

Sarah Papaleo
[REDACTED]

03/06/26
Ref: K42665/001
Office of Origin: Kendal

For the attention of Sarah Papaleo

Dear Sarah,

KIRKLAND CHAPEL, KIRKLAND HIGHWAY CONSULTATION RESPONSE

This submission is made in response to the Local Highway Authority consultation regarding visibility at the proposed access. It is accompanied by the supporting site-specific speed survey data and stopping sight distance (SSD) calculation, which have been prepared based on data from a qualified highways consultant.

The purpose of this statement is to confirm the technical findings and provide supporting context relevant to the assessment of the proposal.

Overview

The Local Highway Authority has identified that:

- Required visibility is approximately 40 metres (based on the 85th percentile speed)
- Achievable visibility to the north is approximately 9 metres
- This differs from standard visibility guidance in Manual for Streets / Design Manual for Roads and Buildings contexts

It is noted that the submitted SSD calculation, derived from site-specific speed survey data, also indicates a required visibility distance of approximately 40 metres. There is therefore consistency between the applicant's analysis and the Local Highway Authority's stated position on SSD.

Speed Survey and Stopping Sight Distance (SSD)

An independent speed survey has been undertaken, with full data and analysis submitted in support of this application.

- The 85th percentile speed has been derived from observed site conditions
- This value has been used to calculate stopping sight distance (SSD) for the proposed access
- The submitted SSD calculation indicates a required visibility distance of approximately 40 metres, consistent with the Local Highway Authority assessment

Visibility Context and Manual for Streets Considerations

The key consideration in this case relates to the relationship between the required SSD based visibility and the physical constraints of the site.

Manual for Streets (MfS2) recognises that in constrained environments:

- Standard visibility requirements may be applied with flexibility
- Professional judgement should be applied having regard to site-specific characteristics and actual operating speeds
- Design should be proportionate to the level of risk present

In this instance, the site is located within a constrained village highway environment where surrounding built form and local conditions influence driver behaviour and operating speeds.

Site Context

A Highway Officer from Cumberland Council has visited site in relation to the proposed access.

It is understood that the access arrangement, as observed at the time of the visit, did not highlight any immediate highway safety concerns. It is also noted that the attending Highway Officer indicated they would be willing to provide further clarification regarding site observations if required in relation to the interpretation of visibility and site conditions.

The following contextual factors are also relevant to the assessment:

- No recorded personal injury collision history in the immediate vicinity (STATS19 / Crashmap data)
- Existing traffic calming features at the entrance and exits to the village which influence approach speeds
- A generally constrained environment where vehicle speeds are moderated by built form and layout

These factors are considered relevant to understanding how the access would operate in practice.

Mitigation Measures

The applicant has already undertaken boundary and vegetation management to maximise achievable visibility at the access.

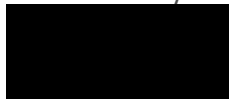
It is also noted that an adjoining landowner has indicated, in principle, willingness to reduce the height of the existing hedge within their control. If implemented, this would further extend achievable visibility at the site, increasing the northern visibility splay from approximately 9 metres to in the order of 20 metres. This represents a material improvement in available visibility within the physical constraints of the site, although it remains below the calculated stopping sight distance requirement of approximately 40 metres. The applicant would be willing to support proportionate mitigation measures where appropriate.

Summary

- The submitted SSD calculation indicates a required visibility distance of approximately 40 metres
- The principal constraint relates to the difference between required and achievable visibility at the site
- The site is located within a constrained village environment where local conditions influence vehicle speeds and behaviour
- No recorded personal injury collision history is present in the immediate vicinity
- Mitigation measures are available which may further improve visibility conditions

It is requested that the proposal is considered in this context, alongside the submitted technical evidence and identified mitigation opportunities.

Yours sincerely



Matt Gleadow

R G Parkins & Partners Ltd