

Maya Cullen

From: David Wrigley [REDACTED]
Sent: 22 November 2024 14:32
To: Maya Cullen
Subject: 3/2024/0862 Higher Parsonage Farm
Attachments: Plans - 221124.pdf; Site Plan 7 - 221124.pdf

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Dear Maya

Following our recent telephone discussion regarding the LHA highways response dated 20 November 2024 please find attached a copy of the additional Site Plan 7 and a copy of the updated Plans both dated 221124.

Please thank the [REDACTED] letter and we hope that the amended plans are suitable for responding to the requirements [REDACTED] set out.

By way of further explanation the notes below explain our suggestion.

The amended Plans attached now show no new timber cladding on the south east elevation so providing adequate intervisibility between highway users and the agricultural vehicles using the existing site. The north east gable remains shown as cladded and does not impede any vision of or from any part of the road or sightlines. As stated previously the level of use and type of vehicle remain unchanged.

While it is noted that the minor road is only restricted to the national speed limit both the LHA and LPA have previously accepted that this road operates in practice at an accepted speed of 32mph. With the previous data came the accepted proportionate recommendation of a sightline of 67m x 2.4m and a rural road adjustment to the lower figure of 47m x 2.4m. Site Plan 7 shows the two versions of the sightline indicated green and red respectively.

The proposed now open sided building does not adversely reduce the visibility splay which is situated directly to the East of the proposal. I confirm that the applicant owns and controls the visibility splay and the remainder of the splay is over the existing highway surface.

The existing sightlines are used by farm vehicles only which have a high driver position and high cabs which are highly visible within the east sightlines. The driver position and cab height both allow clear intervisibility of the sightlines over the existing stone wall. When access is not being undertaken by farm vehicles onto the yard this wall prevents cattle from jumping into the road. It is suggested that the existing wall height is retained on the grounds of highway safety.

I confirm that other than agricultural vehicles no visitors or cars access the existing yard adjacent to the proposal. All visitors/deliveries are required to report to the farmhouse.

In summary there is no change in use of the existing access and there are now no adverse effects from the proposal (with open south east side) on highway safety.

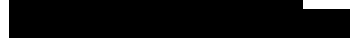
Please confirm receipt of this email and kindly report your thoughts and any further responses to my suggestions above & attached plans.

Many thanks

Kind regards
David Wrigley

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