

**FIRST SUPPLEMENTARY REPORT**  
**TO THE PLANNING COMMITTEE**  
**6<sup>th</sup> December 2022**

**Agenda Item 6**

**Application Ref. 22/00214/FUL**

**Park Hill Farm, Park Lane**

Since the publication of the main agenda report a further objection has been received by a local resident in response to the submitted highways review. The concerns expressed are summarised as follows:

- The provided information does not cover what was asked for at the previous planning committee by councillors.
- The wording used in the highways document is misleading and at no point have the 10 passing places noted at committee been shown or highlighted.
- The proposed passing place shown at chain 97 is a raised grass verge and therefore would cause damage to vehicles if used.
- The passing place shown at chain 156 is very muddy and is well used by farmers of the adjoining land.
- The section of road from chain 146 to 152 is very wet and boggy and vehicles would have the potential to get stuck.
- The proposed passing place at chain 180 is on a dangerous blind corner and is on a soakaway drop.
- A passing place can't be provided at chain 204 due to land levels and flooding issues
- Chain 216 is a muddy grass verge which has free flowing water on the opposite side.
- The report has data for Blore Lane but this was never in question.
- The provided highways reports is explained in estimates and is therefore unreliable and to form a decision based on this would be detrimental to highway safety.

Officer response

The concerns as set out above have largely been addressed within the main agenda report.

The review of the highway that has been submitted in support of the proposal shows the width of Blore Lane and Park Lane at all points where vehicles movements would be expected. While it is acknowledged that some passing places as referred to in the officer's report and supporting highways review are of less formal arrangements than others and are of varying quality, they are still of a suitable size to provide space for two vehicles to pass each other.

Several visits to the site have been completed by the case officer to verify the submitted details and these have been found to be accurate. The estimates set out in the submitted details have been completed by a qualified highway consultant and have been calculated on a 'worst case scenario' basis with the results still showing that the proposed increase to vehicle movements would not result in any significant or adverse impact to highway safety.

**The RECOMMENDATION remains as set out in the main agenda report.**