

[REDACTED]

From: Steven Shaw [REDACTED]
Sent: 17 January 2018 10:34
To: Simon Davis
Cc: 'Castle'; Phil Bell; Chris Saunders; Tim Rodway
Subject: RE: BE/63/17/OUT, The Cottage, Shripney Road, Shripney - Road Accident 23rd January

Hi Simon,

I tried to call this morning but unfortunately you were not available.

I spoke with Chris Saunders this morning and advised him that without a layout plan detailing the visibility splay that I could not cross check the statements made. He has since provided me with the attached layout plan.

A revised vehicular access location does increase the right hand visibility splay from 71m to 86m, however the PROW would come out right on top of the junction which is not ideal. The junction at this location would also impact upon two trees but the tree officer would have to comment on the impact of this. As I said on the site visit the application that is before committee is for the access to be located where it achieves a 71m right hand visibility splay. Obviously the committee has to determine this application that is before them. During the site visit I advised members that the visibility splay of 71m did meet the relevant standards in the DMRB and there was not a basis to refuse this application that would be supportable at appeal. Therefore if the application that is before committee is for the access that achieves a 71m visibility splay my advice still stands that the Highway Authority would not object to this planning application.

With regards to the removal of the pedestrian crossing facility this is considered to be a step backwards and may not provide for the pedestrian movements to and from the development. The development of 20 residential units in this location will create a demand for pedestrian movements across the A29. The removal of the crossing point may result in people crossing informally at various locations which may not be as safe as the proposed crossing location. The proposed crossing location provides a level of visibility which is in excess of the requirements set out within the Department for Transport Local Transport Note 2, The Design of Pedestrian Crossings. It was also stated at the site visit that this aspect

would be conditioned and further details could be provided as to its exact location to ensure it is sighted where the visibility is the greatest.

Any questions just ask.

Regards

Steven Shaw BA (Hons) MSc MCIHT

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From: Chris Saunders [REDACTED]

Sent: 17 January 2018 09:18

To: Tim Rodway; Steven Shaw

Cc: 'Castle'; Phil Bell; Simon Davis

Subject: RE: BE/63/17/OUT, The Cottage, Shripney Road, Shripney - Road Accident 23rd January

Dear Steven

I refer to the telephone message I left you this morning regarding Simon Davies email regarding feedback from the Planning Committees Chairman's briefing yesterday.

We have looked at the possibility of moving the access south by approximately 10 metres and while this increased the visibility to the north by 10 metres to 81 metres and remaining at 120 metres to the south, it created the following issues.

- Moving the access any further south from its current location would affect the Cedar Trees in the front of the plot which are subject of a TPO.
- Moving the access further south would result in it being adjacent to the existing access for the single dwelling.
- The existing right of way would meet Shripney Road in the middle of the two accesses and may require a diversion

With regards the chairman stating the pedestrian crossing point should be removed, this would be a retrograde step. The crossing is a standard arrangement and the design complies with national requirements. In our professional view removing it may hinder road safety as pedestrians will still have to cross the road to reach the footway provided along the service road and its provision will indicate to drivers that there is pedestrian crossing point.

Neither less as we have agreed the junction design and visibility provided at the access point complies with the requirements of the DMRB.

I would be grateful if you would reiterate your confirmation that the design is acceptable to ADC

If you need to discuss this please do contact me and I will be at committee this afternoon.

Kind Regards

Chris Saunders | Associate Director

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