PLANNING CONSULTATION RESPONSE

To Marie Roseaman Huntingdonshire District Council Pathfinder House St Marys Street Huntingdon PE29 3TN	**Place & Sustainability** **Highway Development Management** Cambridgeshire County Council West Highways Division Huntingdon Highways Depot Stanton Way Huntingdon Cambs PE29 6PY
App Reference: 24/02142/FUL Date In:04 /03/25 Date Out: 18/03/25	**Contact**: Sonia Hansen

RE: ***Application description***

Proposal: Demolition of barn and construction of single self-build dwelling
Location: Former Agricultural Building West Street Godmanchester

I am responding to the points raised in the email submitted by the applicant on 26th February 2025

- I note that the applicant's consultant highlights the access is existing, however this application represents an intensification of use from agricultural use which at present appears to be a derelict building.

- The drawing no. 22255_01 A dated December 2023 submitted as part of application 24/00781/PMPA shows a red line boundary which includes the visibility splay to the northeast and west of the proposed access. However, drawing KA49425 BRY 00 ST A 05 K proposed site plan dated 01.07.24 submitted as part of the current application 24/02142/FUL shows the red line boundary no longer includes the land to the northeast and west required to achieve the required visibility splays.

- Whilst the neighbouring land to the northeast may currently be an access if it is not within the red line boundary then we are unable to condition it to remain clear for the purposes of a visibility splay.

- The applicant's consultant speeds are 'low and close to the 30mph speed limit'. However, the speed survey data technical note SA49036_TN1 dated 29/04/2024 - issue 1.1 submitted as part of the Class Q application states the

northeast bound 85th %ile speeds were 35.5mph and the westbound 85th %ile speeds were 28.5mph

- The calculations given in the technical note state the resulting required visibility splay length is 54.36m for northeast bound traffic (coming from Offord's) and 41.51m for southwest bound traffic (coming from Godmanchester)

- The applicant's consultant indicates that by relocating the access you can achieve a splay to the northeast of around 2.4x35m '*just over half of the requirement'* however on the grounds of highway safety just over half of the requirement is not acceptable.

- As stated above, the applicant cannot rely on land outside of the red line boundary of the current application to achieve the visibility splays, regardless of whether it is currently being used as an access. This cannot be reasonably assured to be in perpetuity if it is not within the red line.

- The email indicates a possible relocation of the access towards the far west of the current red line boundary and asks if this would be acceptable. We are unable to comment on this without a revised drawing showing updated proposed access and the required visibility splays within a revised red line boundary.

Sonia Hansen
Assistant Highways Development Management Engineer