

# DEVELOPMENT MANAGEMENT COMMITTEE 19<sup>th</sup> SEPTEMBER 2022

**Case No:** 22/00879/S73 (REMOVAL/VARIATION OF CONDITIONS)

**Proposal:** VARIATION OF CONDITION C20 (OFF SITE WORKS AS PER PLAN PRIOR TO COMMENCEMENT) FOR 17/01375/OUT TO RECONCILE THE APPROVED PLANNING DRAWINGS PURSUANT TO CONDITION 20 WITH THE ASSOCIATED COMPLETED OFF-SITE SECTION 278 WORKS

**Location:** LAND NORTH EAST OF MANDENE GARDENS GREAT GRANSDEN

**Applicant:** MR MARK GAY

**Grid Ref:** 527441 255918

**Date of Registration:** 13.04.2022

**Parish:** GREAT GRANSDEN

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## RECOMMENDATION - APPROVE

This application is referred to the Development Management Committee (DMC as Great Gransden Parish Council's recommendation of refusal conflicts with the officer recommendation of approval.

### 1. DESCRIPTION OF SITE AND APPLICATION

- 1.1 This application relates to off-site highway improvement works required by Condition 20 of outline planning permission reference 17/01375/OUT.
- 1.2 Application 17/01375/OUT was approved on 20th February 2019 for "Outline planning permission for residential development of up to 40 dwellings (Use Class C3) including means of access into site (not internal roads), parking and associated highway works, with all other matters (relating to appearance, landscaping, scale and layout) reserved."
- 1.3 Condition 20 of the Decision Notice for 17/01375/OUT states "Prior to the commencement of development , the off-site highway improvement works (as indicatively detailed on the approved Footway Improvement Scheme: J32-2975-PS-014), shall be constructed in accordance with a scheme which has been submitted to and approved in writing by the Local Planning

Authority.” The condition was imposed to ensure that the highway network is adequate to cater for the development proposed.

- 1.4 Condition Discharge application reference 19/80334/COND was responded to on 15th May 2020 confirming the approval of a scheme of off-site highway improvement works pursuant to condition 20 which included the installation of a footpath connecting East Street to Sand Road, and the installation of pedestrian crossing points to facilitate pedestrian movements between East Street, Sand Road, Mill Road and Church Street.
- 1.5 The scheme approved under application 19/80334/COND followed extensive highway land investigations to ascertain land ownership on East Street which resulted in less land being available for the off-site footpath than assumed under the outline application and as shown on the indicative plan referred to in Condition 20. The footpath width of 1.20 metres along East Street from the junction with Sand Road was considered acceptable by the County Council Highway officers and then formally approved by the Local Planning Authority. The width of the footpath along Sand Road from its junction with East Street was approved as 1.50 metres which matches the dimensions shown on the indicative plan.
- 1.6 The works were then not carried out in accordance with the approved scheme and therefore this application seeks to regularise the off-site highway improvements.
- 1.7 The submitted plans show the width of the footpath along East Street between 1.16 metres to 1.17 metres and the width of the footpath along Sand Road as 1.49 metres. It is understood that due to a difference in ground levels, an edge retaining structure was required and therefore the reduced width of the footpath from that approved is the thickness of the retaining slab and its backing.
- 1.8 Section 73 of the Town and Country Planning Act 1990 allows an application to be made for permission which does not comply with the conditions imposed on the original planning permission. This permits the Local Planning Authority to remove or vary conditions and add additional conditions following the grant of planning permission. Permission granted under section 73 takes effect as a new, independent permission to carry out the same development with new, amended or removed conditions. This sits alongside the original permission, which remains intact and unamended.
- 1.9 This application proposes to regularise the off-site highway works pursuant to condition 20 of the outline consent. It should be noted that the off-site highway improvement works are subject

to a Section 278 Agreement between the developer and Cambridgeshire County Council under the Highways Act 1980.

## **2. NATIONAL GUIDANCE**

- 2.1 The National Planning Policy Framework (20 July 2021) (NPPF 2021) sets out the three objectives - economic, social and environmental - of the planning system to contribute to the achievement of sustainable development. The NPPF 2021 at paragraph 10 provides as follows: 'So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development (paragraph 11).'
- 2.2 The NPPF 2021 sets out the Government's planning policies for (amongst other things):
- delivering a sufficient supply of homes;
  - building a strong, competitive economy;
  - achieving well-designed, beautiful and safe places;
  - conserving and enhancing the natural, built and historic environment
- 2.3 Planning Practice Guidance and the National Design Guide 2021 are also relevant and material considerations.
- 2.4 Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 places a general duty as respects conservation areas in exercise of planning functions. Paragraph (1) sets out that "with respect to any buildings or other land in a conservation area... special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area."

For full details visit the government website [National Guidance](#)

## **3. PLANNING POLICIES**

- 3.1 Huntingdonshire's Local Plan to 2036 (Adopted 15th May 2019)
- LP2: Strategy for Development
  - LP9: Small Settlements
  - LP11: Design Context
  - LP12: Design Implementation
  - LP14: Amenity
  - LP16: Sustainable Travel
  - LP17: Parking Provision and Vehicle Movement
  - LP34: Heritage Assets and their Settings
- 3.2 Supplementary Planning Documents
- Huntingdonshire Design Guide Supplementary Planning Document (2017)

Local For full details visit the government website [Local policies](#)

#### 4. PLANNING HISTORY

- 4.1 17/01375/OUT - Outline planning permission for residential development of up to 40 dwellings (Use Class C3) including means of access into site (not internal roads), parking and associated highway works, with all other matters (relating to appearance, landscaping, scale and layout) reserved.  
Permission granted 20th February 2019
- 4.2 19/01467/REM - Reserved matters application in respect of layout, scale, landscaping and appearance following permission of 17/01375/OUT - (Outline planning permission for residential development of up to 40 dwellings (Use Class C3) including means of access into site).  
Detailed approved 15th May 2020
- 4.3 19/80334/COND - Conditional Information for 17/01375/OUT:  
C20 (off site highway works)  
Condition reply 15th May 2020
- 4.4 21/01521/S73 - Variation of conditions C20 (off site works as per plan prior to commencement) for 17/01375/OUT to reconcile the approved planning drawings pursuant to condition 20 with the associated completed off-site Section 278 works  
Refused 27th January 2022

*OFFICER NOTE: Application 21/01521/S73 was refused for the following reason: "The application submission fails to provide clear and sufficient reasoning for the reduced narrowness of the installed footpath between East Street and Sand Road in comparison to the approved scheme, and unjustifiably fails to prioritise pedestrian movements which was the fundamental purpose of imposing the condition. It has not been demonstrated that the works carried out and retrospectively applied for would ensure satisfactory safety for all users of the highway and therefore the proposal is contrary to Policies LP16 parts a, b, c & e and LP17 parts c & d of the Huntingdonshire Local Plan to 2036 as well as Paragraphs 110, 111 & 112 parts a, b & c of the National Planning Policy Framework 2021."*

*This application is accompanied by a Technical Note prepared by Cotswold Transport Planning which provides justification for the works as proposed and an assessment of its usability and safety. It is understood that during the determination period of this application, County Council Highways Officers have visited the site and carried out measurements of the installed footpath. This now enables a full assessment to be made by officers in terms of usability and highway safety with assurance that the submitted plans are accurate and that a reasonable level of justification for the reduced footpath width has been provided.*

## **5. CONSULTATIONS**

- 5.1 Great Gransden Parish Council: At their meeting on 18th May 2022, Parish Councillors unanimously resolved to recommend refusal to this application on the grounds:-

(1) This Condition C20 was the most contentious issue for residents & the matter most debated by DMC Councillors, resulting in the inclusion of a Grampian Condition ie Condition 20: Prior to the commencement of development, the off-site highway improvement works shall be constructed in accordance with a scheme which has been submitted to & approved in writing by the Local Planning Authority. Reason – To ensure that the highway network is adequate to cater for the development proposed. HDC's commitment to ensure this Condition would be observed was reiterated by the Planning Officer.

(2) The junction remains very dangerous: vehicles mount the pavement on a daily basis and pedestrians are forced to use a narrow pavement on a blind corner with no refuge. It may be OK for planners to say that this meets the minimum requirements but that should not be deemed "adequate" in this case.

- 5.2 HDC & Highways have one final opportunity to show leadership & to demonstrate that residents' safety comes first, by refusing this application & working with the developer & residents to find a safe amicable solution.
- 5.3 Cambridgeshire County Council Highways (comments summarised and to be discussed in detail within the main section of the report below): In summary, the provision is not to a standard we would normally request of developers (circa 1.8 -2m in width), given that this was not possible to provide because of land ownership issues and engineering difficulties. However, that provided does form a safer linking footway in this location which is preferable to not having a footway at all. Given the above I would have no objections to this very minor variation in condition 20 which was previously approved.

## **6. REPRESENTATIONS**

- 6.1 113 neighbouring properties were formally consulted on the application and the application was advertised via press and site notice. 8 representations have been received all in objection to the application.
- 6.2 The content of the neighbour representations has been reviewed and considered during the determination period of the application. Some issues are raised by more than one representation. Therefore, the list below provides a summary of the objections:

- We shouldn't be writing this email as the houses on the Sand Road development shouldn't have been built until the off site works had been completed.
- This is a real lack of control by the Huntingdonshire council and hopefully one that will not be repeated.
- The Sand Road, East St, Church St and Mill road junction is extremely dangerous.
- The new, supposedly improved, pavement is not wide enough for a wheelchair as per "inclusive mobility advice".
- The pavement is also not wide enough for buggies and really dangerous when parents are walking children to school.
- The council have a duty of care towards the public and in this case it has been negligent.
- Visibility for road users is still an issue.
- The road signs should say STOP rather than "give way" as this still leads to drivers pulling onto the crossroads before stopping.
- The encroachment continues to get worse and now the pavement is beginning to break up. The lighter inner tyre marks show how little space there is between the slabs and the vehicle.
- The footpath at the disputed point is inherently dangerous as large vehicles often encroach the path when turning from East Street into Sand Road. The situation is made worse by the fact that the path is backed by upright paving slabs leaving no room for pedestrians to step back out of the way of encroaching vehicles.
- A mother with a pushchair or someone in a wheelchair will be particularly at risk.
- A kerbstone has been worked loose by so many vehicles mounting the pavement and tyre tracks on the pavement.
- The fact that this junction was dangerous and that there was not enough land to make a safe pedestrian footway was discussed in great detail and at great length during the planning meeting where planning permission was granted for the 40 houses with the condition that the junction work be completed to the required standard before building commenced. The DMC just dismissed our concerns.
- HDC & Highways ignored residents' concerns & allowed the developer to continue developing the site without the off-site works being started, undermining resident trust in HDC & Highways who are in a position of privilege; namely, to put residents' safety first.
- Worryingly, one professional in Highways matters has told me that the off-site works "are dangerous but just don't go that way".
- The current displacement and subsequent rise of the kerbstone on the apex of the turn creates a serious trip hazard on this tight junction for pedestrians and those negotiating the bend with pushchairs, wheelchairs and other mobility aids.
- The narrow width and staggered nature of the junction of Sand Road with Mill Road/East Street make it almost impossible to find a safe solution that would allow increased access by lorries to Sand Road, while maintaining the safety of pedestrians using the junction. At best, a marginal solution would bring the added issue

of encouraging increased lorry traffic through Church Street, in order to approach Sand Road directly by crossing Mill Road/East Street.

- I propose that the Planning Committee considers restricting access to the stretch of Sand Road that lies between Mill Road/East Street and its junction with Mandene Gardens, to residents only. This short stretch could be marked by using appropriate signage, road surface and width restrictions on Sand Road to prevent access by lorries.

- Assuming the footpath comprises the tarmacked area, the path is exactly 1 metre wide at its narrowest point, measured from the inner edge of the kerb to the vertical paving slab, so some half a metre narrower than required under the original planning permission. It does however appear that, if the telegraph pole was moved, there is enough land to gain at least another 30cms on the inner edge of the path.

- The pathway as built contravenes the Disability Discrimination Act in that it is not of sufficient statutory width.

## **7. ASSESSMENT**

7.1 The Planning Practice Guidance (PPG) notes that there are instances where new issues may arise after planning permission has been granted, which require modification of the approved proposals.

7.2 It advises where these modifications are fundamental or substantial, a new planning application will be required. Where less substantial changes are proposed a non-material amendment application can be submitted, or a minor material amendment (S73 application) where there is a relevant condition that can be varied. There is no statutory definition within the PPG of a 'minor material amendment' but it states that it is likely to include any amendment where its scale and/or nature results in a development which is not substantially different from the one which has been approved.

7.3 The PPG advises that "Where an application under section 73 is granted, the effect is the issue of a new planning permission, sitting alongside the original permission, which remains intact and unamended. A decision notice describing the new permission should be issued, setting out all of the conditions related to it. To assist with clarity decision notices for the grant of planning permission under section 73 should also repeat the relevant conditions from the original planning permission unless they have already been discharged".

7.4 With the exception of the outstanding off-site highway improvement works which have not been carried out in accordance with the approved plans, the development is otherwise complete save for some remedial landscape works. Therefore, it is not necessary to re-assess the principle of the

development or other planning considerations in relation to the 40-dwelling scheme. The assessment of this application is limited to highway safety and whether the proposal has demonstrated that the improvement works as constructed are suitable for all users of the highway. It is not considered that the scale, appearance and surfacing of the works carried out have a detrimental impact on the character and appearance of the area or cause harm to the setting of the Conservation Area or adjacent Listed Buildings. Further, it is not considered that the highway improvement works have a significant adverse impact on neighbour amenity.

- 7.5 In determining an application under Section 73 of TCPA 1990, officers should have regard to the development plan and all other material considerations.
- 7.6 With this in mind, the report addresses the principal, important and controversial issues which are in this case:

### **Highway Safety**

- 7.7 Policy LP16 of the Huntingdonshire Local Plan to 2036 (the Local Plan) states “New development will be expected to contribute to an enhanced transport network that supports an increasing proportion of journeys being undertaken by sustainable travel modes, defined in the 'Glossary'. A proposal will therefore be supported where it is demonstrated that:
- a. opportunities are maximised for the use of sustainable travel modes;
  - b. its likely transport impacts have been assessed, and appropriate mitigation measures will be delivered, in accordance with National Planning Practice Guidance;
  - c. safe physical access from the public highway can be achieved, including the rights of way network where appropriate
  - d. any potential impacts on the strategic road network have been addressed in line with Department for Transport Circular 02/2013 and advice from early engagement with Highways England; and
  - e. there are no severe residual cumulative impacts.”
- 7.8 Policy LP17 of the Local Plan states “A proposal will be supported where it incorporates appropriate space for vehicle movements, facilitates accessibility for service and emergency vehicles and incorporates adequate parking for vehicles and cycles. These should all comply with design and security guidance set out in the Huntingdonshire Design Guide SPD (2017) or successor documents. A clear justification for the space for vehicle movements and level of vehicle and cycle parking proposed will need to be provided taking account of:
- a. highway safety and access to and from the site;
  - b. servicing requirements;
  - c. the accessibility of the development to a wide range of services and facilities by public transport, cycling and walking;



- d. the needs of potential occupiers, users and visitors, now and in the future;
- e. the amenity of existing and future occupiers and users of the development and nearby property; and
- f. opportunities for shared provision, where locations and patterns of use allow this.”

- 7.9 Between paragraphs 110 and 112 of the NPPF 2021, it is established that applications for development should ensure safe and suitable access to the site can be achieved for all users, that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe, and that development should give priority first to pedestrian and cycle movements both within the scheme and with neighbouring areas.
- 7.10 The accompanying Technical Note by Cotswold Transport provides an illustration of various footway widths of between 0.75m and the users who can be accommodated therein. It is stated that at 1.2m an adult and child can be accommodated with sufficient clearance to the carriageway on either side and a wheelchair user can be accommodated within a 0.9m footway. The report also states that the guidance in Manual for Streets demonstrates that a footway of 1.16m – 1.17m is suitable to accommodate vulnerable users, particularly a wheelchair user.
- 7.11 The Technical Note acknowledges that the width of the footpath of 1.16 - 1.17m is not preferred. However, Inclusive Mobility (2021) states that footways can be reduced to 1m over short distances where there are obstacles or other obstructions.
- 7.12 The Technical Note identifies positives of the off-site highway improvement works noting that prior to the footpath being installed, there was no footway along the north-eastern side of East Street or along the northern side of Sand Road and therefore the facility will benefit both residents of the development and existing residents in allowing vulnerable users to safely access key facilities and amenities, which would not have been the case prior to the approval of the development.
- 7.13 Finally, the Technical Note explains that approved drawings demonstrate a 1.2m footway should have been constructed along East Street. However, the ‘as built’ drawing demonstrates a width between 1.16m – 1.17m which equates to a difference of 30mm – 40mm or 3cm – 4cm. In engineering terms this would be considered negligible and well within usual construction tolerances. The difference between the approved and ‘as built’ drawings would be imperceptible on the ground in reality and would not adversely impact the use of the footway by pedestrians.

- 7.14 This application has been assessed in consultation with Cambridgeshire County Council as the Local Highway Authority. It is important to note that a scheme of off-site highway improvement works has been approved through application 19/80334/COND and is a material consideration in the determination of this application. The off-site highway improvement works are also subject to a Section 278 Agreement between the developer and Cambridgeshire County Council Highways under the Highways Act 1980 which is separate to the planning process. Condition 20 imposed on the outline consent secures off-site highway works to be implemented as part of the development to make it acceptable in planning terms. It is for the Local Planning Authority in consultation with the Local Highways Authority as the statutory consultee for this type of development to assess the proposal with regard to highway safety.
- 7.15 Within their consultation comments, the County Highways officer has made the following observations:
- The 1.2m wide footway approved under application 19/80334/COND could not be implemented due the edge retaining structure needing to be constructed due to the difference in ground level. The reduced width indicated from that previously approved is the thickness of the retaining slab and its backing.
  - The constructed footway has been reduced in width to between 1.16m and 1.17m, this is a width difference of 30-40mm (or circa 1.5 inches) and would have no discernible impact of the use of the facility.
  - Manual for Street criteria allows such width restrictions and indicates that it is still suitable for use for prams and wheelchair users.
  - The Department for Transport document Inclusive Mobility allows reductions in width down to 1m where there are engineering obstructions / difficulties.
  - The road geometry has not been altered to facilitate the footway provision.
  - There have been no collisions resulting in injury reported to the police over the last five years for this junction.
- 7.16 Noting that this is a contentious issue, the County Highways officer consulted their safety auditor for their views on the provision of this facility. The safety auditor provided the following comments:
- It is safer for pedestrians to have a provision, albeit slightly reduced in width, than no provision at all.
  - Previously there was no footway provision in this location which meant that the same issue of pedestrians being struck at this corner was a higher risk than with this provision.
  - The kerb face should act as a deterrent to any standard saloon type vehicle and afford pedestrians some protection not previously seen in this location.

- Whilst this junction may see some overrun, (indicated by submitted photographs) many junctions do, usually by larger vehicles. However, it is unlikely to happen when occupied by pedestrians. This is because of the position of the driver whilst undertaking a turning manoeuvre, pedestrians would be clearly visible as it is the rear end of the vehicle that is generally the part of the vehicle mounting kerbing.

- The scheme improves connectivity and visibility for all users of Sand Road and this junction, seen previously, and is therefore a benefit to the wider community.

7.17 Paragraph 4.2 of Inclusive Mobility by The Department for Transport states, "Footways and footpaths should be made as wide as is practicable, but under normal circumstances, a width of 2000mm is the minimum that should be provided, as this allows enough space for two wheelchair users to pass, even if they are using larger electric mobility scooters. If this is not feasible due to physical constraints, then a minimum width of 1500mm could be regarded as the minimum acceptable under most circumstances, as this should enable a wheelchair user and a walker to pass each other. Where there is an obstacle, such as lamp columns, sign posts or electric vehicle charging points, the absolute minimum width should be 1000mm, but the maximum length of such a restricted space should be 6 metres."

7.18 The Local Highway Authority (including their Safety Auditor) comments discussed above raise no significant concerns regarding highway safety and ultimately conclude that the provision of the footpath is an improvement for all users of Sand Road and the junction in comparison to the pre-development situation and provides a benefit to the wider community.

7.19 The content of the neighbour representations is noted. However, the Local Highway Authority are a statutory consultee for such development and provide specialist advice to the Local Planning Authority relating to highway-related matters including safety. In this instance, no objections from the Local Highway Authority have been received.

7.20 Overall, it is considered that the proposal is acceptable with regard to highway safety and would provide a functional facility for all users of Sand Road and the junction. There would be no contravention of Policies LP16 and LP17 of the Local Plan to 2036 or the NPPF 2021 in this regard.

### **Other Matters**

7.21 This application raises no known Human Rights issues.

7.22 It is recognised that a neighbour representation states "The pathway as built contravenes the Disability Discrimination Act in that it is not of sufficient statutory width."

7.23 This report includes an assessment of the suitability of the footpath for all users including those who are disabled. The Local Planning Authority and Local Highway Authority have had regard to the Manual for Streets and Inclusive Mobility documents by the Department of Transport in assessing the suitability of the footpath to cater for all users of it. This application would raise no known issues under the Equality Act 2010.

## **Conclusion and Planning Balance**

7.24 The off-site highway improvement works are subject to a Section 278 Agreement between the developer and Cambridgeshire County Council under the Highways Act 1980. The purpose of this application is to regularise the planning approval for the off-site highway works pursuant to condition 20 of the outline consent. Given that the Local Highway Authority consider the use of the footway would not be adversely impacted through a minor reduction in width from the approved scheme, there are no grounds to refuse the application from a highway safety perspective.

7.25 While it is considered that the width of the footpath is not optimal, the land available for the footpath restricts a typical full width footpath (indicated as 1.5m at outline stage) but remains functional and safe for all users and satisfactorily provides a footpath link for occupiers of the development and nearby residents to the existing services and facilities within the village which was the purpose of imposing the condition and is an improvement on the pre-development situation.

7.26 Overall, having taken into account the provisions of the Development Plan, NPPF and NPPG guidance, the statutory requirements of the Town and Country Planning Act 1990, the views of statutory consultees and wider stakeholders, as well as all other material planning considerations, the application is recommended for approval.

7.27 In accordance with the Planning Practice Guidance, the decision notice will set out all of the conditions imposed on the new permission and conditions imposed on the related outline planning permission will be repeated for clarity where they continue to have effect.

## **8. RECOMMENDATION - APPROVAL subject to conditions to include the following**

- Approved Plans
- In accordance with approved Landscape Management and Maintenance Plan approved under 19/01467/REM

- In accordance with approved management and maintenance of surface water drainage scheme under 20/80230/COND
- In accordance with future management and maintenance of streets approved under 19/01467/REM
- Retention of visibility splays
- Re-wording of condition 20 for compliance with approved plans

If you would like a translation of this document, a large text version or an audio version, please contact us on 01480 388388 and we will try to accommodate your needs

**CONTACT OFFICER:**

Enquiries about this report to **Lewis Collins Development Management Officer** – [lewis.collins@huntingdonshire.gov.uk](mailto:lewis.collins@huntingdonshire.gov.uk)

HUNTINGDONSHIRE  
DISTRICT COUNCIL

Head of Planning Services  
Pathfinder House  
St Mary's Street  
Huntingdon  
Cambridgeshire  
PE29 3TN

Application Number: 22/00879/S73      Case Officer Lewis Collins  
**Proposal: Variation of condition C20 (off site works as per plan prior to commencement) for 17/01375/OUT to reconcile the approved planning drawings pursuant to condition 20 with the associated completed off-site Section 278 works**  
**Location: Land North East Of Mandene Gardens Great Gransden**  
**Observations of Great Gransden Parish Council**

**Recommend Refusal**

At their meeting on 18<sup>th</sup> May 2022, Parish Councillors unanimously resolved to recommend **refusal** to this application on the grounds:-

- (1) This Condition C20 was the most contentious issue for residents & the matter most debated by DMC Councillors, resulting in the inclusion of a Grampian Condition ie Condition 20: *Prior to the commencement of development, the off-site highway improvement works shall be constructed in accordance with a scheme which has been submitted to & approved in writing by the Local Planning Authority. Reason - To ensure that the highway network is adequate to cater for the development proposed.* HDC's commitment to ensure this Condition would be observed was reiterated by the Planning Officer.
- (2) The junction remains very dangerous: vehicles mount the pavement on a daily basis and pedestrians are forced to use a narrow pavement on a blind corner with no refuge. It may be OK for planners to say that this meets the minimum requirements but that should not be deemed "*adequate*" in this case.

HDC & Highways have one final opportunity to show leadership & to demonstrate that residents' safety comes first, by refusing this application & working with the developer & residents to find a safe amicable solution.

Diane Taylor  
Locum Clerk to Great Gransden Parish Council  
Elm Cottage  
33 Meadow Road  
Great Gransden  
SG19 3BD

Date: 18<sup>th</sup> May 2022

# Development Management Committee

Scale = 1:2,500  
Date Created: 28/07/2022

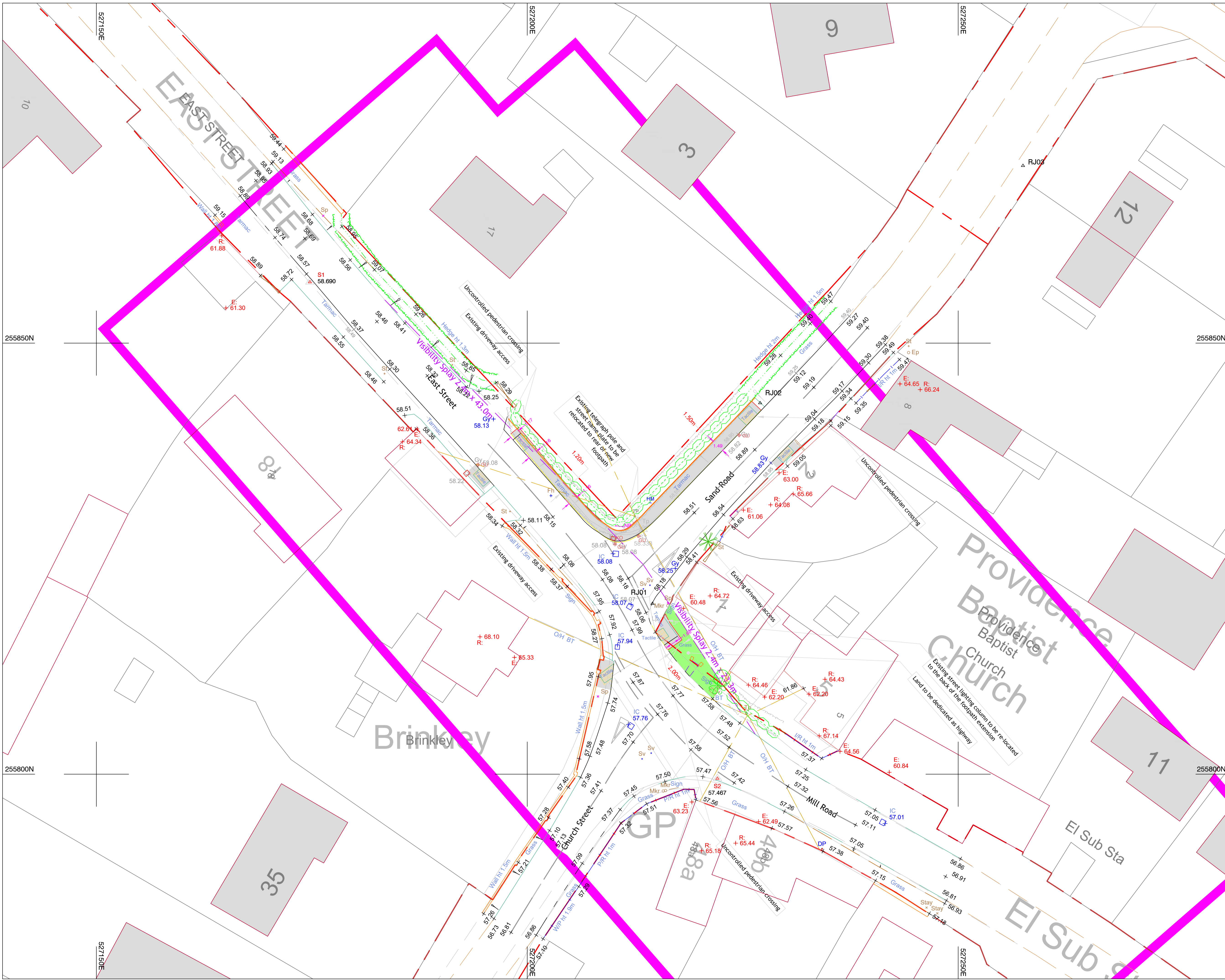
Application Ref:22/00879/S73  
Location: Great Gransden

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Ordnance Survey HDC 100022322



**Key**

- Listed Buildings
- Scheduled Ancient Monuments
- Conservation Area
- The Site



**Symbol & Abbreviation Key.**

	BARBED WIRE FENCE		KERB
	POST & RAIL FENCE		DROPPED KERB
	CLOSE BOARD FENCE		GULLY CHANNEL
	RAILINGS		TOP / BOTTOM OF BANK
	CHAIN LINK FENCE		FOLIAGE
	OTHER FENCE		DITCH
	KERB		VERGE
	DROPPED KERB		OVERHEAD CABLES
	GULLY CHANNEL		GATE
	TOP / BOTTOM OF BANK		HEDGE
	FOLIAGE		TREE - BROAD LEAVED
	DITCH		TREE - CONIFEROUS
	VERGE		BUSH
	OVERHEAD CABLES		BUILDING
	GATE		BOREHOLE
	HEDGE		SURVEY STATION
	TREE - BROAD LEAVED		ORDNANCE SURVEY BENCH MARK
	TREE - CONIFEROUS		
	BUSH		
	BUILDING		
	BOREHOLE		
	SURVEY STATION		
	ORDNANCE SURVEY BENCH MARK		

**General.**  
 This survey has been prepared with a scaling accuracy for a plot at a scale of 1:200.  
 All tree heights and spreads are approximate. We have tried to identify tree types, however if tree species are critical specialist advice should be gained.  
 Drainage pipe sizes have been measured from the surface. Chamber access has not been gained for safety reasons, therefore sizes should be regarded as approximate.  
 Some detail may have been omitted due to parked vehicles.

**Notes.**  
 18468-SRGG-5-500 Section 278 General Arrangement showing as built survey reference 210556 as an overlay

Rev	Details of Revision	Drawn	Date

Surveyed	Drawn	Date	Checked	Date	Approved	Date
RJ	SE	29/06/21	GD	29/06/21	RGT	29/06/21



Interlocks Surveys Limited  
 St. Andrews House  
 Radford Semele  
 Leamington Spa  
 Warwickshire  
 CV31 1TF  
 T: 01926 330123  
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 E: info@interlocksurveys.co.uk

**Client.**  
 HAYFIELD HOMES  
 2 THE COURTYARD  
 707 WARWICK ROAD  
 SOLIHULL  
 B91 3DA

**Title.**  
**TOPOGRAPHICAL SURVEY**  
 DUTTON GARDENS  
 SANDS ROAD  
 EAST STREET  
 GREAT GRANSDEN, SG19 3EF