

Michelle Houghton

From: Heather Lealan
Sent: 17 December 2012 15:06
To: Heather Lealan
Subject: FW: consultation for Locks Farm House

From: Tracey Ford
Sent: 17 December 2012 11:27
To: Heather Lealan
Subject: RE: consultation for Locks Farm House

Hi Heather

I've looked at the application and checked it against the plan.

Although the Design and access statement stated that the 2.4 x 43m can be achieved this has not been shown within any of the plans and is assuming that Manual for Streets is acceptable, which is questionable at this site as the site is on a boundary of 30mph / 40mph and it is known to have an 85% percentile of greater than 30mph from all previous measurements taken in this road. Therefore this does not meet the standard which HCC highways will use MFS, a second note that a 'street' requires residential/ shops facing the carriageway with more than one, this does not occur at this site it is the transition between rural and urban changing character at Rowan Road. Also the statement that traffic would be slowing, east bound there would be an increase before any reduction to take the turn the proposed access would require vehicles to decelerate when they see and increased speed limit, west bound traffic would be decreasing to 30mph but would not likely be expecting traffic to stop before the width restriction.

Although HCC highways do not prevent all secondary accesses onto the highway they have to be considered as safe, visible, necessary with a highway reason for the second access. In this case there is not a highway reason for the second access, it is a management reason, vehicles can enter and exit in a forward gear, the access off the highway is of sufficient width for vehicles to pass. The location could also cause confusion to other traffic which would expect to be accelerating and that any signal expected to be for turning into the main access or Rowan Road.

A further note the Design and access statement mentions a non migrating material for the first 5m (which would be required from the highway authority) however this is not shown on the plan, nor is where the drainage channel going to drain to. Full details of this non migrating material would also be required.

At this stage I therefore can not recommend approving the application as they have not demonstrated that the visibility splay can be achieved, shown the full drainage details, the area of non migrating material, or proved that the traffic speed is suitable to have a standalone access which could appear quite counselled

Tracey Ford

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