



Pavilion House
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Planning Department
Rutland County Council
Catmose
Oakham
Rutland
LE15 6HP

Our Ref: HAS/21-017
Marrons Ref: 1181307.2.BM

7th January 2022
BY EMAIL ONLY

Dear Sir / Madam

PROPOSAL FOR NEW FARM ACCESS AT MANOR FARM MAIN ST, STOKE DRY

I write to you on behalf of my Client, Mr. T. Joule, regarding the above proposal. This letter is prepared in support of a forthcoming application to Rutland County Council [RCC] by Marrons Planning. Highway Access Solutions [HAS] have been retained to provide highways and transportation advice regarding the proposed development

Our Client wishes to reposition / enhance the main Manor Farm access track such that this is of a higher quality and located further from nearby residential dwellings. Marrons Planning previously submitted a pre-application inquiry in this regard during October 2021 (this being supported by HAS). We understand that RTCC Highways have raised no concerns in relation to the proposal. The intent of this letter is therefore simply to reiterate our key findings, for the public record, and as part of our Client's application.

Existing Conditions

Main Street

Main Street is a typical, minor rural distributor road, which serves to link the A6003 (to the east) to the hamlet of Stoke Dry and the environs of Eye Brook Reservoir (to the southwest). HAS have obtained a copy of the local public highway boundary plan from RCC Records team, and a copy of this is provided at Enclosure A.

The main Street carriageway is adequately maintained and typically has a width of between 4.5m and 5m, just sufficient to allow the passage of two-way traffic. In the vicinity of the site, Main Street is derestricted, notionally permitting speeds of up to

60mph at the site frontage. However, owing to its width, variable alignment, nearby junction with the A6003 and limited forward visibility at local bends (owing to the presence of the adjacent field boundaries), traffic speeds along the route are typically much slower than this.

Representatives of HAS visited the site on Wednesday 28th April 2021, undertaking a vehicle speed survey from the existing site access between 1315 and 1615 hours. The results of this survey are included here at Enclosure B. Traffic flows were found to be very light, with only 73 readings being taken during the survey (these comprising almost all vehicles passing the site). The 85th percentile speeds recorded were below 30mph on each approach to the site.

A preliminary examination of the 'CrashMap' website indicates that no Personal Injury Collisions [PICs] have occurred anywhere with 1km of the site during the period from 2015 to mid-2020 inclusive. This area obviously includes the existing site access and A6003 / Main Street junction.

Overall, HAS consider Main Street typical of similar routes throughout the County and surrounding region, and of adequate standard to accommodate low levels of movements by local residents and by agricultural machinery.

Farm Track / Access

The existing farm track serving Manor Farm (from Main Street) is located around 95m east of the A6003 and formed from concrete. It lies to the immediate east of a residential dwelling associated with Manor Farm. The access was widened at some point during the past decade, and it should be noted that the images shown on Google Streetview therefore do not reflect the current layout. Photographs of the access in its current form are therefore included at Enclosure C of this letter.

The access has a wide entry radius to its eastern side, but no similar provision to its western side (likely owing to most machinery arriving and departing via the nearby A6003). A wide gate is located around 14m from the public highway boundary (around 17m from the Main Street carriageway). The track currently passes within 5.5m of the adjacent dwelling, with resultant amenity (and potentially structural) impacts on this arising from heavy agricultural machinery.

Recently, the concrete surface has begun to deteriorate, especially along the boundary of the adjacent residential property. This prevents passage by two-way traffic, and is potentially hazardous to light vehicles. As the track enters the farmyard (around 110m north of Main Street), it has severely limited forward visibility, owing to the positioning of a nearby hedge. Additionally, there is poor intervisibility between the track and the entrance to the driveway of the adjacent dwelling (which shares the access junction at Main Street with the farm track).

Proposed Development – New Farm Access Track

Our Client proposes the creation of a new Farm access track, located around 60m west of the A6003 and 40m east of the new property, as shown at Drawing Number **HAS/21-017/12**. The creation of this new track would necessitate the repositioning of a single telegraph pole located within the public highway boundary.

The majority of the existing access track would be broken up and the land re-seeded with appropriate grass, etc. A short section within the existing farm gate would be retained to serve the new paddock formed between the nearby dwelling and the new access track (in order that the surface inside the existing gate does not deteriorate, potentially leading to the passage of mud onto the public highway).

The new farm access track would be of at least 5.5m width, allowing two-way passage by heavy vehicle and agricultural equipment. Entry radii of 10m would be provided, with additional 10m long / 1:10 'lead-in tapers (the western of these being 'squared off' to meet the existing access to its west). Further along the track (prior to entering the Manor Farm yard) forward visibility suitable for vehicle speeds of at least 20mph would be maintained.

The surfacing of the track would utilise bound material for a distance of at least 25m beyond the public highway boundary. Similarly, any new gates would be sited at least 15m beyond the highway boundary. In this manner vehicles would be able to wait clear of the highway whilst the gates are opened / closed.

With regards to access visibility, own at **Drawing Number HAS/21-017/13** and **/14** show 2.4m x 59m visibility splays, suitable for approach speeds of up to 37mph (i.e. significantly higher than those recorded by the HAS speed survey). In the case of the splays to the west of the access, both nearside and offside tangential splays are also shown.

The proposed track would offer a higher-quality, safer access to Manor Farm, and segregate this from the nearby residential dwelling (also slightly reducing the amenity/ noise impacts of agricultural machinery on a third-party dwelling at 'Dun Elm').

Closing Remarks

The combined layout of works associated with the replacement dwelling and new farm access track are shown at **Drawing Number HAS/21-017/15**. HAS consider that the new access would offer amenity benefits to local housing, operational benefits Manor Farm and improve the safety of the overall layout significantly. Based on the pre-application response received, we trust that RCC Highways broadly concur with our findings.

I trust this letter has provided you with sufficient information for your own purposes and to support our Client's application. Should you need any further information or require clarification on any particular point, please do not hesitate to contact me.

Yours sincerely



Andrew Dennison
BEng (Hons) MSc MCIHT MTPS

Founder
Highway Access Solutions

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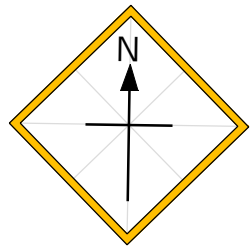
Enclosed	Drawings Enclosure A Enclosure B Enclosure C	Drawing Numbers HAS/21-017/12 thru /15 RCC Public Highway Boundary Plan HAS Speed Survey Results Site Photographs
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cc	Mr. B. Mullin / Ms. M. Simpson Mr. T. Joule. Mr. J. Oakes Mr. W. McCormack	(Marrons Planning) (Client) (Client's Agent) (Project Architect)
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DRAWINGS

DRAWING NUMBERS HAS/21-017/12 THRU /15

DRAWING #: HAS/21-017/12
 REV: -



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HAS
 Highway Access
 Solutions™

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Telephone: 01159 560008
 Email: office@highwayaccess.co.uk

CLIENT:
Mr. T. Joule

DRAWING TITLE:
**NEW FARM ACCESS
 (INC. INTERNAL FORWARD
 VISIBILITY SPLAYS)**

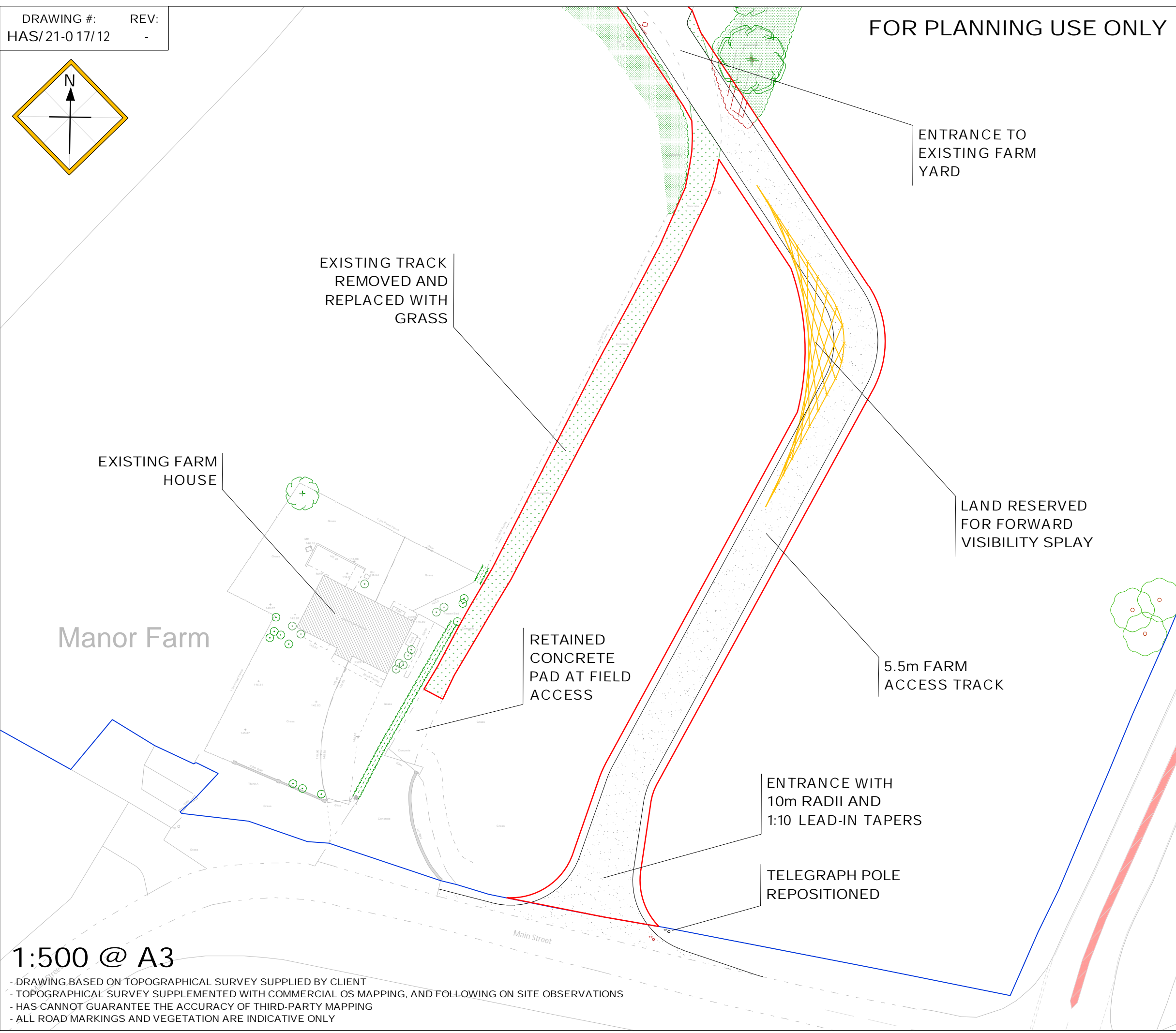
PROJECT TITLE:
**REPLACEMENT ACCESS,
 MANOR FARM,
 MAIN STREET, STOKE DRY**

REV.	DATE	ALTERATION(S) MADE	BY

DRAWING #: HAS/21-017/12
 REV: -

DATE: 15/12/20 21
 PREPARED BY: ACD

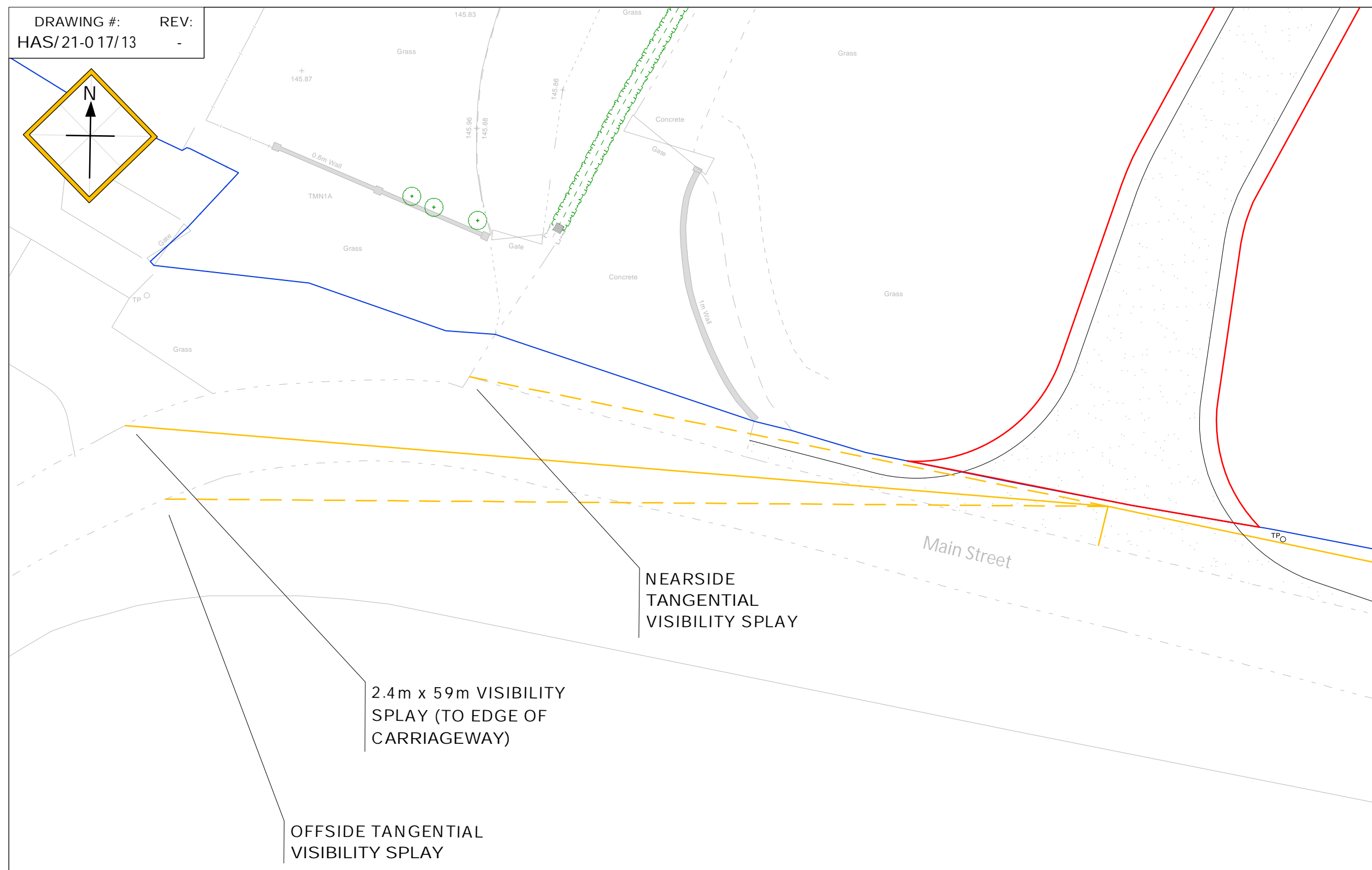
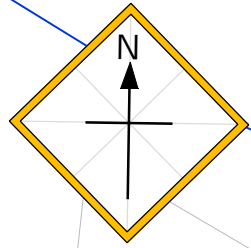
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 West Bridgford, Nottingham NG2 6AB

Telephone: 01159 560008
 Email: office@highwayaccess.co.uk

CLIENT:
Mr. T. Joule

DRAWING TITLE:
**NEW FARM ACCESS
 (WESTERN VISIBILITY SPLAYS)**

PROJECT TITLE:
**REPLACEMENT ACCESS,
 MANOR FARM,
 MAIN STREET, STOKE DRY**

REV.	DATE	ALTERATION(S) MADE	BY

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 REV: -

DATE: 15/12/20 21
 PREPARED BY: ACD

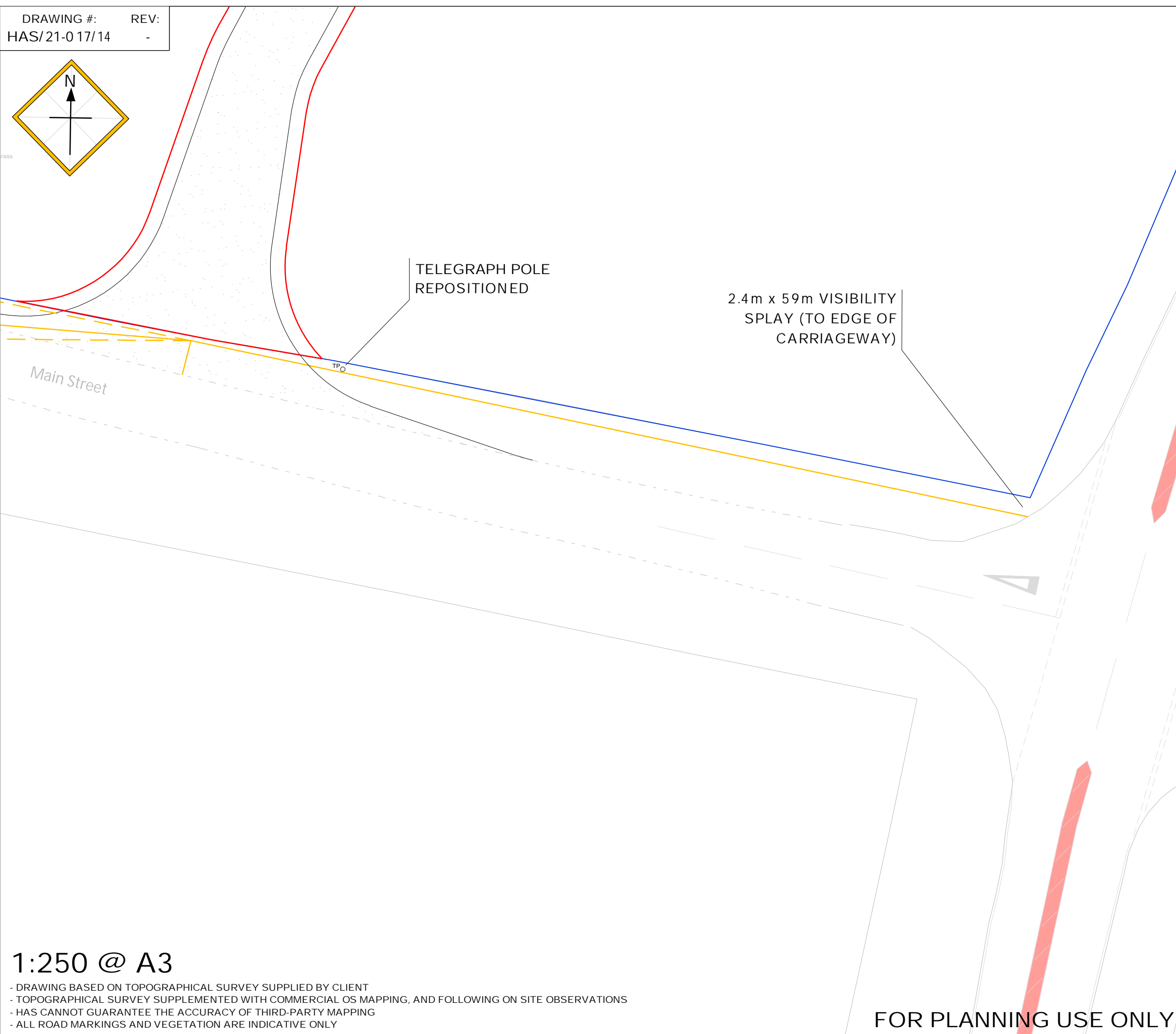
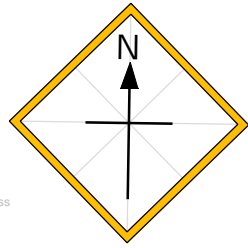
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TELEGRAPH POLE
 REPOSITIONED

2.4m x 59m VISIBILITY
 SPLAY (TO EDGE OF
 CARRIAGEWAY)

Main Street

TPO

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Telephone: 01159 560008

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CLIENT:

Mr. T. Joule

DRAWING TITLE:

NEW FARM ACCESS
 (EASTERN VISIBILITY
 SPLAYS)

PROJECT TITLE:

REPLACEMENT ACCESS,
 MANOR FARM,
 MAIN STREET, STOKE DRY

REV.	DATE	ALTERATION(S) MADE	BY

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 HAS/21-017/14

REV:
 -

DATE:
 15/12/20 21

PREPARED BY:
 ACD

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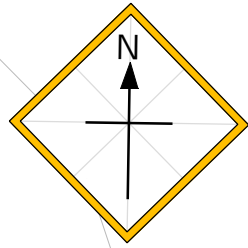
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 West Bridgford, Nottingham NG2 6AB

Telephone: 01159 560008
 Email: office@highwayaccess.co.uk

CLIENT:
Mr. T. Joule

DRAWING TITLE:
**SITE OVERVIEW
 (INCLUDING EXISTING FARM BUILDINGS & FULL RED LINE)**

PROJECT TITLE:
**REPLACEMENT ACCESS,
 MANOR FARM,
 MAIN STREET, STOKE DRY**

REV.	DATE	ALTERATION(S) MADE	BY

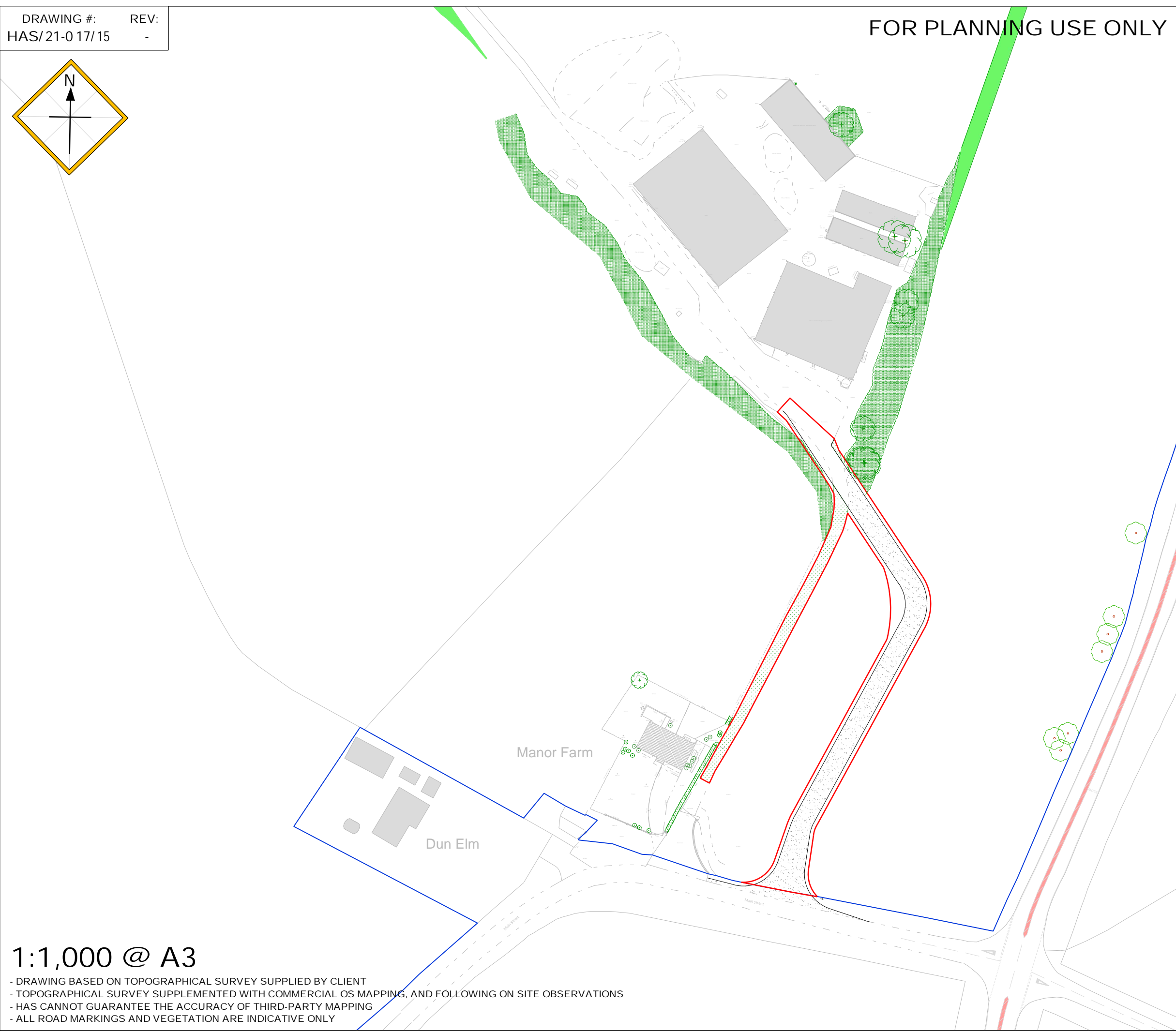
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DATE: **15/12/20 21** PREPARED BY: **ACD**

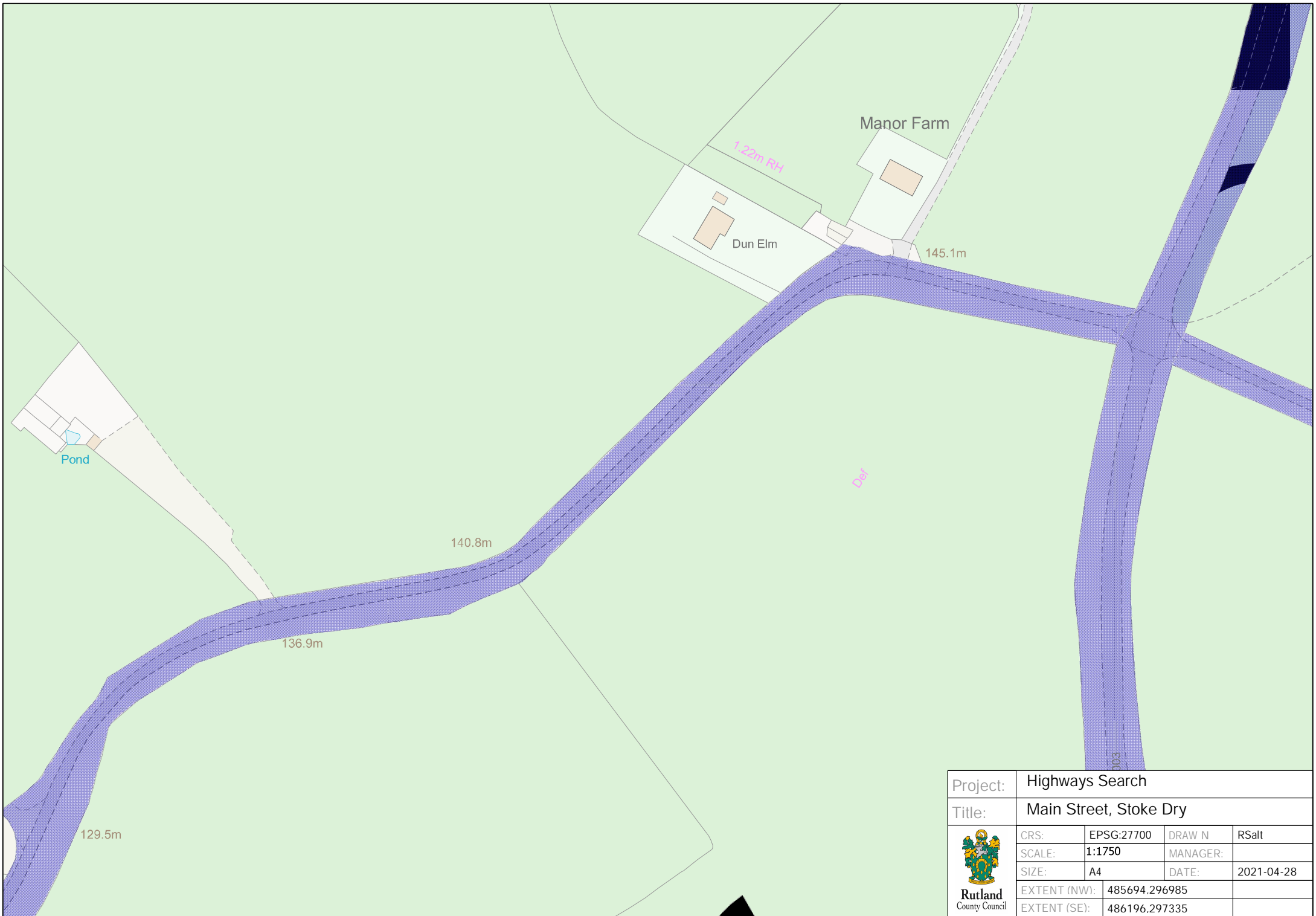
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ENCLOSURE A
RCC PUBLIC HIGHWAY BOUNDARY PLAN



Project:		Highways Search	
Title:		Main Street, Stoke Dry	
 Rutland County Council	CRS:	EPSG:27700	DRAW N
	SCALE:	1:1750	MANAGER:
	SIZE:	A4	DATE:
	EXTENT (NW):	485694.296985	
	EXTENT (SE):	486196.297335	

ENCLOSURE B
HAS SPEED SURVEY RESULTS



Road: Main Street, Stoke Dry
 Direction: Northeastbound traffic
 Time: 1315-1615 hours
 Date: Wednesday 28th April 2021
 Weather: Cool / Clear

Mean Speed

$$\bar{x} = \frac{\sum fx}{\sum f} = 25.5 \text{ mph}$$

Standard Deviation

$$s_x = \sqrt{\frac{1}{\sum f - 1} \times \left(\sum fx^2 - \frac{[\sum fx]^2}{\sum f} \right)} = 4.2 \text{ mph}$$

85th %ile Spot Speed

$$P_{85} = \bar{x} + S_x = 29.7 \text{ mph}$$

Wet Weather 85th %ile Spot Speed

$$\text{Wet } P_{85} = (\bar{x} + S_x) - 2.48 = 27.2 \text{ mph}$$

Data Integrity

85th %ile / Mean Speed should equal 1.10 to 1.25

85th %ile / Mean Speed = 1.16

Standard Deviation / Mean Speed should equal approx 0.17

Standard Deviation / Mean Speed = 0.16

Observed Speeds (mph)	# of Readings	Mean / SD Factors	
		fx	fx ²
< 15	0	-	-
15	0	0	0
16	0	0	0
17	1	17	289
18	1	18	324
19	1	19	361
20	0	0	0
21	1	21	441
22	3	66	1452
23	1	23	529
24	3	72	1728
25	2	50	1250
26	0	0	0
27	2	54	1458
28	3	84	2352
29	4	116	3364
30	1	30	900
31	2	62	1922
32	1	32	1024
33	0	0	0
34	0	0	0
35	0	0	0
36	0	0	0
37	0	0	0
38	0	0	0
39	0	0	0
40	0	0	0
41	0	0	0
42	0	0	0
43	0	0	0
44	0	0	0
45	0	0	0
46	0	0	0
47	0	0	0
48	0	0	0
49	0	0	0

Observed Speeds (mph)	# of Readings	Mean / SD Factors	
		fx	fx ²
50	0	0	0
51	0	0	0
52	0	0	0
53	0	0	0
54	0	0	0
55	0	0	0
56	0	0	0
57	0	0	0
58	0	0	0
59	0	0	0
60	0	0	0
61	0	0	0
62	0	0	0
63	0	0	0
64	0	0	0
65	0	0	0
66	0	0	0
67	0	0	0
68	0	0	0
69	0	0	0
70	0	0	0
71	0	0	0
72	0	0	0
73	0	0	0
74	0	0	0
75	0	0	0
76	0	0	0
77	0	0	0
78	0	0	0
79	0	0	0
80	0	0	0
81	0	0	0
82	0	0	0
83	0	0	0
84	0	0	0
85+	0	-	-
Total S	26	664	17394

TABLE 1a: MANUAL SPEED SURVEY RESULTS
 MAIN STREET, NORTHEASTBOUND TRAFFIC

Observed Speeds (mph)	# of Readings	Mean / SD Factors	
		fx	fx ²
x	f	fx	fx ²
< 15	0	-	-
15	0	0	0
16	1	16	256
17	0	0	0
18	2	36	648
19	2	38	722
20	1	20	400
21	3	63	1323
22	6	132	2904
23	4	92	2116
24	5	120	2880
25	4	100	2500
26	4	104	2704
27	5	135	3645
28	2	56	1568
29	2	58	1682
30	3	90	2700
31	1	31	961
32	1	32	1024
33	0	0	0
34	1	34	1156
35	0	0	0
36	0	0	0
37	0	0	0
38	0	0	0
39	0	0	0
40	0	0	0
41	0	0	0
42	0	0	0
43	0	0	0
44	0	0	0
45	0	0	0
46	0	0	0
47	0	0	0
48	0	0	0
49	0	0	0

Observed Speeds (mph)	# of Readings	Mean / SD Factors	
		fx	fx ²
x	f	fx	fx ²
50	0	0	0
51	0	0	0
52	0	0	0
53	0	0	0
54	0	0	0
55	0	0	0
56	0	0	0
57	0	0	0
58	0	0	0
59	0	0	0
60	0	0	0
61	0	0	0
62	0	0	0
63	0	0	0
64	0	0	0
65	0	0	0
66	0	0	0
67	0	0	0
68	0	0	0
69	0	0	0
70	0	0	0
71	0	0	0
72	0	0	0
73	0	0	0
74	0	0	0
75	0	0	0
76	0	0	0
77	0	0	0
78	0	0	0
79	0	0	0
80	0	0	0
81	0	0	0
82	0	0	0
83	0	0	0
84	0	0	0
85+	0	-	-
Total S	47	1157	29189



Road: Main Street, Stoke Dry
 Direction: Westbound traffic
 Time: 1315-1615 hours
 Date: Wednesday 28th April 2021
 Weather: Cool / Clear

Mean Speed

$$\bar{x} = \frac{\sum fx}{\sum f} = 24.6 \text{ mph}$$

Standard Deviation

$$s_x = \sqrt{\frac{1}{\sum f - 1} \times \left(\sum fx^2 - \frac{[\sum fx]^2}{\sum f} \right)} = 3.9 \text{ mph}$$

85th %ile Spot Speed

$$P_{85} = \bar{x} + S_x = 28.5 \text{ mph}$$

Wet Weather 85th %ile Spot Speed

$$\text{Wet } P_{85} = (\bar{x} + S_x) - 2.48 = 26.1 \text{ mph}$$

Data Integrity

85th %ile / Mean Speed should equal 1.10 to 1.25

85th %ile / Mean Speed = 1.16

Standard Deviation / Mean Speed should equal approx 0.17

Standard Deviation / Mean Speed = 0.16

TABLE 1b: MANUAL SPEED SURVEY RESULTS
 MAIN STREET, WESTBOUND TRAFFIC

ENCLOSURE C
SITE PHOTOGRAPHS



↑ 1) View East along Main Street (from existing access)
Note widened access radii and A6003 in rear-of-shot



↑ 2) View Southwest along Main Street (from existing access)
Note verge overrun owing to absence of entry radii



↑ 3) View of site frontage, looking northeast along Main Street
Note shared residential / agricultural access in centre-of-shot



↑ 4) Additional view east along Main Street
Note existing access at left-of-shot



↑ 5) View looking south towards Main Street along existing Farm Access
Note severely degraded paving and harsh cutting back of hedgerow



↑ 6) Rear view of existing residential dwelling from Farm Access
Note proximity of dwelling to access track