The Highland Council
Comhairle na Gàidhealtachd

Roads and Transport Guidelines for New Developments
Stiùiridhean Rathaidean is Còmhdhalach airson Leasachaidhean Ùra

Appendix 11
Eàrr-Ràdh 11
Access for timber extraction
Slighe-inntrigidh airson fiodh a bhuain

Technical advice note

1.0 Timber extraction

1.1 This note is intended to provide advice on the provision of new or improved access to public roads for forestry extraction purposes.

1.2 Planning consent is necessary for any new access on to a trunk or classified Council road and for the formation of hardstanding areas within 25 metres of the surfaced carriageway of a trunk or classified Council road. Engineering works to improve or alter any existing access through widening, realignment, change to the geometry of the access and drainage may also require planning permission. Further advice on planning guidance can be sought from the Area Planning and Building Standards offices – please refer to contacts section.

A road opening permit must also be obtained from the appropriate Area Road Operations Manager for any new or improved access connecting to any public road. This can be applied for online at https://www.highland.gov.uk/info/20005/roads_and_pavements/101/permits_for_working_on_public_roads/2. No works or extraction should take place prior to receipt of all necessary permits/permissions. Within National Scenic areas a more restrictive planning regime applies and the formation of an access to an unclassified road and the formation of a forestry access road is likely to require planning consent. The advice given in this technical note is given without prejudice to the decision of the planning authority in respect of any planning application received.

1.3 Appendix A gives typical layout drawings for forestry access and transfer points adjacent to public roads.

1.4 Appropriate visibility splays defined by dimensions X and Y shall be agreed with the roads authority. The splay dimensions will be dependent upon the speed of traffic on the public road, the scale of extraction or development proposed and the category of the public road. Within the visibility splays nothing shall obscure visibility between a driver's eye height of 1.05 and 2.0 metres anywhere along the X dimension and an object height of 0.6 metres anywhere along the Y dimension.

1.5 Any roadside ditch or drain shall be cleared out as necessary and a suitable culvert of 300-millimeter minimum diameter shall be provided across the access. The actual type and size of the culvert, details of headwalls and any invert protection required must be agreed with the appropriate Area Road

Operations Manager.

1.6 Construction of the access bellmouth shall consist of a minimum thickness of 350-millimeter Type 1 sub-base material, all on a sound formation, laid and shaped so that surface water from the access will not discharge onto the public road or from the public road onto the access. A minimum 3 metre wide strip from the edge of the public road over the full width of the bellmouth shall be finished with a minimum of 40-millimeter thick 14-millimeter nominal size close graded asphalt concrete surface course to Clause 912 of the Specification for highway works, laid on 60-millimeter thick 20-millimeter nominal size dense asphalt concrete binder course to Clause 906 of the Specification of highway works.

1.7 The gradient of the access for the first 6 metres back from the edge of the public road should not be in excess of 2.5 percent (1 in 40).

1.8 It may also be necessary in the interest of road safety for the developer to provide edge of carriageway markings at the access junction. The requirement and specification can be obtained from the appropriate Area Road Operations Manager.

1.9 Entrance gates, if any, shall not be less than 15 metres from the edge of the carriageway and shall open away from the carriageway only.

1.10 Adequate parking space shall be provided within the site for all vehicles used in connection with the work. Sufficient turning space shall be provided to enable all vehicles to leave and join the public road in a forward gear.

2.0 Operation advice

2.1 The operator, as defined by Section 96 of the Roads (Scotland) Act 1984 (Reprinted 1994), will be required to meet the cost of any above average road maintenance expenditure resulting from traffic movements associated with the timber extraction operation. In addition specific damage to structures will be held to be the responsibility of the operator. It would therefore be advisable to agree with the Area Road Operations Manager, prior to the operation commencing, the condition of the road and basis upon what damage arising will be assessed.

2.2 It is the operator's responsibility to ensure that any mud, silt or loose material deposited on the public road, arising from the operations of vehicles or plant entering and leaving the site, are removed as soon as reasonably practicable.

Failure to do so could constitute an offence under Section 96 of the Roads (Scotland) Act 1984.

2.3 Prior permission is required, if the operator wishes to load, stack or unload timber or materials within the public road boundary, which includes the roadside verge. An appropriate permit must be obtained from the Area Road Operations Manager; failure to do so may constitute an offence under Section 59 of the Roads (Scotland) Act 1984.

2.4 Where roadwork signing and traffic control is required this should comply with the requirements of Chapter 8 of the Traffic signs manual. A method statement should be forwarded, along with the permit application, to the Area Road Operations Manager for approval prior to the commencement of any felling or extraction of timber.

2.5 When clearing an area adjacent to a public road, consideration should be given to any roadside trees that may be left standing. To avoid dangerous trees, roadside buffers should be large enough to minimise windthrow or all trees should be cleared completely. All operations should adhere to The Forestry Act 1967.

2.6 Care should be taken when clearing slopes above a road so that increased groundwater plus surcharge of trees felled and/or standing does not precipitate slip failure in the slopes below.

Appendix A

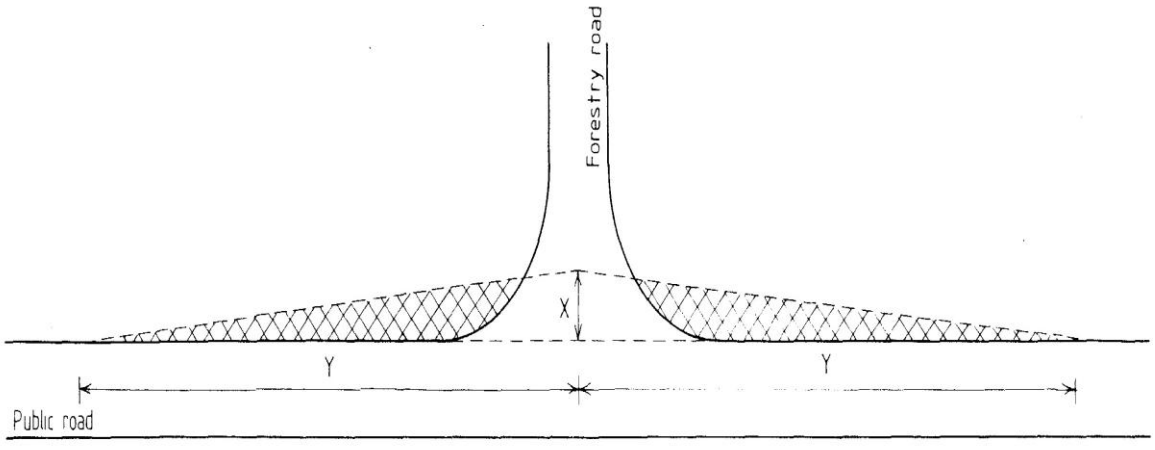


Diagram 1
VISIBILITY SPLAYS

Indicative Visibility Splays: No obstructions exceeding 0.6 metres above adjacent road level.					
Speed on public road (kilometres per hour)	100	85	60	50	30
Speed on public road (miles per hour)	60	50	40	30	20
Distance Y metres	215	160	120	90	60

Distance X metres	9 metres, may be reduced to 4.5 metres in difficult circumstances, subject to approval by Area Road Operations Manager

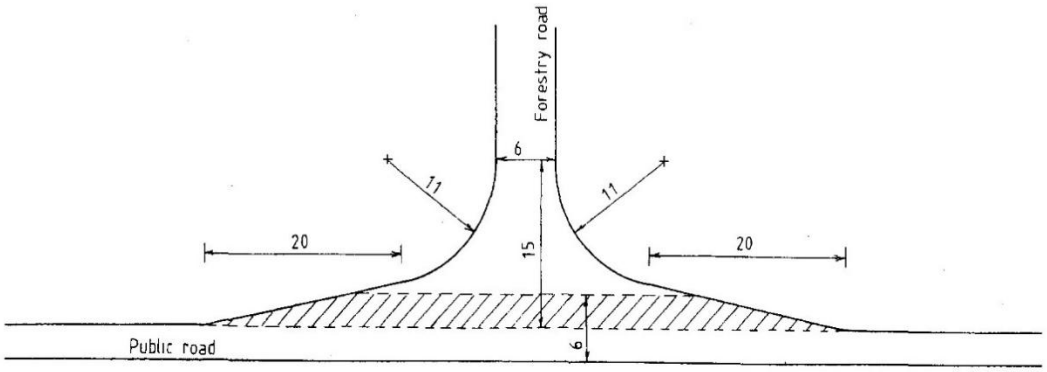


Diagram 2
ACCESS ONTO SINGLE TRACK ROAD

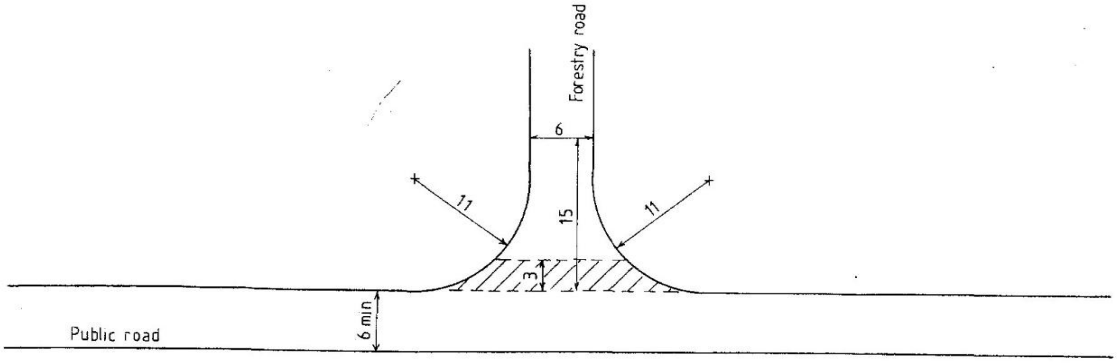


Diagram 3
ACCESS ONTO SINGLE CARRIAGEWAY

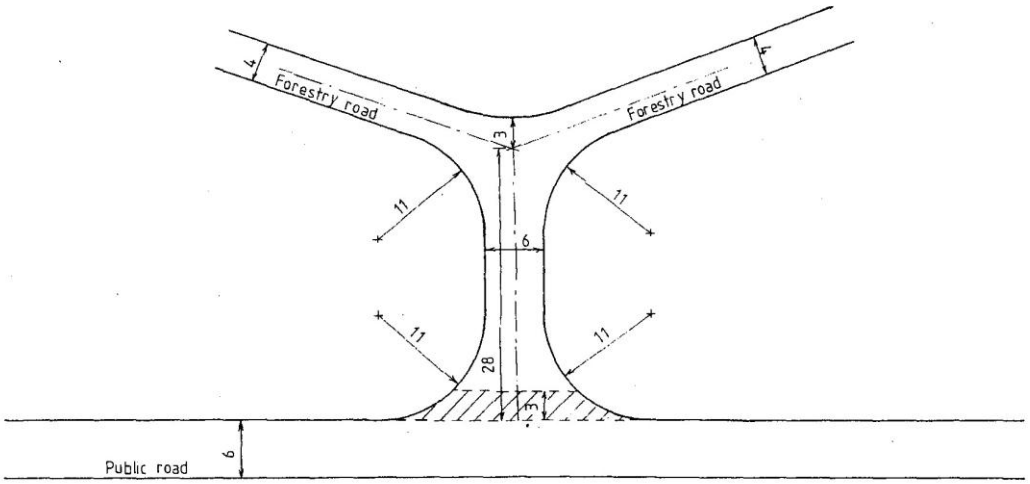


Diagram 4
FORESTRY TRANSFER POINT
(Shown used with Diagram 3)

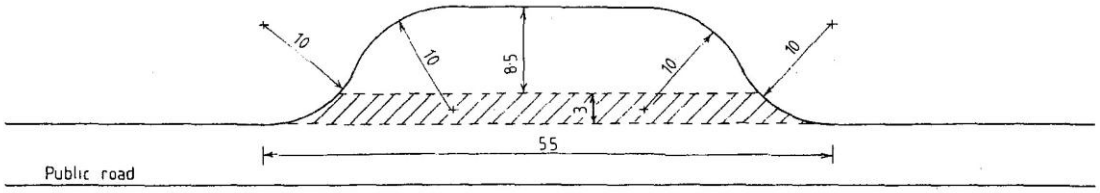


Diagram 5
LOADING BAY

Notes:

1. No other works shall commence within the site until the access from the public road has been formed or improved to the dimensions shown in the appropriate diagrams, and the required visibility splays have been provided in full.
2. Lip of bellmouth to be shaped such that surface water does not access onto the public road. Saw cut edge required at joint with public road.
3. Services to be carried under road in accordance with the specifications of the Authority concerned.
4. A minimum 3 metres wide strip to be finished with 100-millimetre-thick bound surfacing material. Refer to technical advice note 1.6.
5. All dimensions in metres unless otherwise stated.
6. All drawings digitally reproduced, do not use to scale

Contacts:

Area Road Operations Managers
Offices in Dingwall, Golspie, Fort William, Inverness, Aviemore, Portree and Wick,
Telephone: 01349 886601
Email: service.point@highland.gov.uk

Planning and Building Standards
Offices in Dingwall, Golspie, Fort William, Inverness, Kingussie, Portree and Wick,
Telephone: 01349 886608
Email: service.point@highland.gov.uk