

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee

3 August 2011

AUTHOR/S: Executive Director (Operational Services) / Corporate Manager – Planning and Sustainable Communities

S/1020/11 - RAMPTON

Erection of dwelling following demolition of existing tractor shed and carport. - Tractor Shed Adjacent to, Lantern House , Ivy Farm, The Green, Rampton, Cambridge, CB24 8QB for Mr Gareth Griffiths

S/1042/11 – RAMPTON

Demolition of existing tractor shed and carport - Tractor Shed Adjacent to, Lantern House , Ivy Farm, The Green, Rampton, Cambridge, CB24 8QB for Mr Gareth Griffiths

Recommendation: Delegated Approval

Date for Determination: 01 August 2011

A. Update to the report

Agenda report paragraph number 5 – Planning history

The owner of Lantern House Barn has expressed concern that an application relating to land in the vicinity of the site has not been referred to in the planning history section of the report, and that the reasons given for this decision may also apply to the current application. Under application reference S/1912/05/F, a proposal to convert the garage/outbuilding at the rear of No.14 High Green to an annexe was refused for the following reasons:

1. The annexe, which should be considered as a separate dwelling given its separation from the main dwelling, would have an undesirable relationship with the existing dwelling, No.14 The Green, resulting in a significant loss of garden amenity space for the existing dwelling and an inadequate provision of amenity space for the new property. This relationship would be contrived and would spoil the character of the courtyard development.
2. The unit would result in additional vehicular movements to and from the existing access point. Due to the limited space to turn within the site, most turning will occur adjacent to the front of Lantern House Barn causing unreasonable levels of noise and disturbance to those residents.

Agenda report paragraph number 26 – Highway safety

The Local Highways Authority has advised that the traffic survey has not resolved its concerns. A visibility splay of 2.4m x 33.0m is required to the west and only a distance of 20.4m can be achieved.

In response to the LHA's objection, the applicant's transport consultants, SLR Consulting, have provided further information to support the use of substandard visibility splays for the site. This comments that the LHA has agreed that it is only

visibility to the left as emerging (to the west) that is substandard, and states that the following points have not been taken into account in the LHA's response:

- The traffic count that has been undertaken indicates splays of 2.4m x 33m are required to accord with Manual for Streets. The 33m distance is fully available at a distance of 2.1m back from the channel line of the highway, and the full splay is also available at an off-set from the nearside channel line of 1m. Also, once a length of 60m is reached when travelling westwards, the entire carriageway is visible for a distance exceeding 100m.
- In a 2010 appeal decision relating to a site in Cheveley, an Inspector considered a splay off-set from the kerb by 1m in the non-critical direction is acceptable. In the current application, traffic approaching the site from the west would be on the off-side of the carriageway and, even if overtaking a parked car, would always be at least 1m away from the nearside kerb.
- Research carried out in Manual for Streets 2 indicates there is no correlation between restricted access/junction visibility and personal injury accidents.
- The access has been in place for many years. Visibility to the east, the critical direction, is to standard whilst to the west, meets standards that have been accepted elsewhere within the County and are exceeded once an initial short length is passed.

Planning Comments

With regards to the decision relating to No.14 The Green, this is not considered to alter the recommendation on the current application for the following reasons:

1. The relationship between the dwelling proposed in the current application and the existing dwelling is considered to be acceptable. The proposal would not result in the loss of any amenity space for the existing property. It is acknowledged that the proposed property would not have any amenity space but the reasons why this is considered to be acceptable are set out paragraph 23 of the committee report.
2. The refused application at No.14 The Green would have resulted in vehicles manoeuvring on the shared driveway, just 1 metre away from the nearest wall of Lantern House Barn. Whilst the current scheme would also result in vehicles manoeuvring within the access, in close proximity to the boundaries with adjoining properties, these movements would take place a much greater distance from the dwellings on adjoining plots.

With regards to the highway safety implications of the proposal, any response received from the LHA to the representation referred to above will be reported to Members verbally at the meeting. Given that the access is already in use by a number of dwellings, together with the fact that the slightly restricted visibility is to the left when emerging, with approaching vehicles travelling on the opposite side of the road, Officers consider the proposal to be satisfactory from a highway safety perspective.

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