

Oakley, Graham

to:
Subject:

lesley.wells@easthants.gov.uk
51346/001. Fern Farm, Longmoor Road, Greatham.

26 MAY 2009

RECEIVED

Lesley,

Highways Comments

The proposal is for the change of use to caravan site for an extended gypsy family, day room and alterations to site access. Having inspected the site I find that much of the works have been completed. Adequate parking and turning can be provided within the site and the existing access from Wolfmere Lane serves the site and has done so for some considerable period of time.

Although the applicant states there is no access from the A3 into Longmoor Road it should be noted that the dwellings to the east of the site and the fishing ponds result in two way traffic past the site. Although the agent states that the 30 MPH speed limit is adhered to however no evidence of this has been submitted and previous speed checks in this road have shown otherwise.

There has been no direct access to Longmoor Road until the applicants started to construct the track and erected the gates and fencing. There is no vehicular crossover and the applicants are committing an offence under the Highways Act 1980 if they cross the footway to gain access to the site. Visibility is very poor to the east and cannot be improved within the land controlled by the applicant. There may be scope to form an access at another location on this frontage however the application does not contain adequate information for me to comment further.

For any access to be considered from Longmoor Road we would require the following: Traffic speed check to confirm the 85th% speed in both directions (due to the level of traffic movements I would accept that this be done using other than a radar gun but must insist on a minimum of seven consecutive days which should be during term time. A full and accurate topographical survey plan of the frontage and a minimum of 40 Metres beyond the applicants frontage ownership in both directions. A plan showing the ground levels so as to ascertain the gradient of the access drive at any proposed access point.

It should be noted that the maximum gradient for an access at this site would be 5% (1 in 20) for the first 8 Metres and 10% (1 in 10) thereafter. The drawings are to indicate the actions being taken to ensure that water from the Public Highways does not drain onto the site.

If the application is found to be acceptable in other respects permission could be granted if the access from Longmoor Road were to be deleted and the track and gate removed. As a result I set out below both recommended conditions and reasons for refusal. If consent is to be granted a contribution will be required towards local transport initiatives.

Conditions

Subject to the removal of the access track and gate to Longmoor Road and reinstatement of the boundary fence:

HY03 (Longmoor Road) (replace "existing" with "illegal") HY04 HY06

Refuse

If the access is to be retained:

R12D R12L R12Q (see above)

NOT FOR PUBLIC RELEASE

Graham Oakley
Senior Engineer (Highways Development Control)