

**SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL**

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**REPORT TO:** Planning Committee

6 October 2010

**AUTHOR/S:** Executive Director / Corporate Manager – Planning and Sustainable Communities

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**S/1081/10/F- HARSTON**

**Erection of two dwellings on land to the south of 37 Church Street, for Mr Rupert Dick**

**Recommendation: Refusal**

**Date for Determination: 8 September 2010**

**Update to the report**

**Agenda report paragraph number 19 – Local Highway Authority**

Cllr Dr Lockwood has put the question:

“Is there any basis in [the applicant’s] contention that Highways are treating the driveway as a road junction, and this is not correct, so that the Manual for Streets should apply? (Presumably this would allow the visibility splay as it stands.) This might also be grounds for Planning Committee referral.”

In response the Local Highway Authority has commented:

“The Highway Authority can confirm that even if the standards of Manual for Streets was accepted by Highway Authority in this location, the applicant cannot provide the required visibility splays without crossing 3rd party land which is not within the control of the applicant or by the reduction of the required 43m to 30.5m which is 12.5m short of the requirement; the empirical data supplied by the applicant does not support this reduction.

The applicant has also shown the required visibility splay of 2.4m x 43m to the centreline of the road in an easterly direction. This is also unacceptable to the Highway Authority as Manual for Streets states that this can only be done to the left hand visibility splay and only then 'if vehicles approaching from the left are unable to cross the centre line'. Unfortunately an easterly direction is to the right of the site. The Highway Authority also has significant concerns over this proposal as the 'blind spot' that is created is sufficient to hide either a motorcycle and or cyclist from a vehicle emerging from the access, which creates an unnecessary risk.

The Highway Authority can confirm that Manual for Streets 7.9 'frontage access' states the following:

*'The provision of frontage vehicle access onto a street should be considered from the viewpoint of the people passing along the street as well as those requiring access.*

*Factors to consider include the speed and volume of the traffic on the street and the distance between the property boundary and the carriage to provide adequate visibility for the emerging driver.*

Therefore, the application site requires visibility spays of 2.4m x 43m whether it be a frontage access or a junction access. The Highway Authority requires this visibility splay due to the 85 percentile of 33.8 mph in the am peak and 35.1 mph in the pm peak. The measured speeds are both in excess of the 30 mph speed limit, but we cannot request increased inter-vehicle visibility splays due to third parties breaking the law.”

**Additional Background Papers:** the following background papers (additional to those referred to in the agenda report) were used in the preparation of this update:

‘Manual for Streets’, Department for Transport (2007)

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