

**PLANNING COMMITTEE DATE: 23<sup>th</sup> August 2023**

**APPLICATION NO: F/YR22/1014/F**

**SITE LOCATION: Land South And West Of Beats Lodge Hooks Drove Murrow  
Cambridgeshire**

**UPDATE**

**Email received from Agent dated 09.08.2023**

An email was received from the agent in respect of the concerns raised by the Highways Authority;

*'We attach a response from the Highways Consultant following your recent email.*

*On reviewing the attached letter, it would appear the Highways Consultant addressed details in his previous correspondence regarding passing places and also the access.*

*If any amendments are required, we can carry these out promptly.*

*Please advise.'*

**Highway Safety**

The agent included a letter from MTC Engineering, the letter outlined that the previous letter submitted to address Highways concerns dated 21 June 2023 alongside drawing 2903 Revision B addressed all issues outlined by the Highways Officer including that the access proposed is indeed suitable for grab lorries, and indeed also tippers. Furthermore, the letter outlined that the provision of passing places was also considered and included details as to existing flows along the road.

**Email received from CCC Highways dated 09.08.2023**

*The comments regarding the access have been addressed but I am unconvinced by the suitability of the form of development in this location due to the long and narrow approach.*

*MTC indicate that the risk of conflict is low due to the existing vehicle flows, but this misses the key point. If large vehicles associated with the proposed development meet on the long and narrow approach to the site (which over the lifetime of the development will likely occur on many occasions at various points along Hook's Drove, Long Drove and Mill Road), then it has not been demonstrated that they can safely pass without driving on soft verge which would be detrimental to highway safety. You would therefore need to demonstrate that the largest design vehicle can pass along the full length of the route (or at least at frequent intervals) between the site and the B1187 Murrow Bank, which would be a vehicle tracking led exercise.*

*If this isn't achievable (which I expect it isn't) then passing places at regular intervals (within visibility of each other) will be required to mitigate the detrimental safety impacts. Given the proposed use class, a passing place would need to be 6m wide and long enough for vehicles such as grab lorries to easily enter and exit. If you refuse such a condition or if the LPA consider it unreasonable, then I would have to object to the application on the basis that it is likely to adversely impact upon highway safety.*

*By virtue of the standard of the access road, in absence of highway mitigation, I do not consider this to be an appropriate location for a development of this nature or any other use class which will attract large commercial vehicles to the site.*

**Recommendation:** REFUSAL – The above update does not alter the original recommendation as set out on page 96 of the agenda.