

Question	Response
<p data-bbox="203 236 622 268">From Councillor Mike Dendor</p> <p data-bbox="203 309 685 408"><b>ITEM 2.5</b> <b>20/505771/PNQCLA</b> <b>Paradise Farm Lower Hartlip Road</b></p> <p data-bbox="203 448 797 619">As regards the above application and considering technical assessment of "Transport and Highways impacts of the development", I have a number of questions related only to vehicle movements between the private road and Lower Hartlip Road:</p> <ul data-bbox="253 667 846 1339" style="list-style-type: none"> <li data-bbox="253 667 846 762">• The site itself has a gate leading into it blocking access to the site and to the fields beyond. Is that gate going to remain?</li> <li data-bbox="253 770 846 1018">• Could you confirm that there is nowhere for a vehicle to turn around along the track up to those gates? Therefore would you agree that if denied access through the gate any vehicle, particularly commercial, would have to reverse down the track and reverse into Lower Hartlip Road?</li> <li data-bbox="253 1026 846 1273">• Although a private matter, would you agree that the owner is in his rights to erect a gate across the private road if he wishes (assuming he allows access to those with legal rights to have access) which would have the same effect as the gate mentioned above?</li> <li data-bbox="253 1281 846 1339">• Referring to KCC Highways comments in 5.1 in the report and I quote:-</li> </ul>	<p data-bbox="875 276 2029 523">Firstly regarding the gated entrance to the site, I am unaware as to whether the gates will remain as they fall outside the red line edge of the application site. Notwithstanding this, if the gates were to remain, from a practical perspective, the residents would probably leave any gates open anyway during the day, as evidenced generally where houses have gates across their vehicular accesses. Given this would be for 3 dwellings, I would expect it would take a great deal of cooperation from all the residents to open and close the gate each time they pass, and it will be too inconvenient for most to bother so it's likely they are left open.</p> <p data-bbox="875 563 2029 770">KCC Highways have reviewed aerial photos of the site and it appears possible to turn a vehicle around within the hammerhead formed by the convergence of the 3 accesses (application site access and 2 existing residential properties). Presumably if a larger commercial vehicle had reason to visit, bigger than a general courier van, the residents would generally be expecting the delivery, and would allow access if the gates were to remain. The image below highlights the area where it seems possible to turn a vehicle around if the gates were to remain shut.</p>

- "The bend in the road is in favour of the site, as the access is on the outside of it, so the sightlines are actually pushed forwards into the road. A car waiting to emerge from the access can be seen from around 110m south of the access, and getting on for around 85m from the north. Approaching vehicles will therefore view a car from a reasonable distance.
  - But what about about sight lines of cars exiting from the private road especially when reversing as above?
- "To be honest, I think you'd struggle to object, as it would be hard to demonstrate that traffic from 5 houses would be significantly worse than the traffic that could be possible from agricultural use of the site and its existing buildings. Given the length of the access track, and the level of activity expected, it's likely to be very infrequent that 2 opposing vehicles would meet exactly at the access point onto Lower Hartlip Road, and should it occur somewhere along the length of the track itself, this wouldn't affect the public highway where our interest would be."



The owner of the private road could erect a gate across the private road without the need for planning permission if the structure accords with Class A, Part 2, Schedule 2 of the GPDO. However as no such gate is currently present along the access road, little weight can be afforded to this matter. This is addressed at paragraph 7.9 of the Committee report.

In reference to your question regarding sight lines, KCC Highways have explained that the science behind vehicles being seen is that drivers approaching can see the obstruction of a vehicle nudging out from an access, and react accordingly (slow down /give more room), which is suggested for lightly trafficked roads. The driver of the vehicle nudging out only has to project slightly to obtain views along the road too. As noted, in this instance the road bends away, so they don't have to nudge out far before visibility increases rapidly.

- There is no mention here of the agricultural traffic that has rights of access through the site to the fields beyond? Also, is there not more frequent access to the new dwellings than previously to the agricultural buildings on that site? And is this in addition to agricultural traffic going through the site to the fields? If this is the case, then is there more traffic in/out of the private road to/from Lower Hartlip Road than has been previously assessed?

I look forward to your answers/comments.

KCC Highways have provided the below mocked up the image to show that vans could probably pass within the bellmouth, so cars would be better able to do so. Reversing onto Lower Hartlip Road may not be required therefore, even on the rare occurrence that two vehicles may meet along the access track.



Finally, in relation to agricultural traffic at the site, the Council is firmly of the view that there is no right of access through the site for agricultural traffic. When comparing the agricultural traffic that could be generated by the site in its current use and the proposed residential use, KCC Highways consider it important to note that agricultural buildings can attract a lot of movement,

	so it is generally accepted that residential use may not actually result in an increase in vehicular activity from the former use or the potential it had.
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