



Appeal Decision

Site visit made on 10 September 2019

by Chris Forrett BSc(Hons) DipTP MRTPI

an Inspector appointed by the Secretary of State

Decision date: 25 September 2019

Appeal Ref: APP/W0530/W/19/3231419

Langdale Farm, Cambridge Road, Melbourn, Royston, Cambridgeshire SG8 6EY

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Mr & Mrs J Usher against the decision of South Cambridgeshire District Council.
 - The application Ref S/1210/19/FL, dated 26 March 2019, was refused by notice dated 24 May 2019.
 - The development proposed is a new access.
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Decision

1. The appeal is allowed and planning permission is granted for a new access at Langdale Farm, Cambridge Road, Melbourn, Royston, Cambridgeshire SG8 6EY in accordance with the terms of the application, Ref S/1210/19/FL, dated 26 March 2019, subject to the following conditions:
 - 1) The development hereby permitted shall begin not later than 3 years from the date of this decision.
 - 2) The development hereby permitted shall be carried out in accordance with the following approved plans: Site Location and Block Plan; USHERVS1 and USHERVS2.

Main Issue

2. The main issue is the effect of the development on highway safety.

Reasons

3. The appeal site is located on Cambridge Road which is a wide road with a speed limit of 60mph adjacent to the appeal site. There is also a cycle lane and grass verge between the appeal property and the carriageway. The site currently consists of an existing dwelling together with the use of the site for the storage/distribution of landscaping materials and as a nursery/agricultural use. Both the commercial and domestic uses are currently served off the same access.
4. The Councils principal concern relates to the potential for an additional point of conflict and interference for traffic travelling along Cambridge Road. The Council state that the principal function of the road is to carry traffic freely and safely between centres of population.

5. The proposed access itself would serve the existing residential property and would be highly unlikely to result in any additional traffic generation. At my site visit I saw that there would be good visibility in both directions for any traffic leaving the access. There would also be good forward visibility towards the access from both directions for traffic travelling along Cambridge Road.
6. As noted by the Council, paragraph 109 of the National Planning Policy Framework indicates that development should only be refused on highway grounds if there would be an unacceptable impact on highway safety.
7. To my mind, the new access would not have a material impact on highway safety particularly when the characteristics of the road are taken into account. In coming to that view, I acknowledge that an additional access point could have a very small increase in highway danger. However, such a minor increase cannot be considered to be unacceptable when all of the above factors are taken into account.
8. For the above reasons the development would not have an unacceptable impact on highway safety and would accord with the transportation aims of the National Planning Policy Framework.

Conditions

9. The Council has not provided a list of suggested conditions that it considers would be appropriate. Notwithstanding that, and in accordance with the legislation, I have imposed the standard time limit condition. For the reason of certainty, it is also necessary to ensure that the development is carried out in accordance with the approved plans. Given the development proposed, I consider that there are no other conditions necessary to make the development acceptable in planning terms.

Conclusion

10. Taking all matters into consideration, I conclude that the appeal should be allowed.

Chris Forrett

INSPECTOR