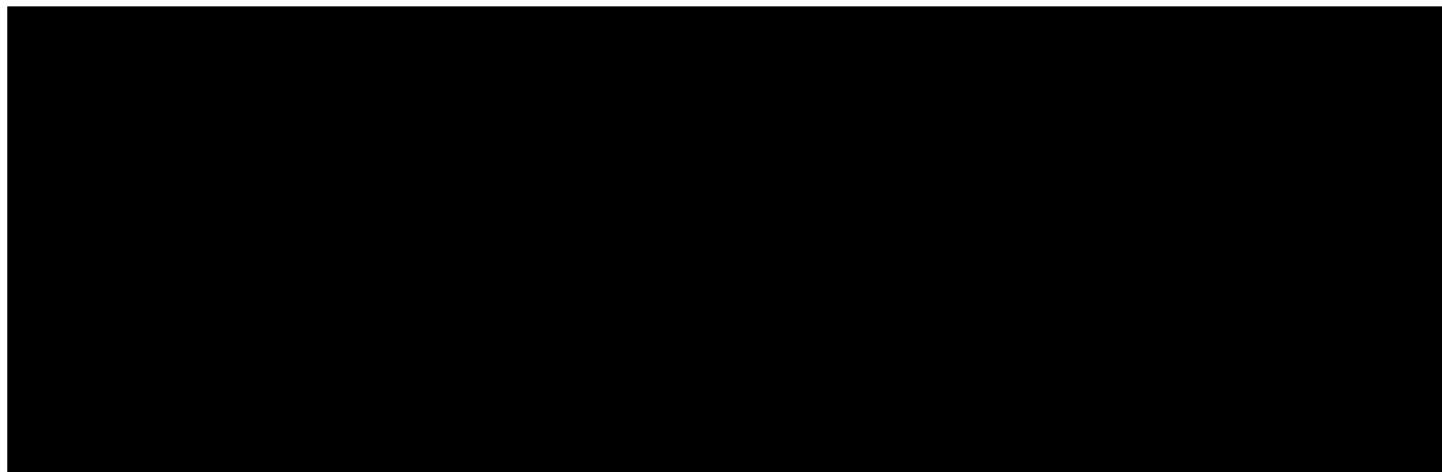
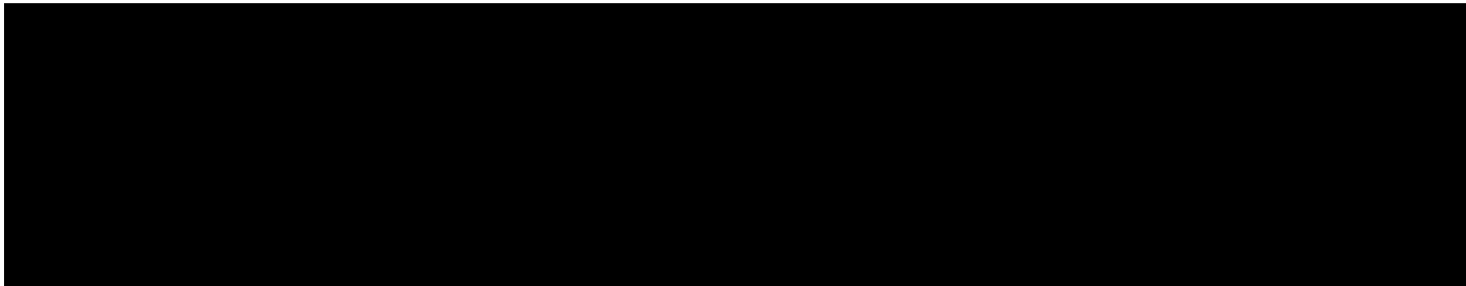




From: jamesdbaird5 [REDACTED]
Sent: 28 March 2018 12:43
To: Anita Gardner
Subject: Fwd: Church Farm entrance

CM/5/18/PD -- Additional information

Dear Mrs Gardner,

I note the advisory comments from the County Highways Officer have been submitted; we would like to offer some additional information;

It is noted that the Highways Officer has not raised an objection to the prior notification.

TRAFFIC GENERATION

- The officer has assumed a 'worst case' scenario for traffic generation; this is different to the approach taken by the highways authority when considering an almost identical prior notification (CM/37/14/PD); in that case the officer raised NO OBJECTION and commented; *'The access is currently used for farm vehicles and the change of use is likely to see a reduction in vehicle movements.'* Which in fact anecdotally has proven to be the case. This is therefore the same assumption used by the applicant in the present prior notification. No evidence is put forward that there will be an intensification of use, rather the assumption is that there will be a reduction in the number and size of vehicles.

ACCESS

- The site in fact has 3 possible entrances (the officer stated there are 2); the third being beside Ford Prison. The proposed entrance/exit is deemed the most appropriate and is currently used by all manner of vehicles from the largest HGV's to cars with caravans, tractors with large implements etc. All without any problems turning in or out in both southerly and northerly directions. It seems illogical to request a swept path analysis for the proposed use that will see a reduction in the size and number of vehicles, when the remaining buildings will continue to have deliveries and collections made by the very largest of HGV's and using the same access-way without any problems.
- When the entrance was designed and installed (CM/24/09) to cater for the largest of HGV's, the County Highways were consulted and raised NO OBJECTION; commenting; *'Given these accesses have been in existence for approximately ten years with no known implications; I would not envisage that this proposal would adversely affect highway safety.'*

It's important to note that;

- The bell mouth entrance is 16 metres wide at its widest point.
- The entrance gates are set back 22 metres from the highway allowing the largest HGV's to safely wait off the highway if they arrive and the gates are locked.
- The entrance is 8 metres wide at its narrowest point, which has proven to be more than sufficient for 2 large HGV vehicles to pass each other, should the need arise.

VISIBILITY

- 2 photographs are attached showing the excellent visibility splays in both directions at the site entrance; both well in excess of 120 metres.
- The applicant has an interest in maintaining the visibility splays given the high level of use the entrance receives now. Notwithstanding this voluntary undertaking to maintain the verge, the County Council has obligations themselves to cut back overgrowth that would otherwise overgrow and block the pavement.
- The attached photographs demonstrate very well that the adjacent hedgerows are not causing any hinderance of visibility whatsoever.

PARKING

- The 2015 GDPO has a prior notification procedure where 4 matters are to be considered by the Local Authority; with one being *'transport and highways impacts of the development'*. Whilst parking standards and vehicle turning would normally be material matters for a planning application, they are not necessarily matters for consideration here. Notwithstanding this, the Site Plan submitted shows sufficient areas for parking and turning of vehicles and the site has a history of delivering and distributing goods by the very largest of HGV's without any issues having arisen for parking or turning on site.

Upon reading it is apparent the the officer is perhaps treating this Class R prior notification akin to a planning application, which it is not; it is therefore inappropriate to suggest planning conditions to be imposed.

I trust this additional information is helpful and has answered the advisory comments raised by the Officer?
Please contact me directly should you require any further information.

Yours sincerely

James Baird

----- Forwarded message -----

From: **jamesdbaird5** [REDACTED]
Date: Thu, Mar 22, 2018 at 11:16 AM
Subject: Church Farm entrance
[REDACTED]

Sent from my iPhone

--
James Baird
Managing Director
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BN17 5RQ
[REDACTED]



