

Hearing Statement

Application for Planning Permission for Erection of Fence at 42 & 44 Mansionhouse Road, Camelon.

Application Reference : P/17/0567/FUL

1. Introduction

1.1 This hearing statement relates to the processing and consideration of the current planning application P/17/0567/FUL, and specifically the height of the proposed fence and its effects on the visibility splays of the roads and driveways within the properties, relative to the proposed development, and includes the following:-

- Falkirk Council's case in relation to the above matters to be considered at the hearing session;
- The list of documents to which Falkirk Council refers to in their case;
- The nominated person representing Falkirk Council at the hearing session in relation to these matters

2. Matters to be considered at hearing session

- (a) The processing and consideration of the planning application regarding the road and driveway visibility splay issues relative to the proposed development.

2.1 The site has been subject to no previous applications. The current application was submitted on 27 September 2017.

2.2 During consideration of the current application to erect a 1.83m and 1.22m fence around the frontages of the site, Roads Development provided a consultation response on 10 October 2017. The application was retrospective and was submitted after planning enforcement action.

2.3 Roads Development response of 10 October 2017 stated that the as-built fence was obstructing the visibility splay at the Mansionhouse Rd/Carmuir Ave junction, and at both driveway accesses to the site.

2.4 The visibility splays involved were detailed in a sketch which showed that almost the full length of the fence along Carmuir Avenue and Mansionhouse Road were obstructing the relevant visibility splays, and so were not in accordance with the National Roads Development Guide (Page 107) and Designing Streets (Page 33). However, as current planning legislation allows fences of 1m in height without planning permission, we accept an obstruction up to 1m in height within the visibility splay in existing residential locations such as this site.

2.5 A Notice of Review was issued on 31 January 2018 and Roads Development had no further comment to make.

2.6 On 04 April 2018 the Chief Governance Office sent a letter to Development Services outlining the specific matter that would be considered at the

Hearing where the fencing could be reduced to 1m for a distance of 5m at each end of the fence along Carmuir Avenue.

- 2.7 Roads Development have considered this proposal by drawing up detailed drawings of the relevant visibility splays which showed that only a small 2m section of this fence adjacent the gable of the property was not obstructing the relevant visibility splays.

3 Documents for Consideration at the Hearing Session

- 3.1 The following documents should be considered:-

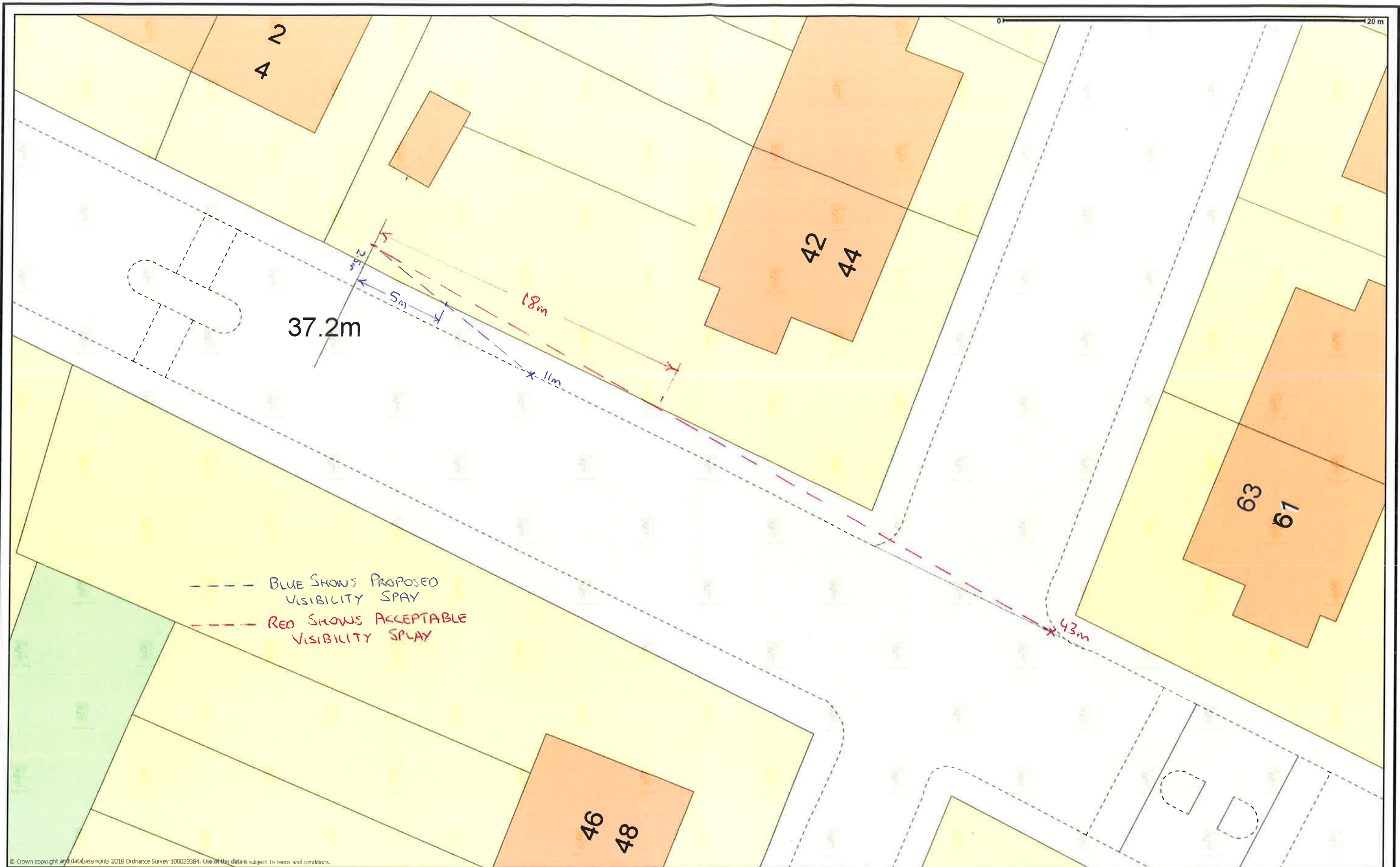
- Roads Development consultation response – 10/10/2018
- Notice of review – 31/01/2018
- Roads Development visibility splay plans 01 & 02 – 09/04/2018
- National Roads Development Guide Page 107
- Designing Streets Page 33

4. Hearing Session Attendance

- 4.1 Roads Development will be represented at the hearing by Russell Steedman (Network Co-ordinator, Engineering Design)

5. Conclusion

- 5.1 Roads Development is of the opinion that the existing fence directly obstructs the visibility splays of the public roads and the driveway accesses of the property, and thus is a roads safety and pedestrian safety concern. Granting of this application could also be seen as setting a precedent for other such applications in the surrounding area.



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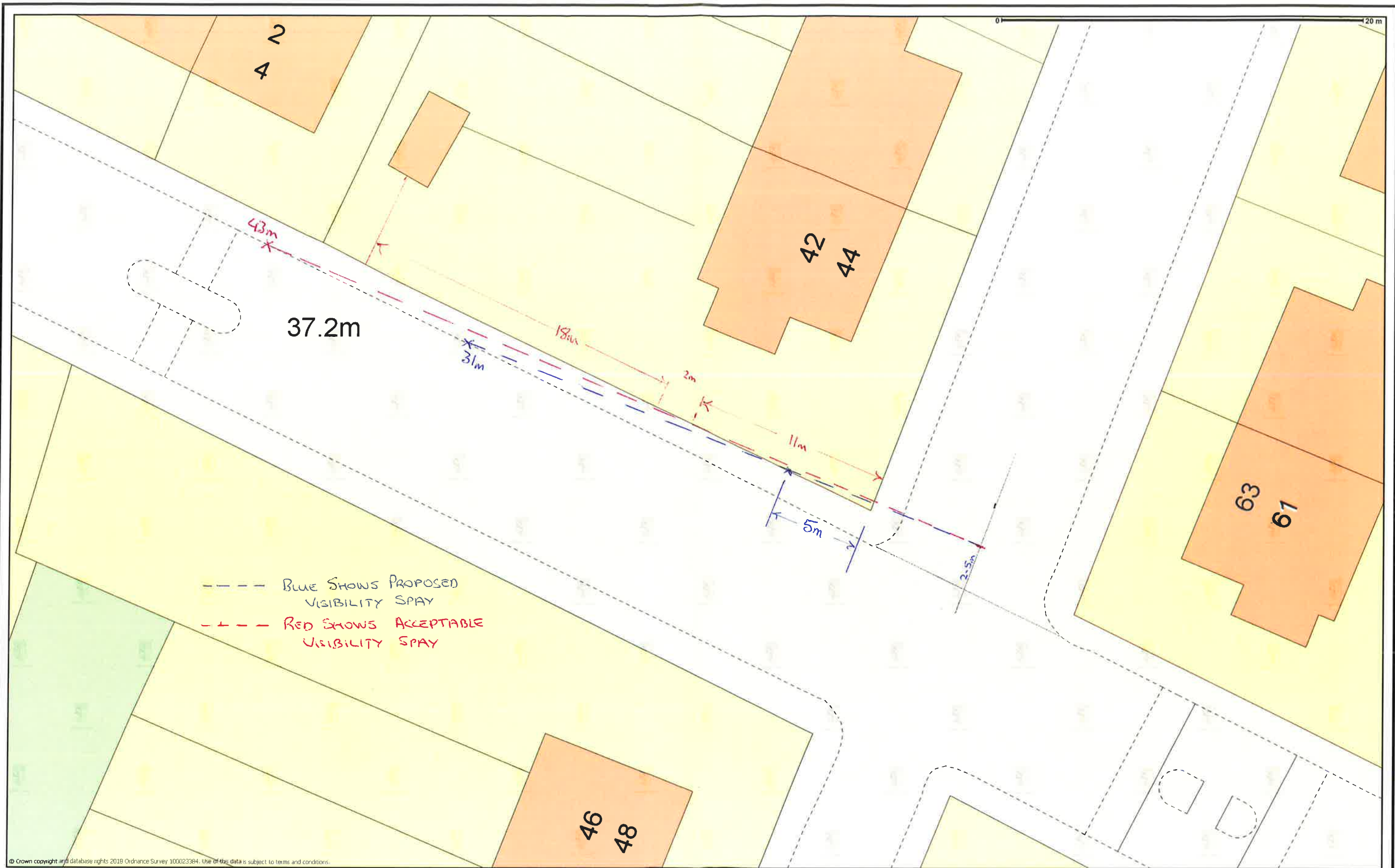
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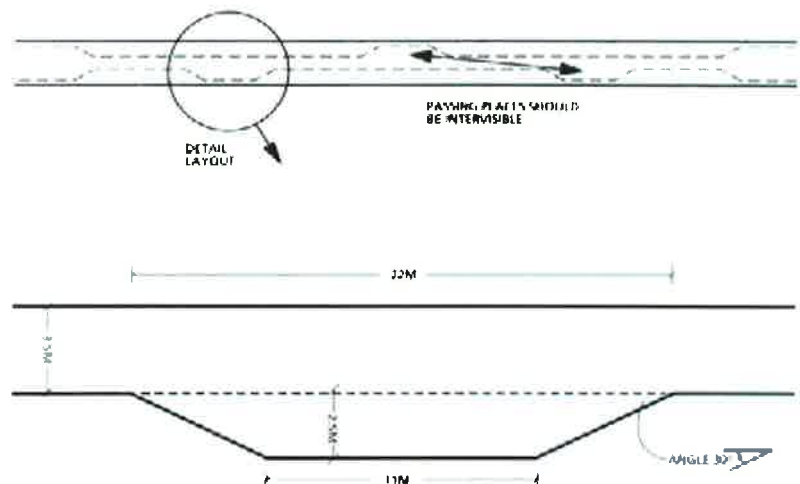
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Passing Places on New Access Roads

All passing places on a new access road should be constructed to the dimensions given in Figure 26. All passing places should be intervisible. Adjacent passing places should be placed on alternate sides of the road. Advice on specific numbers and locations should be sought from the Local Authority in advance.

Figure 26

New Access Passing Places



Visibility Splay

Visibility splays are calculated in the same manner to the method used in the Urban area for the X distance, but the speed which the Y distance is based on will be higher. In certain circumstances, the design speed for the road will not be known and it may be necessary to measure the actual speed at which the traffic is travelling in order to calculate the Y distance.

Speed Visibility Relationship

Where the traffic speed can be measured, the 85%ile speed should be measured in wet weather and then this measured speed can be compared against the speed, or the next highest speed in Table 8, which then gives the Y distance. If there is not an opportunity to measure the speed then Table 9 should be used and the Y distance obtained from the appropriate speed limit.

Table 8 *Wet Weather - 85 Percentile Speed*

| Major Road Speed (mph) | 75 | 62 | 53 | 44 | 37.5 | 30 |
|------------------------|-----|-----|-----|-----|------|----|
| Y Distance (m) | 295 | 215 | 160 | 120 | 60 | 43 |

Table 9 *Speed Limit*

| Speed Limit (mph) | 70 | 60 | 50 | 37 | 30 |
|-------------------|-----|-----|-----|----|----|
| Y Distance (m) | 295 | 215 | 160 | 59 | 43 |

Stopping sight distance

The stopping sight distance (SSD) is the distance within which drivers need to be able to see ahead and stop from a given speed.

The SSD values used in *Designing Streets* are based on research into deceleration rates, driver perception-reaction times and speed. These SSD values are appropriate for residential and lightly trafficked streets. The table below shows the effect of speed on SSD. These values are independent of traffic flow or type of road. It is recommended that they are used on all streets with 85th percentile wet weather speeds up to 60kph.

Below around 20 mph, shorter SSDs themselves may not achieve low vehicle speeds: the design of the whole street and how this will influence speed needs to be considered at the start of the process; e.g. the positioning of buildings and the presence of on-street parking.

Further information on SSDs, including details of the calculation formula, and also the relationship between visibility and speed is available in *TRL Report No. 332*¹¹ and *TRL Report No. 661*¹².

| Speed | Kilometres per hour | 16 | 20 | 24 | 25 | 30 | 32 | 40 | 45 | 48 | 50 | 60 |
|-------|--------------------------------|----|----|----|----|----|----|----|----|----|----|----|
| | Miles per hour | 10 | 12 | 15 | 16 | 19 | 20 | 25 | 28 | 30 | 31 | 37 |
| | SSD (metres) | 9 | 12 | 15 | 16 | 20 | 22 | 31 | 36 | 40 | 43 | 56 |
| | SSD adjusted for bonnet length | 11 | 14 | 17 | 18 | 23 | 25 | 33 | 39 | 43 | 45 | 59 |

Visibility requirements

Visibility should be checked at junctions and along the street. Visibility is measured horizontally and vertically.

Using plan views of proposed layouts, checks for visibility in the horizontal plane ensure that views are not obstructed by vertical obstructions.

Checking visibility in the vertical plane is then carried out to ensure that views in the horizontal plane are not compromised by obstructions such as the crest of a hill, or a bridge at a dip in the road ahead. It also takes into account the variation in driver eye height and the height range of obstructions. Eye height is assumed to range from 1.05 m (for car drivers) to 2 m (for lorry drivers). Drivers need to be able to see obstructions 2 m high down to a point 600 mm above the carriageway.

