
From: Adrian Martin (Place)
Sent: 25 May 2023 09:36
To: Planning (HPBC)
Subject: HPK/2023/0127 - Land opposite Charlesworth and Chisworth Village Club, Marple Road, Charlesworth.

Categories:

FAO Pet Twigg,

I refer to the above application recently received by this authority for highway comments.

The application site is currently served by a relatively narrow gated access on to Marple Road but this is not considered to be suitable for vehicular access due to the narrow width, internal gradient and the amount of vegetation within the site and as such would only be suitable for pedestrian access. The proposal is to introduce a footway crossing to allow vehicular access to the site. The current access does not meet appropriate emerging visibility requirements in the south easterly direction i.e. looking left from the access due to the proximity of the access to the neighbouring boundary. The application includes plans indicating emerging visibility splays; however, these are shown incorrectly in the south easterly direction as they indicate the visibility distance (Y distance) being measured to the centre of the carriageway or opposing running lane and not to the nearside carriageway edge. The actual achievable emerging visibility distance is some 20m when measured to the carriageway edge, or more precisely to a point 1m from the carriageway edge. Considering that Marple Road is subject to a 30 mph speed limit with some side friction e.g. other vehicular accesses and roadside parking, the required visibility distance is 43m, measured from a set back distance, or X distance, of 2.4m.

The submitted plans also only indicate the access being used by a private car whereas the information provided in the planning statement refers to the access being used by a tractor and trailer with a second person or banksman being utilised to stop oncoming traffic, with this being conditioned. This would not be acceptable on a permanent basis and a relevant condition would be difficult to enforce. The width of any access will need to accommodate the size and type of vehicle proposed to use the access and provide internal turning space to allow that vehicle to enter and exit the access in a forward gear (this would seem difficult without some regrading of the internal land and the removal of trees and vegetation).

The submitted supporting information also refers to the applicant's intention to grow and sell flowers on the site and/or on neighbouring fields which would suggest a much larger operation being undertaken on the site and would likely attract more vehicular traffic movements through the proposed access than an occasional vehicle.

As submitted, it is recommended that the application is refused on the following grounds:

The creation of a new vehicular access to the A626 Marple Road, would introduce traffic movements to and from the public highway at a point where emerging visibility is severely restricted in the south easterly direction due to the narrow fronting footway/margin and the proximity of the access to neighbouring third party land which is likely to be detrimental to highway safety and which could interfere with the safe and efficient movement of traffic on Marple Road.

The proposal provides no adequate provision for the parking and manoeuvring of those vehicles intended to use the access clear of the public highway, which would be likely to result in parking, loading, unloading

and reversing onto or off of the public highway, which is likely to be detrimental to highway safety and which could interfere with the safe and efficient movement of traffic on Marple Road.

There does appear to be opportunity to create a more suitable access located more centrally on the site frontage which would provide appropriate visibility splays in both directions; however, this would require the removal of more trees and vegetation as well as greater earthworks due to the steeper gradient within the site.

Yours sincerely,

Adrian Martin

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