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Mr. Simon Ellis
North Hertfordshire
District Council
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N.H.D.C.
29 JUN 2018

Dear Mr. Ellis

27th June, 2018

Your Ref: 18/01395/FP

I have been out of the country for some time and have only just been able to reply to your letter. Please accept my apologies.

Applications for this site seem to keep coming back like a bad penny. However, this letter is more to comment on safety than on aesthetics, although I do not seem to find a copy of the mentioned 'approved scheme' for landscaping. My comments are regarding access to the site, which previously was through the car park of the Fox & Hounds. This application changes that access. The new proposal seems to be based on using the existing 'dropped kerb. But I would query the 'therefore access cannot be denied'. The access mentioned has not been available for decades as can be witnessed by the considerable age of the very substantial Silver Birch tree and its slightly younger 'sibling', (which are not shown or mentioned on any plan). I can't quite understand the quote of 'the ramp has been designed to accord with the Highway requirements and was approved for the previous scheme by the Highway Engineer' when in the same section it is also stated that on the previous scheme the 'approved access and parking was very poor with regards that the only way into the site was via a busy pub car park'. When did the Highways Engineer become involved; on the previous scheme which didn't involve the dropped kerb, or this scheme which tries to include it?

My point is, that the Silver Birch trees have blocked the dropped kerb for decades, meaning that the dropped kerb hasn't been used for decades, either. There was probably a very good reason that the tree was planted there, blocking any exit, in the first place, -visibility from the exit? The site is right on a very busy junction with the B1368 making a 90 degree right hand turn, around Richmonds, when heading along the High Street in a 'southerly' direction. Traffic traveling in a reverse direction, approaching down London Road has an almost blind turn to the left; blind partially because of residents parked vehicles, making this a hazardous turn sometimes. The 'street scene' supplied shows nothing of the street scene along with the access, and so the only reference is the 'roof/block plan'. The site is extremely tight for vehicular access, and certainly for manoeuvring for parking within the plot, particularly the two vehicles to the right. If vehicles entered the plot by driving straight in, they would almost certainly be committed to reverse out onto the road, right by the bend with little or no view of London Road traffic. Exiting from the pub car park gives a better view in both directions. Whilst it is not illegal to reverse out of driveway onto a main road, it is not advisable; certainly not at this location. Reversing into the driveway is a better option when coming along the High Street as you can control the traffic flow behind, but would still be dangerous from traffic coming down from London Road. Again this would not be a safe option if reversing into the driveway if approached from London Road as you would be manoeuvring immediately round the corner, unseen by following traffic until the last second. If vehicles were to reverse out onto the street, you need twice as much time as pulling out forwards. In busy traffic it could mean that there is not sufficient gap to do this safely. Performing this manoeuvre could cause other cars to have to brake suddenly when coming round the corner and/or having to swerve. It all increases the risk of an accident in a village which is trying hard to reduce the speeds of vehicles travelling through it and reduce the potential for accidents. The advantage that the

residents of the adjoining Bankside have, is that they always enter their properties forwards, manoeuvre on their own properties, and always re-join the High Street forwards as well, never backing onto the High Street. As a recap, the Silver Birch trees were probably planted for a very good reason.

The Barley Speed Watch group, of which I am a member, in May and June has logged speeds of 81 and 87 mph on the London Road with 222 vehicles exceeding 50 and 60 mph. This is a potential accident site, and I have attended too many accidents in Barley already.

Anyway these are observations, and queries that I believe should be taken into account, and hopefully you have anticipated this already.

Yours sincerely,

[redacted]

Brian K. Haughey