

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee

7th May 2008

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

S/0307/08/F - HISTON

Erection of 4 Residential Units (Following Demolition of Existing Buildings) and the Rationalisation of the Rear Gardens of Nos. 51, 53 and 55 Station Road On Land at Bishops Cycles, 49 Station Road and Land R/O 51- 55 Station Road for The Strategic Land Partnership

Recommendation: Delegated Approval

Date for Determination: 16th April 2008

Notes:

This Application has been reported to the Planning Committee for determination because it is a departure from adopted policy to which objections on material planning grounds have been received.

Conservation Area

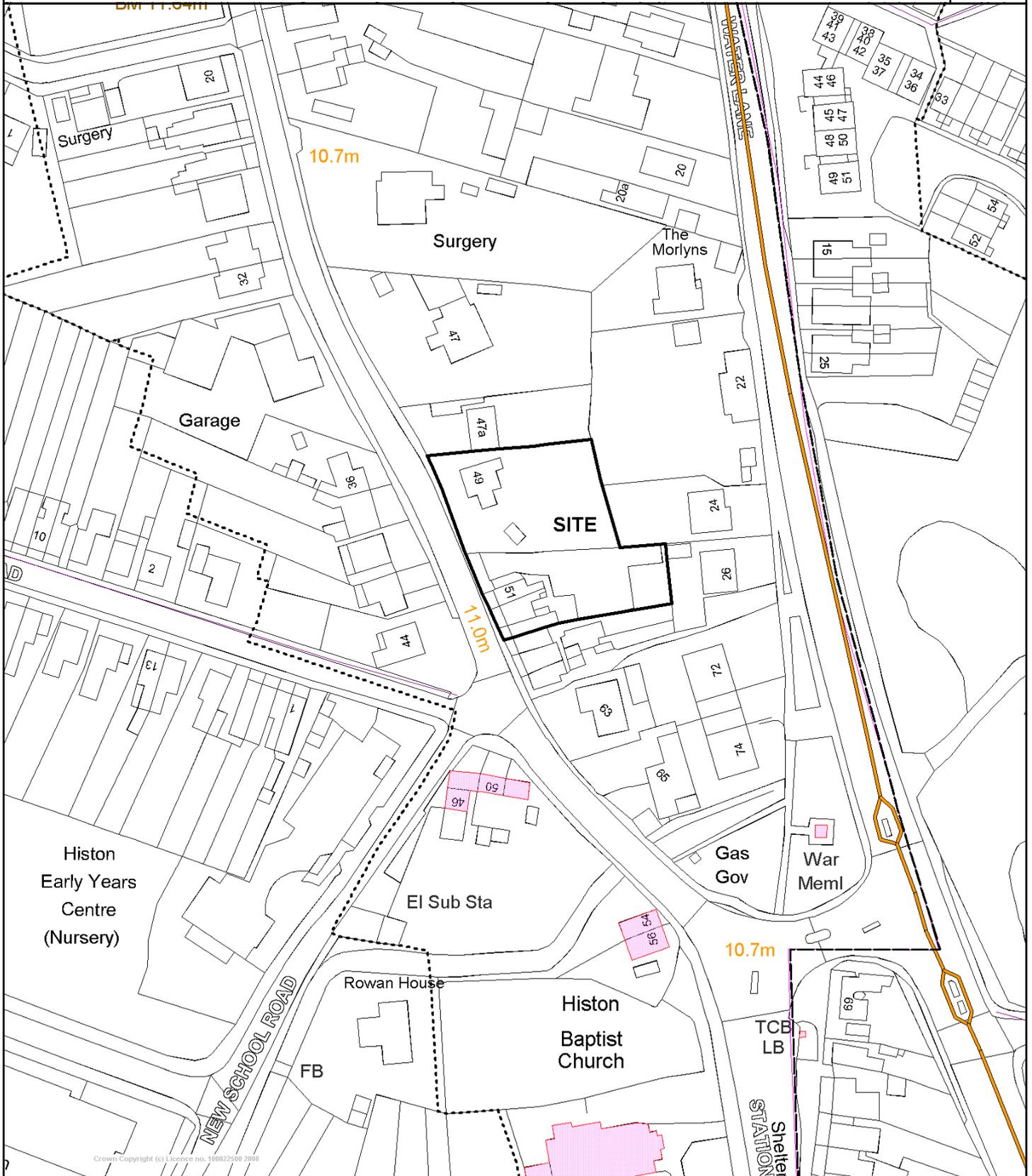
Departure Application

Site and Proposal

1. The site is located on the eastern side of Station Road and near to the centre of the village. The application site is made up of land which currently accommodates 49 Station Road, the adjacent vacant Bishops Cycles which is a retail unit that extends beyond the rear of 51-55 Station Road and these abutting three terraced properties. The site is located within a predominantly residential area however there are commercial uses, including a nursery and surgery, interspersed. To the south of the site is a row of three terraced residential properties. However the majority of properties within the area are detached dwellings set within their own plots. To the rear of No 49 Station Road is a large beech tree which is protected by a Tree Protection Order. The site falls within the Conservation Area of Histon. The total site area is 0.16ha.
2. The full application received 20th February 2008 proposes the erection of 4 no. two and a half storey 4 bedroom residential properties accessed from Station Road with parking for them provided in a carport structure to the southern edge of the site. Conservation Area Consent has already been granted for the demolition of Bishops Cycles and No. 49 Station Road. A section 106 for an education contribution of £10,000 accompanies the application. The density equates to 44 dwellings per hectare, inclusive of Nos. 51-55 (odd) Station Road, which will be retained.

Planning History

3. **S/0163/07/F** – Erection of 4 residential units following demolition of existing buildings and rationalisation of rear gardens of Nos. 51, 53 and 55 Land was refused against Officer's recommendation at the 7th November 2007 Planning Committee for the following reason:



Crown Copyright (c) Licence no. 100022500 2008



Reproduced from the 2008 Ordnance Survey mapping with the permission of the controller of Her Majesty's stationary office (c) Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings.

Scale 1/1250 Date 21/4/2008

Centre = 543993 E 263258 N

7th May Planning Committee

“The proposed scheme fails to achieve a high standard of design, in particular due to the form of window openings within timber boarded panels. The scheme fails to have sufficient regard to its context and as a consequence does not preserve or enhance the character and appearance of this part of the Conservation Area contrary to PPG15 and Policies DP/2 and CH/5 of the South Cambridgeshire Local Development Framework, Development Control Policies 2007”.

This application is currently the subject of an informal hearing appeal.

4. **S/1113/07/CAC** – Total demolition of dwelling at 49 Station Road – Approved 25th July 2007.
5. **S/0164/07/CAC** – Total Demolition Of Dwelling – Refused 14th March 2007.
6. **S/2111/06/F** – Erection of 7 dwellings and 2 retail units – Refused 22nd December 2006 and appeal dismissed (APP/W0530/E/07/2035990/NWF).
7. **S/2090/06/CAC** – Demolition of 49 Station Road - Refused 22nd December 2006 and appeal dismissed (APP/W0530/A07/2035986).
8. **S/1007/06/F** – Erection of 4 dwellings and garages following demolition of existing cycle shop together with the provision for gardens for 51-55 Station Road – Refused and appeal dismissed (APP/W0530/A/06/2028714).
9. **S/0124/06/F** – Erection of 4 dwellings and garages following demolition of existing cycle shop together with the provision of gardens for 51 – 55 Station Road – Refused 21st March 2006.
10. **S/0584/05/F** – Demolition of cycle shop and erection of 2 terraced dwellings and 1 bungalow – Refused 16th May 2005.
11. **S/0583/05/CAC** – Total demolition of cycle shop – approved 26th May 2005.
12. **S/1260/04/F** – Residential development – withdrawn 13th August 2004.
13. **S/0911/02/F** – Residential development – Refused 8th July 2002 and appeal dismissed (APP/W0530/A/02/1096855).

Planning Policy

South Cambridgeshire Local Development Framework 2007

14. **ST/3 Re-Using Previously Developed Land and Buildings** establishes the target of at least 37% of new dwellings to be located on previously developed land or utilise existing buildings, in accordance with PPG3.
15. **ST/4 Rural Centres** includes Histon and as such development or re-development without any limit on individual scheme size will be permitted within the village framework provided that adequate services, facilities and infrastructure are available or can be made available.
16. **DP/1 Sustainable Development** only permits development where it is demonstrated that it is consistent with the principles of sustainable development. The Policy lists the main considerations in assessing whether development meets this requirement.

17. **DP/2 Design of New Development** requires all new development to be of a high quality design and indicates the specific elements to be achieved where appropriate. It also sets out the requirements for Design and Access Statements.
18. **DP/3 Development Criteria** sets out what all new development should provide, as appropriate to its nature, scale and economic viability and clearly sets out circumstances where development will not be granted on grounds of an unacceptable adverse impact e.g. residential amenity and traffic generation.
19. **DP/4 Infrastructure and New Developments** requires that development proposals should include suitable arrangements for the improvement or provision of infrastructure necessary to make the scheme acceptable in planning terms. It identifies circumstances where contributions may be required e.g. affordable housing and education.
20. **DP/7 Development Frameworks** permits development within village frameworks provided that retention of the site in its present state does not form an essential part of the local character; it would be sensitive to the character of the location, local features of landscape, ecological or historic importance, and the amenities of neighbours; there is the necessary infrastructure capacity to support the development; and it would not result in the loss of local employment, or a local service or facility.
21. **HG/1 Housing Density** is set at a minimum of 30 dph unless there are exceptional local circumstances that require a different treatment in order to make best use of land. Higher densities of 40 dph will be sought in the most sustainable locations.
22. **HG/2 Housing Mix** sets a mix of at least 40% of homes with 1 or 2 bedrooms, approximately 25% 3 bedrooms and approximately 25% 4 or more bedrooms for housing developments of less than 10 dwellings. Accommodation should also provide a range of types, sizes and affordability to meet local needs.
23. **HG/3 Affordable Housing** at a level of 40% of all new dwellings on developments on two or more units is required to meet housing need. The exact proportion, type and mix will be subject to the individual location and the subject of negotiation. Affordable housing should be distributed in small groups or clusters. Financial contributions will be accepted in exceptional circumstances.
24. **SF/1 Protection of Village Services and Facilities** permission will be refused for proposals which would result in the loss of a village service, pub or shop where it would cause an unacceptable reduction in the level of service provision in the locality.
25. **NE/1 Energy Efficiency** requires development to demonstrate that it would achieve a high degree of measures to increase the energy efficiency of new and converted buildings. Developers are encouraged to reduce the amount of CO₂ m³ / year emitted by 10%.
26. **CH/5 Conservation Areas** requires that planning applications for development proposals in or affecting Conservation Areas will be determined in accordance with legislative provisions and national policy (currently in PPG15) and guidance contained in specific Conservation Area Appraisals (where they exist) and the District Design Guide.
27. **TR/1 Planning for More Sustainable Travel** states that planning permission will not be granted for developments likely to give rise to a material increase in travel demands unless the site has (or will attain) a sufficient standard of accessibility to offer an appropriate choice of travel by public transport or other non-car travel mode(s). Opportunities to increase integration of travel modes and accessibility to non-motorised modes by appropriate measures will be taken into consideration. The Local Transport Plan road user

hierarchy will also be taken into account in the determination of planning applications to ensure adequate emphasis has been placed on the relevant modes, although no modes should be promoted to the exclusion of others.

Cambridgeshire and Peterborough Structure Plan 2003

28. **P1/3 Sustainable Design in Built Development** requires a high standard of design and sustainability for all new development, providing a sense of place appropriate to the location, efficient use of energy and resources and account to be taken of community requirements.

Consultation

29. **Histon Parish Council** - recommends refusal commenting:

- a) The only difference between this and the refused scheme is the façade to the road.
- b) As a designated Rural Centre, the infrastructure should be retained and grown as necessary and should include retail provision. It objects to the loss of retail, although the current retail buildings have been left to deteriorate.
- c) The proposed new dormer windows in the roof and the bay windows at street level on this narrow road add to the massing effect, which will detract from the current character of the area, where houses are on two storeys not three, noting especially the proximity of units 3 and 4 to the road, which adds to the problems.
- d) Units 3 or 4 should be moved back from the roadway 2-3 feet or the bays should be removed, so the frontage lines up with the terraced cottages and the façade retains a simpler elevation.

30. **Conservation Officer** – Observations:

“Earlier this year Members voted to refuse planning permission for a similar proposal (contrary to officer advice) due to the contemporary appearance of the proposed elevations. This fresh application attempts to address these concerns by adopting a traditional approach to the design, which draws on the Victorian traditions found nearby. I had pre-app discussions on the proposals and advised the applicant that a proposal along these lines would be regarded as enhancing the Conservation Area, since it would be a significant improvement on the appearance of the existing Bishops Cycle building. As such it would accord with PPG 15 and Policy CH/5 of the LDF Development Control Policies (though would be contrary to the affordable housing and housing mix policies).

Recommendations:

No objection. In the event that the application is approved I would wish to see conditions requiring agreement of samples of all external materials prior to construction commencing. I would also wish to see permitted development rights for alterations to the external appearance of the buildings removed so as to protect the Conservation Area”.

31. **Tree and Landscape Officer** – Comments:

- a) The works specified for the Beech tree must be submitted on a colour photograph/digital colour copy to show the extent of the 10 -15% reduction.
- b) Clarification of 4.16 stating the use of 'No Dig¹ construction for rear access, this proposed area is not clearly marked on any plan.

- c) Permitted development rights to be removed, as previously discussed.
32. **Landscape Design Officer** – Has no objections to the proposals subject to:
- a) The proposed low timber fence in front of units 3 and 4 being replaced with a low brick wall, two courses high plus brick on edge capping with a hedge planted behind. The capping should be a frost resistant but not engineering brick. This will continue the hedged frontage to this part of the street. She suggests yew hedging, as it is low maintenance and can be brought back to size if it gets too large over time.
 - b) A landscape plan to show this and the planting adjacent to the rear access to the car park.
33. **Corporate Manager (Health and Environmental Services)** – No comment received. However on the previous application he had recommend conditions relating to restricted hours of use of power driven machinery during construction and an informative relating to foundations and bonfires.
34. **County Archaeologist** – The site is in an area of archaeological interest and recommends a condition requiring investigation be carried out prior to development commencing.
35. **Local Highways Authority** – requires the following:
- a) The applicant must show the dimensions for the proposed car parking spaces, which should be 2.4m x 4.8m with a 6m reversing, space.
 - b) The applicant must dimension the vehicular visibility splays on the submitted drawings.
 - c) If, following provision of the above, the Highway Authority is satisfied that the proposal will have no significant adverse effect upon the public highway, the following conditions and informatives should be added to any permission issued in regard to this application.

Conditions

- a) Two 2.0 x 2.0 metres visibility splays be provided as shown on the drawings. The splays are to be included within the curtilage of the new dwelling. One visibility splay is required on each side of the access, measured to either side of the access, with a setback of two metres from the highway boundary along each side of the access. This area shall be kept clear of all planting, fencing, walls and the like exceeding 600mm high.
- b) The manoeuvring area as shown on the drawings is maintained so that it is free of any obstruction that would prevent a domestic vehicle from being able to manoeuvre with ease so it may enter and leave the property in a forward gear.
- c) The access be provided as shown on the approved drawings and a width of access of 5 metres provided for a minimum distance of ten metres from the highway boundary and retained free of obstruction.

Informatives:

- (a) The granting of a planning permission does not constitute a permission or licence to a developer to carry out any works within, or disturbance of, or interference with, the Public Highway, and that a separate permission must be sought from the Highway Authority for such works.
 - (b) The developer should contact the Highway Authority, or its Agent, to arrange construction of any works within, or disturbance of, or interference with, the Public Highway, and that all costs associated with such works shall be borne by the Developer; and an informative to the effect that the Developer will neither be permitted to drain roof water over the public highway, nor across it in a surface channel, but must make arrangements to install a piped drainage connexion; and an informative to the effect that no window nor door will be allowed to open over a highway, and no foundation nor footing for the structure will be allowed to encroach under the Public Highway.
36. **Environment Agency** – No comments have been received. However, it noted in relation to the previous application that the site falls within Flood Zone 1 and it was considered that there were no other Agency related issues.

Representations

37. One letter of support has been received from the occupier of No. 55 Station Road commenting:
- a) Support for development of brownfield land to provide additional houses.
 - b) Provision of safer access to the rear of 55 Station Road.
38. Two Histon/Impington residents (44 Station Road and 24 Percheron Close) have written letters of objection, summarised as follows:
- a) The application should not be determined until the current appeal has been concluded.
 - b) Loss of a retail unit in an area historically of mixed commercial and residential uses.
 - c) Property has been poorly maintained to discourage potential commercial occupiers.
 - d) Impact on the Conservation Area if commercial use is not retained.
 - e) It is unnecessary to demolish no. 49 as this has always been occupied.
 - f) Replacement dwellings should be like-for-like to preserve the character and nature of the Conservation Area.
 - g) Noise and disturbance from the takeaway opposite on future occupants.
 - h) Loss of on-street car parking due to the development due to additional dropped kerb.
 - i) Impact of up to 8 additional cars requiring car parking and on-street car parking.

Planning Comments – Key Issues

39. The key considerations in determining this application are housing mix, public open space, education provision, affordable housing, conservation area, protected trees, landscaping, access, car parking, loss of retail use, residential amenity and demolition of no. 49 Station Road.

Demolition of 49 Station Road

40. The issue of the demolition of the unlisted No. 49 Station Road was fully explored at appeal (Ref. APP/W0530/A07/2035986). The Inspector concluded that, whilst the house indicates one period of growth of the settlement, the house itself does not make a positive contribution to the character and appearance of the area in that it appears to have no particular architectural or historic interest. In addition, it has been unsympathetically extended. Following this letter demolition consent was granted subject to a condition which precluded demolition from being undertaken until planning permission for the redevelopment of the site has been granted together with a contract of work for redevelopment completed (ref S/1113/07/CAC).

Loss of Retail

41. The loss of a retail unit was also fully explored at appeal (ref. APP/W0530/A/06/2028714). The Inspector concluded that the loss has not been significant in relation to the level of retail provision available in the village. The residential redevelopment would not have been contrary to the local plan policy. The 2004 local plan has largely been replaced by the Development Control Policies document 2007 however Policy SF/1 is similar to the previous Policy SH6.

Access and car parking

42. The Local Highway Authority has requested a plan of the full visibility splays. This has been requested. However it has been demonstrated as part of the earlier application that this access design can provide adequate splays.
43. 8 parking spaces, incorporating the necessary reversing space, are to be provided to the rear of Nos 51- 57 Station Road under a carport. This will be parallel to the rear garden of No. 57 Station Road. The car parking standard is 1.5 per dwelling. With 4 residential units there is a maximum provision of 6 spaces. The proposal has therefore an over-provision of 2 spaces. There are no highway authority objections on this issue.
44. There will not be a loss of on-street car parking as a consequence of this scheme. An existing access point serving no. 49 exists and the access now proposed is approximately 2m wider than this. This is not of significant consequence in terms of on-street parking, being less than half a car parking space in length.

Impact on Character and Appearance of the Conservation Area

45. Members may recall that the previous scheme was of a modern design. It was determined that, in particular the fenestration would not preserve or enhance the character and appearance of the Conservation Area. This revised scheme is of an identical form but has sought to provide a design that reflects the, largely, Victorian and Edwardian development in the area. It has again been the subject of pre-application discussion with both Planning and Conservation Officers. Officers consider the revised design to be of sufficient quality to ensure that it will now enhance and preserve the character and appearance of the Conservation Area.

46. The Parish Council's comments are noted regarding the bay windows and dormers, however these are well proportioned and are a familiar element within the vernacular architecture. Although the development is in effect 3 storeys (the second floor being within the roof), the street scene drawing submitted as part of the application demonstrates that the buildings will not be significantly higher than the neighbouring properties. The Design and Access Statement notes that the scheme's eaves height will be 250mm above that of the existing row of terraced cottages, and the ridge some 720mm higher. It should also be noted that an earlier scheme within a design matching the terrace to the south was refused. Although the bay windows project 600mm beyond the front of nos. 51-55, this element provides visual interest within the façade and does not unduly obscure views of the front of these dwellings when viewed from the street. I do not consider that the amendments requested by the Parish Council would result in an improved scheme.

Protected tree and landscaping

47. Subject to receiving the details of works to be carried out to the protected tree to the rear of the proposed terrace and requiring details of landscaping and boundary treatments by condition, the scheme will be appropriately landscaped and the protected tree preserved.

Other Matters

48. A Section 106 Agreement to secure a financial contribution of £10,000 for education has been entered into with the County Council.
49. The applicant has agreed to make a financial contribution towards the off-site provision of Public Open Space to meet the needs arising from the development.
50. Prior to the submission of this application, a viability assessment was submitted to the Housing Development Team. A copy of an email from the Housing Development Officer has been submitted with the application accepting that it would be unviable to provide an element of affordable housing either on or off-site as a consequence of this proposal. An independent consultant has verified this on the Council's behalf. The scheme is therefore, not in conflict with Policy HG/3, which provides for viability considerations to be taken into account. Moreover, the refusal of application ref S/0163/07/F did not cite lack of affordable housing as a reason.
51. Issues relating to residential amenity have been addressed and there will be no significant harm to residential amenity.

Departure

52. It is noted that, with the adoption of the Core Strategy and Development Control Policies Development Plan Documents, a mix of housing sizes and types in order to meet the requirements of Policy HG/2 of the LDF are required. This was not raised as an issue in the previous application either in the Committee report, discussion of the item, the reasons for refusal or, following the refusal of that application in pre-application discussions with Officers. Due to this it is considered unreasonable to now require a mix that accords with the policy. The applicants have written to state that they made this application, having carefully followed Officers' advice and to address the previous single reason of refusal.

53. It is considered that the scheme does not significantly harm the objectives of the Development Plan and as such does not need to be referred to the Secretary of State in accordance with the Town and Country Planning (Development Plans and Consultation) Departures Directions 1999.

Recommendation

54. Delegated approval of the application, subject to the signing of a section 106 agreement for a financial contribution towards public open space, submission of details relating to the full visibility splays and tree works, and the following planning conditions:
1. Standard Condition A – Reason A (standard time limit).
 2. No development shall commence until details of:
 - (a) The samples of the materials to be used for the external wall(s) and roof(s).
 - (b) Materials to be used for hard surfaced areas within the site including roads and car parking areas.
 - (c) Drawings of the dormer windows at large scale (1:20 minimum) have been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved details shall be implemented.
(Reason - To ensure that the development enhances the character and appearance of the Conservation Area in accordance with Policy CH/5 of the adopted Local Development Framework 2007).
 3. All windows and doors in the development hereby approved shall be constructed of timber. (Reason - To ensure details are appropriate to the Conservation Area in accordance with Policy CH/5 of the adopted Local Development Framework 2007).
 4. No development shall take place on the application site until the implementation of a programme of archaeological work has been secured in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority. (Reason - To secure the provision of archaeological excavation and the subsequent recording of the remains).
 5. During the period of demolition and construction no power operated machinery (or other specified machinery) shall be operated on the premises before 8.00 am on weekdays and 8.00 am on Saturdays nor after 6.00 pm on weekdays and 1.00 pm on Saturdays (nor at any time on Sundays or Bank Holidays), unless otherwise previously agreed in writing with the Local Planning Authority in accordance with any agreed noise restrictions. (Reason - To minimise noise disturbance to adjoining residents).
 6. Notwithstanding the submitted plans of the boundary treatments, details shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development hereby permitted. Thereafter the approved scheme shall be implemented. (Reason - In the interest of residential amenity and preserving and enhancing the character and appearance of the Conservation Area in accordance with Policy CH/5 of the adopted Local Development Framework 2007).
 7. The boundary treatments to units 1 and 2 shall be constructed using a hand dig method. (Reason - To ensure the maximum protection of the roots area of the protected Beech tree).

8. No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a scheme of landscaping, which shall include indications of all existing trees and hedgerows on the land, and details of any to be retained, together with measures for their protection in the course of development. (Reason - To enhance the quality of the development and to assimilate it within the area).
9. SC52 – RC52 (Implementation of landscaping).
10. Prior to the works specified for the Beech tree being carried out there shall be submitted a colour photograph / digital colour copy showing the extent of the 10 - 15% reduction. (Reason - To ensure that the works to the Protected beech tree are necessary and do not harm the appearance or form of the tree).
11. No demolition, site clearance or building operations will commence on site until a plan has been submitted to and approved in writing by the Local Planning Authority of the area in which the use of a 'No Dig' construction method for the rear access is to be carried out. (Reason - To ensure that tree roots of the protected beech tree on site are not damaged as a result of the development hereby approved).
12. No demolition, site clearance or building operations shall commence until chestnut pale fencing (or other type of fencing approved by the Local Planning Authority) of a height not less than 1.3 metres shall have been erected around the Beech Tree to be retained on site at a radius from the trunk of not less than 3.6 metres or the extent of the crown spread plus one metre, whichever is the greater of the two. Such fencing shall be maintained to the satisfaction of the Local Planning Authority during the course of the development operations. Any tree removed without consent or dying or being severely damaged or becoming seriously diseased during the period of development operations shall be replaced in the next planting season with a tree of such size and species as shall have been previously agreed in writing with the Local Planning Authority. (Reason - To protect trees which are to be retained in order to enhance the development and the visual amenities of the area).
13. SC58 (Retention of existing hedge). (Reason - To protect the hedge which is of sufficient quality to warrant its retention and to safeguard the character of the area).
14. Before the dwellings are occupied, the access from the existing highway, car parking area and turning area shall be laid out and constructed in accordance with the approved plans. Thereafter the car parking area shall be retained at all times and shall not be used for any other purpose. (Reason - To ensure satisfactory access from the public highway, parking and turning).
15. Visibility splays shall be provided on either side of the junction of the proposed access road with the public highway. The minimum dimensions to provide the required splay lines shall be 2.4 metres measured along the centre line of the proposed access road from its junction with the channel line of the public highway, and 45 metres measured along the channel line of the public highway from the centre line of the proposed access road. (Reason - In the interest of highway safety).
16. Visibility splays shall be provided on both sides of the access and shall be maintained free from any obstruction over a height of 600mm within an area of 2.0 metres x 2.0 metres measured from and along respectively the highway boundary. (Reason - In the interest of highway safety).

17. Notwithstanding the provisions of Regulations 3 and Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that order), the following classes of development more particularly described in the Order are expressly prohibited in respect of the dwellings hereby permitted unless expressly authorised by planning permission granted by the Local Planning Authority in that behalf:-

(a) PART 1, (Development within the curtilage of a dwellinghouse, all classes).

(b) PART 2, (Minor development, Class A).

(Reason - To safeguard the character of the Conservation Area and to ensure that works carried out will not harm the protected tree that is within the site).

18. No windows, doors or openings of any kind shall be inserted at first and second floors in the side elevations of the development, hereby permitted, unless expressly authorised by planning permission granted by the Local Planning Authority in that behalf. (Reason - To safeguard the privacy of occupiers of the adjoining properties.)

Informatives

General

1. During construction there shall be no bonfires or burning of waste on site except with the prior permission of the Environmental Health Officer in accordance with best practice and existing waste management legislation.

Environment Agency

1. The development is situated within Zone 1 of the Environment Agency's groundwater protection policy.
2. All surface water from roofs shall be piped direct to an approved surface water system using sealed downpipes. Open gullies should not be used.
3. Where soakaways are proposed for the disposal of uncontaminated surface water, percolation tests should be undertaken, and soakaways designed and constructed in accordance with BRE Digest 365 (or CIRIA Report 156), and to the satisfaction of the Local Authority. The maximum acceptable depth for soakaways is 2 metres below existing ground level. Soakaways must not be located in contaminated areas. If, after tests, it is found that soakaways do not work satisfactorily, alternative proposals must be submitted.
4. Only clean, uncontaminated surface water should be discharged to any soakaway, watercourse or surface water sewer.

Local Highway Authority

1. The granting of a planning permission does not constitute a permission or licence to a developer to carry out any works within, or disturbance of, or interference with, the Public Highway, and that a separate permission must be sought from the Highway Authority for such works.
2. The developer should contact the Highway Authority, or its Agent, to arrange construction of any works within, or disturbance of, or interference with, the Public

Highway, and that all costs associated with such works shall be borne by the Developer; and an informative to the effect that the Developer will neither be permitted to drain roof water over the public highway, nor across it in a surface channel, but must make arrangements to install a piped drainage connexion.

3. No window or door should open over a highway, and no foundation nor footing for the structure should encroach under the Public Highway.

Background Papers: the following background papers were used in the preparation of this report:

- South Cambridgeshire Local Development Framework 2007
- Cambridgeshire and Peterborough Structure Plan 2003
- Planning file refs. S/1113/07/CAC, S/0163/07/F, S/0164/07/CAC, S/2111/06/F, S/2090/06/CAC, S/1007/06/F, S/0124/06/F, S/0584/05/F, S/0583/05/CAC, S/1260/04/F, S/0911/02/F and S/0307/08/F.

Contact Officer: Mrs Melissa Reynolds – Area Planning Officer (Area 2)
Telephone: (01954) 713237