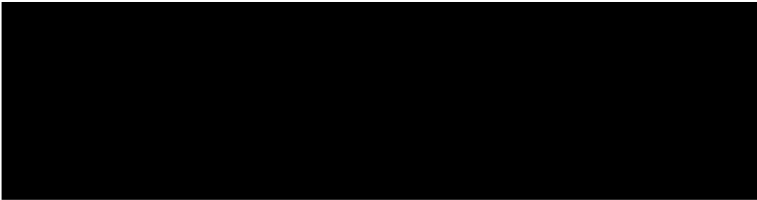


Further WSCC Highways Consultation advice



Morning Simon,

The concern raised in my initial response dated 09/06/2020 was to enable us to fully establish the principle of the application so that we knew what we needed to consider from highways perspective.

If an application seeks to significantly intensify the use of an existing access point onto the highway network then we are required to make sure that access point is safe and suitable, typically this is by the applicant demonstrating that visibility and geometry at the access point accords to current guidance and standards, with consideration given to the context of the Road that the access point is located.

It's been particularly difficult with this site as incremental changes to the approvals and subsequent applications have been put forward over the past few years. Due to this what would have been considered a significant vehicular intensification of use at the site a few years ago may not be the case now.

To my mind the application was to remove the occupancy condition attached to BN/6/20. However in the application documents it was stating that the replacement caravan was no longer being considered to be implemented, presumably the existing caravan was still to be removed, thus I wanted to be sure of what could technically still be implemented under BN/6/20 even if parts of the approval were not 'intended' to be implemented at this time.

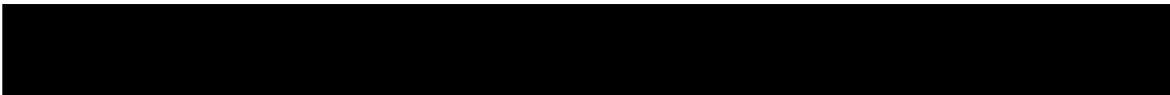
I have reviewed the application alongside summary results of speed survey evidence collated in closed proximity to the access point on Church Lane. These results reveal that the Church Lane is very lightly trafficked (less than 1 movement in either direction per minute in the peak hours) and slow speed, circa 20-23mph. It should be noted that this evidence has not been submitted by the applicant but has come about due to a proposal at a neighbouring site.

While the proposal may result in a small increase in vehicular activity being associated with the site, given the history on site it would be difficult to substantiate that any increase generated would be considered significant. Given the now evidenced context of Church Lane we feel it will be extremely difficult to substantiate that the proposal, whereby all occupancy conditions are removed, would result in an unacceptable highway safety implication and therefore an objection centred around highway safety at the access point would likely fail in an Appeal situation.

As you state below you may still wish to defend this reason regardless of our view.

I trust this assists, if you need any further advice, please let me know.

Kind Regards,



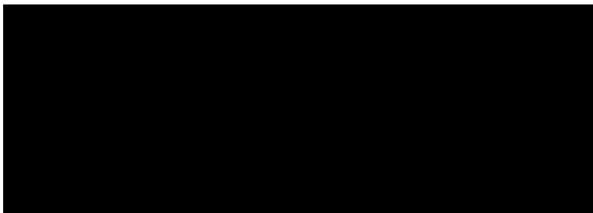


Hi Ian,

I had discussed this matter with my Team Leader Daniel Vick and told him I was seeking your further advice. However, today, I have seen that Neil Crowther has reviewed the report and issued the decision. I do not think he was aware that I was waiting for your further advice and I had left the decision on the sign-off list. Please can you still consider my request and advise me. If they do appeal, we could still choose to concede/not defend the highway reason if you weren't in agreement with it.

Kind Regards

Simon.



Dear Ian,

I have written our report up on this application (see attached - draft as not yet checked by Team Leaders). I have included a highway safety reason for refusal based on my knowledge of the history of the site/your previous concerns with the access. However, I am aware that you have not formally objected on this basis with the current application so I wanted to check whether you would support the refusal on this basis. Note that we have our own separate Reason for Refusal re the loss of a gypsy/traveller pitch.

We have until 8th July to determine this application so I'd be grateful if you could respond by Monday 6th please.

Steven – copied to you in case Ian isn't in.

Kind Regards

Simon J Davis MRTPI
Principal Planning Officer
Directorate of Place



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