile 85%, Average Speed, Standard Deviation.

Tuesday 28 September 2021

Table with columns: Time, Hourly Totals, 00-15, 15-30, 30-45, 45-60, Cycles, Motor Cycles, Car Van, Car Van, 2 Axle Van, 3 Axle Rigid, 4 Axle Rigid, 3 Axle Artic, 4 Axle Artic, 5 Axle Artic, 6 Axle Artic, Double Road Train, Triple Road Train, Vehicle Speed (MPH 0-65), P-Tile 85%, Average Speed, Standard Deviation.

Wednesday 29 September 2021

Table with columns: Time, Hourly Totals, 00-15, 15-30, 30-45, 45-60, Cycles, Motor Cycles, Car Van, Car Van, 2 Axle Van, 3 Axle Rigid, 4 Axle Rigid, 3 Axle Artic, 4 Axle Artic, 5 Axle Artic, 6 Axle Artic, Double Road Train, Triple Road Train, Vehicle Speed (MPH 0-65), P-Tile 85%, Average Speed, Standard Deviation.

Virtual Day (7.0)

Table with columns: Time, Hourly Totals, 00-15, 15-30, 30-45, 45-60, Cycles, Motor Cycles, Car Van, Car Van, 2 Axle Van, 3 Axle Rigid, 4 Axle Rigid, 3 Axle Artic, 4 Axle Artic, 5 Axle Artic, 6 Axle Artic, Double Road Train, Triple Road Train, Vehicle Speed (MPH 0-65), P-Tile 85%, Average Speed, Standard Deviation.

Virtual Week (1.0)

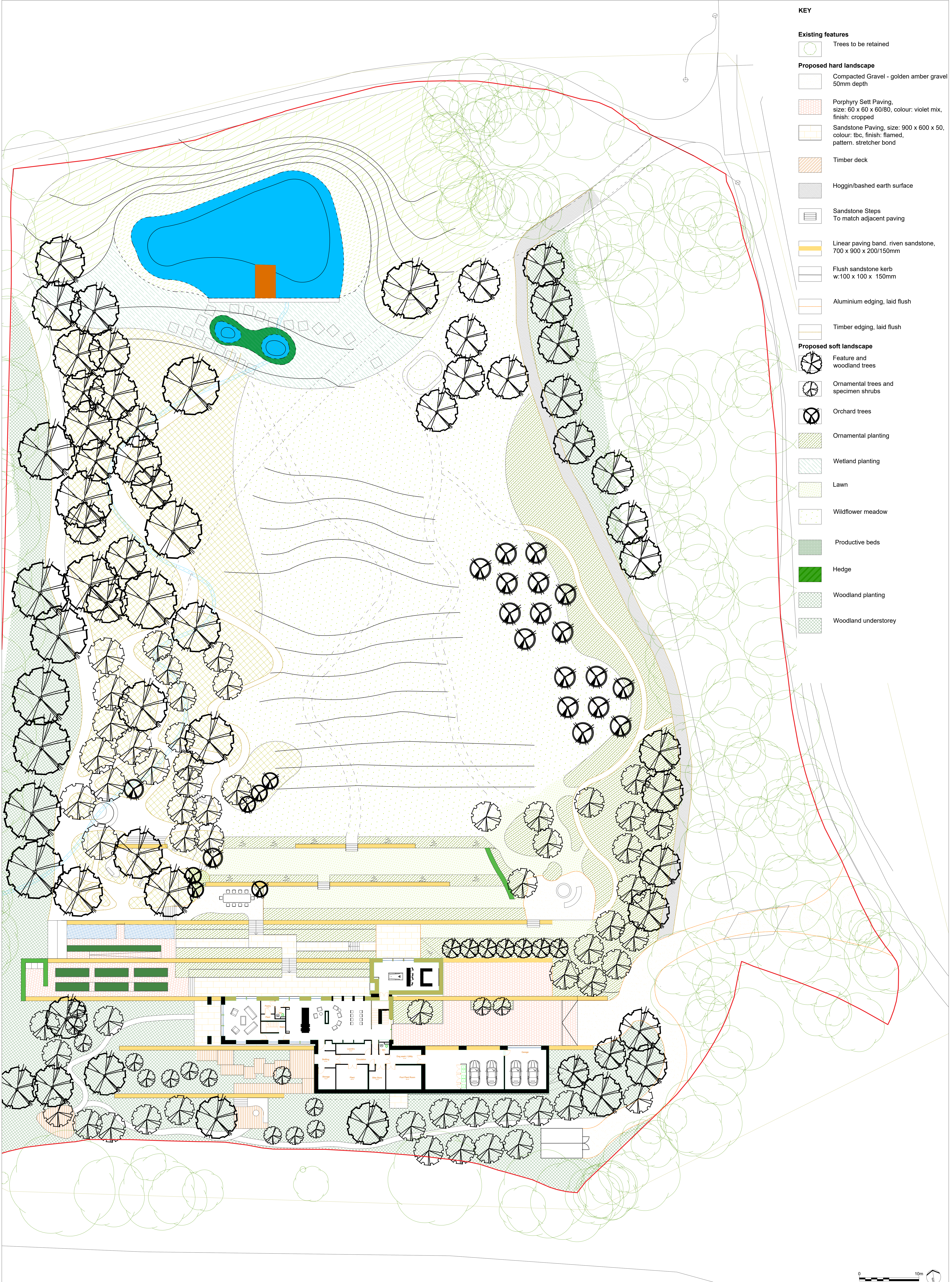
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Total

Summary table with columns: Time, Hourly Totals, 00-15, 15-30, 30-45, 45-60, Cycles, Motor Cycles, Car Van, Car Van, 2 Axle Van, 3 Axle Rigid, 4 Axle Rigid, 3 Axle Artic, 4 Axle Artic, 5 Axle Artic, 6 Axle Artic, Double Road Train, Triple Road Train, Vehicle Speed (MPH 0-65), P-Tile 85%, Average Speed, Standard Deviation.

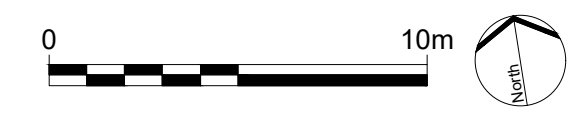
APPENDIX C

Proposed Site Layout Plan



KEY

- Existing features**
- Trees to be retained
- Proposed hard landscape**
- Compacted Gravel - golden amber gravel 50mm depth
 - Porphyry Sett Paving, size: 60 x 60 x 60/80, colour: violet mix, finish: cropped
 - Sandstone Paving, size: 900 x 600 x 50, colour: tbc, finish: flamed, pattern: stretcher bond
 - Timber deck
 - Hoggin/bashed earth surface
 - Sandstone Steps To match adjacent paving
 - Linear paving band, riven sandstone, 700 x 900 x 200/150mm
 - Flush sandstone kerb w:100 x 100 x 150mm
 - Aluminium edging, laid flush
 - Timber edging, laid flush
- Proposed soft landscape**
- Feature and woodland trees
 - Ornamental trees and specimen shrubs
 - Orchard trees
 - Ornamental planting
 - Wetland planting
 - Lawn
 - Wildflower meadow
 - Productive beds
 - Hedge
 - Woodland planting
 - Woodland understorey



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Client
 PRIVATE CLIENT

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Rev	Description	Date
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P05	Updated access road	20.12.2021
P04	Updated access road	18.11.2021
P03	Draft Stage 3 Issue	03.11.2021
P02	Final Stage 2 Issue	29.04.2021
P01	Draft Stage 2 Issue	28.04.2021

Project title
 HUNTLEY-JACOBS HOUSE, HESKIN

Drawing title
 LANDSCAPE GENERAL ARRANGEMENT PLAN

Issued By Manchester
 Scale 1:200 @ A0
 Status STAGE 3
 Date 03.11.2021

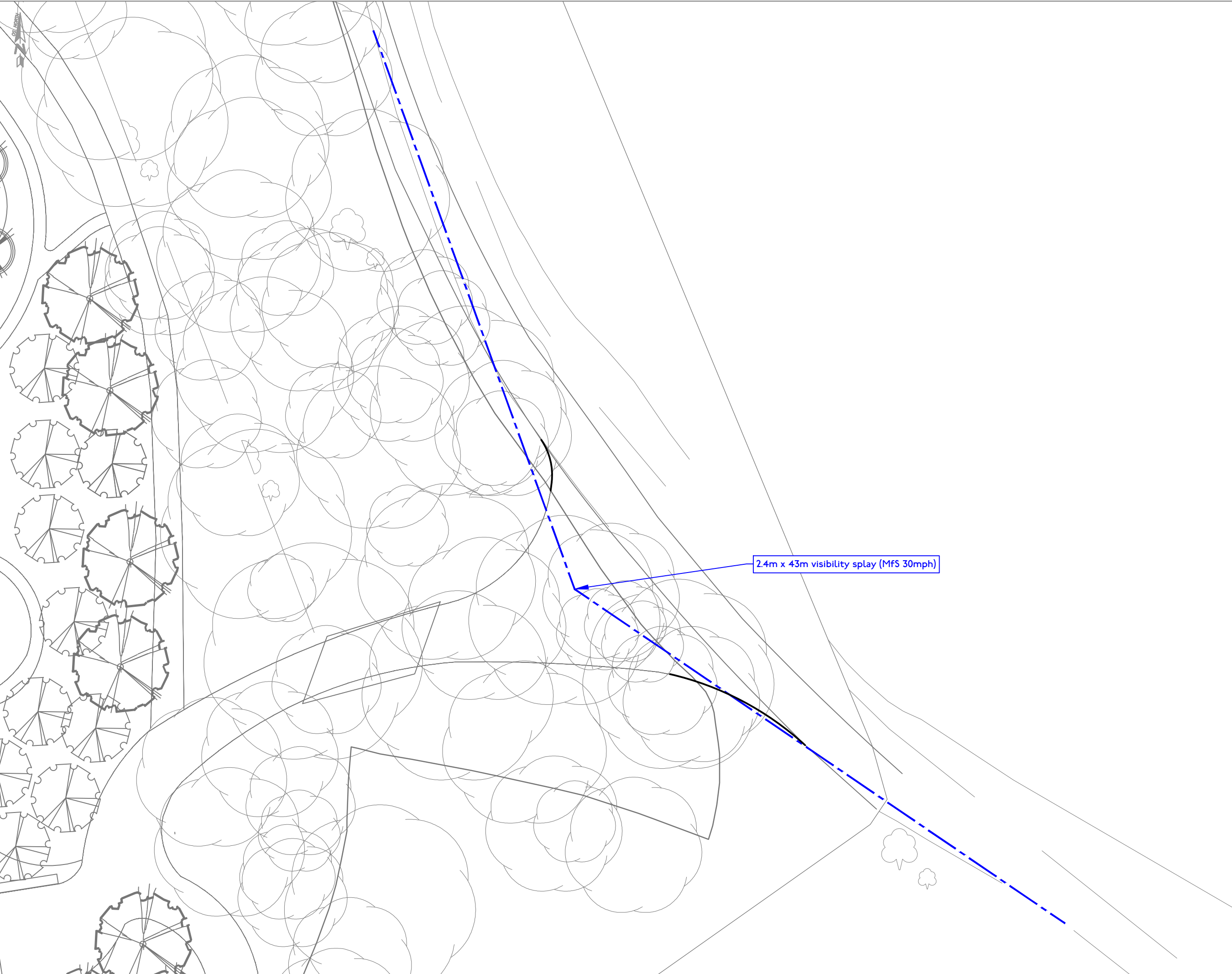
T: 0161 850 8101
 Drawn ExA
 Checked SL
 Approved JM

Drawing number 1931-EXA-XX-GF-DR-L-100
 Revision P05

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APPENDIX D Site Access Drawing

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Last saved by: LUKE WHEELER Last Plotter: 2021-12-20
Project Management Initials: Designer: LCW Checked: MA Approved: ME ISO A3 297mm x 420mm



2.4m x 43m visibility splay (Mfs 30mph)

- notes:
1. this drawing is to be read in conjunction with all other relevant drawings, any discrepancies, errors or omissions to be brought to the attention of overseeing organisation.
 2. all dimensions to be checked before commencement of work on site.
 3. all dimensions in metres unless otherwise stated.
 4. the design is subject to approval of lancashire county council.
 5. drawing based on topographical survey.

issue/revision	date	description
A	20/12/2021	issued
-	30/11/2021	issued
l/r	date	description

client: little scotland developments
project: sanderson lane, heskin
project number: J326019
scale: 1:250@A3
drawing title:
preliminary site access
drawing number:
J32-6019-PS-001

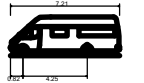
APPENDIX E

Swept Path Analysis

mode

transport planning

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w www.modetransport.co.uk



7.5t Panel Van	7.210m
Overall Length	2.192m
Overall Width	2.544m
Overall Body Height	0.316m
Min Body Ground Clearance	1.865m
Track Width	4.00m
Lock to lock time	7.400m
Kerb to Kerb Turning Radius	

notes:

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issue/revision

l/r	date	description
A	20/12/2021	issued
-	30/11/2021	issued

client: little scotland developments

project: sanderson lane, heskin

project number: J326019

scale: 1:250@A3

drawing title:
service vehicle swept path analysis

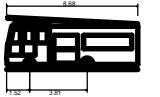
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Last saved by: LUKE WHEELER Last Printed: 2021-12-20
Project Management Initials: Designer: LCW Checked: MA Approved: ME ISO A3 297mm x 420mm

mode

transport planning

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w www.modetransport.co.uk



DB32 Fire Appliance
Overall Length 8.680m
Overall Width 2.180m
Overall Body Height 3.452m
Min Body Ground Clearance 0.337m
Max Track Width 2.121m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 7.910m

notes:

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A	20/12/2021	issued
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client: little scotland developments

project: sanderson lane, heskin

project number: J326019

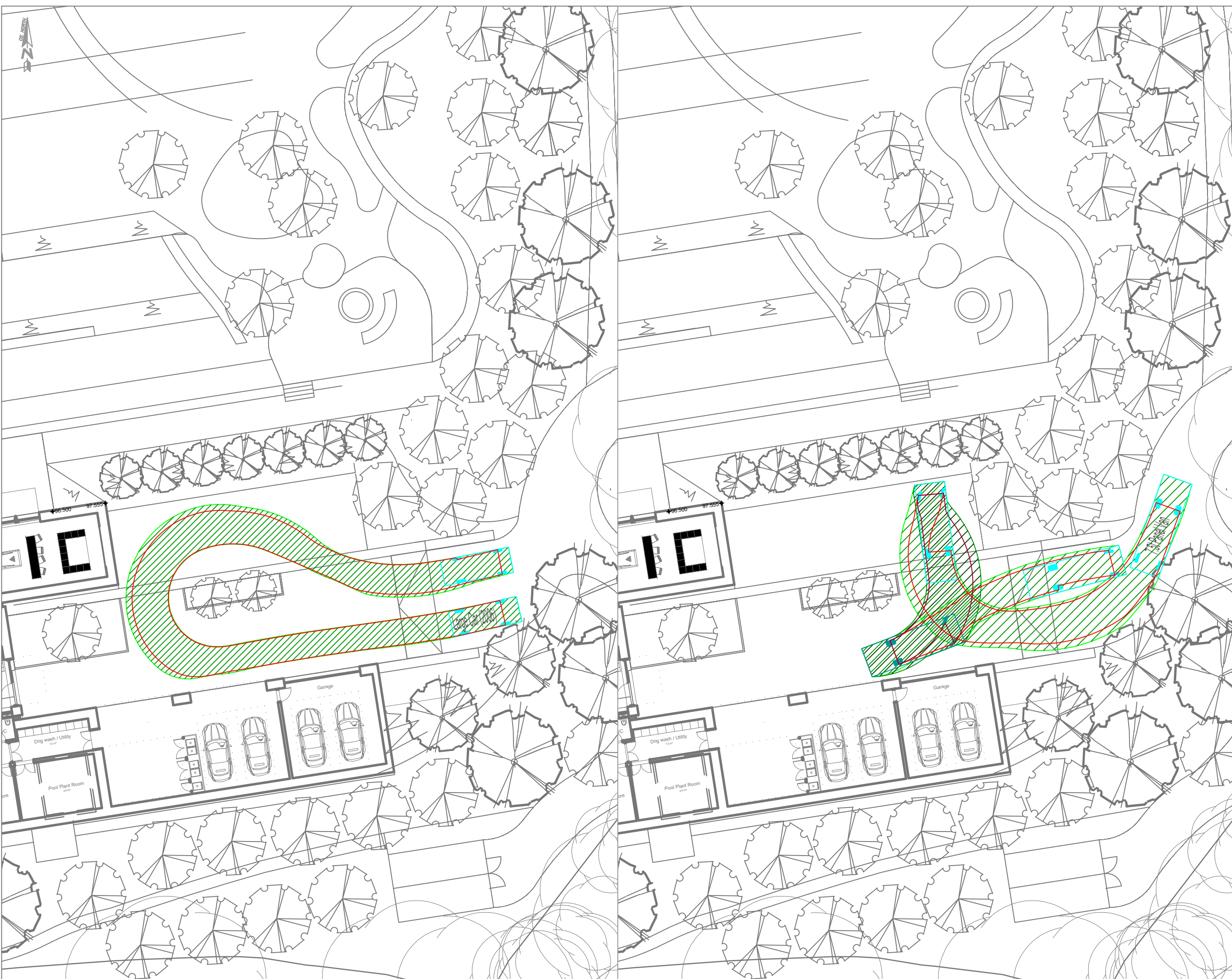
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drawing title:
fire vehicle swept path analysis



drawing number:
J32-6019-PS-003

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Project Management Initials: Designer: LCW Checked: MA Approved: ME
ISO A3 297mm x 420mm

ISO A3 297mm x 420mm
 Project Management: initials: Designer: LCW Checked: MA Approved: ME
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 Last saved by: LUKEWHEELER Last Plotter: 2021-12-20



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 w www.modetransport.co.uk

	Large Car (2006)	5.079m
	Overall Length	1.872m
	Overall Width	1.525m
	Overall Body Height	0.310m
	Min Body Ground Clearance	1.831m
	Max Track Width	4.00s
	Lock to lock time	4.00s
	Kerb to Kerb Turning Radius	5.900m
	7.5t Panel Van	7.210m
	Overall Length	2.192m
	Overall Width	2.544m
	Overall Body Height	0.316m
	Min Body Ground Clearance	1.955m
	Track Width	4.00s
	Lock to lock time	4.00s
	Kerb to Kerb Turning Radius	7.400m

- notes:
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A	20/12/2021	issued
-	02/12/2021	issued
l/r		

client: little scotland developments
 project: sanderson lane, heskin
 project number: J326019
 scale: 1:250@A3
 drawing title: courtyard swept path analysis
 drawing number: J32-6019-PS-004