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**F/YR20/0224/O**

**Applicant: Mr Malcolm Barnes**

**Agent : Mr Basil Samila  
Headley Stokes Associates**

**Land West Of 36, Peterborough Road, Whittlesey, Cambridgeshire**

**Erection of 9no dwellings (outline application with matters committed in respect of access and layout) including demolition of existing greenhouses (retrospective)**

**Officer recommendation: Grant**

**Reason for Committee: Town Council comments contrary to Officer recommendation.**

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## **1 EXECUTIVE SUMMARY**

- 1.1 The proposal is an outline application with access and layout committed at this stage for up to 9 dwellings including the demolition of the existing greenhouses on land west of 36 Peterborough Road, Whittlesey.
- 1.2 The site is located within the settlement of Whittlesey and as such Policy LP3 of the Fenland Local Plan supports new residential development.
- 1.3 The site sits within a predominately residential area and is appropriate in terms of its layout. The details such as scale and appearance have been reserved at this stage, and will be required to be carefully considered should outline planning permission be granted.
- 1.4 The issues with regard to drainage have been comprehensively addressed in terms of the on-site situation and off-site connections to deal with surface water. As required by the LLFA conditions can confirm the precise requirements in due course: this is appropriate given the proposal seeks outline planning permission.
- 1.5 The access has been the subject of discussion with the County Council who consider that the access is appropriately located having regard to other access points to Peterborough Road nearby. The proposal would not compromise highway safety.
- 1.6 Overall the proposal is considered to be acceptable subject to the imposition of planning conditions.

## **2 SITE DESCRIPTION**

- 2.1 The site is located within the settlement of Whittlesey to the western side. The site is located off the A605 Peterborough Road (an A classified road) in Whittlesey and previously accommodated greenhouses associated with a small scale nursery business which has been redundant for a number of years.
- 2.2 The land is bounded on the western and northern sides by residential properties fronting Tower Close, Crossway Hand and Peterborough Road. The water tower and public play area is located on the eastern side of the site and to the south (on the opposite side of the road) occupies a car rental/sale yard and Petrol Filling Station.
- 2.3 The site lies within Flood Zone 1. There are no designated or identified non-designated heritage assets either within or close to the site.

### **3 PROPOSAL**

- 3.1 The proposal is in outline for 9 dwellings with access and layout being committed at this stage. Appearance, landscaping and scale are 'Reserved Matters' to be considered at a future date (should outline permission be granted).
- 3.2 The proposed layout consists of four houses (Plots 1 – 4) designed to a semi-detached type layout occupying the rear of the site. The remainder of the houses Plots 5-9 are designed to a terraced linked type layout occupying the eastern side of the site. The terraced layout is designed in three blocks each of which is staggered.
- 3.3 Each dwelling has its own private rear garden area. It is proposed to provide Plots 1, 2, 3, 4, 8, 9 with separate garage facilities and a designated parking area on plot. Plots 5, 6, 7 will be provided with their own designated car parking area directly opposite their associated dwelling. Separate visitor parking provision has also been allowed within the scheme.
- 3.4 The proposed access is 5 metres wide with a 2m footpath along the western side and will be located closest to No.36 Peterborough Road and will curve round and continue to a turning head to cater for refuse and emergency vehicles.
- 3.5 The following documents have been submitted to support the application:
  - Design and Access Statement
  - Preliminary Investigation Report (Desk study and site reconnaissance report)
  - Road layout with visibility splays and swept path analysis
  - Drainage Strategy
- 3.6 Full plans and associated documents for this application can be found at:  
<https://www.fenland.gov.uk/publicaccess/>

### **4 SITE PLANNING HISTORY**

- 4.1 There is no pertinent planning history associated with the site.

### **5 CONSULTATIONS**

5.1 **Whittlesey Town Council:** Recommend refusal due to access to the site and highways issues, both of which have been highlighted by Cambridgeshire Council Council. The Town Council have concern that there are already 2 established businesses opposite with constant car movements, therefore safety is a potential issue. Members also expressed concern as the child's play area is close by.

5.2 **CCC Highway Authority:** First comments: *The proposed A605 access location conflicts with the accesses on the opposite side of the road. The applicant should apply suitable junction spacing in order to avoid conflict between the accesses. The applicant either needs to relocate the access, or provide evidence to demonstrate why the proposed access location does not pose an unacceptable risk to highway safety.*

Second comments: *No highway objection. The lack of junction/access spacing between the proposed residential access and the commercial accesses opposite is a highway safety concern. I think this application will result in an increased likelihood of peak hour vehicle conflicts. That said, the 9 dwelling residential development will generate a relatively low volume of vehicle movements during peak hours. The car sales/rental business opposite will not be a significant generator of vehicle movements especially during peak hours. The garage to the east of proposed access is a busy garage. This is likely to be more busy during peak hours (same peak hours as the residential development).*

*The A605 is a busy principal route (high percentage of HGVs) but is subject to a 30mph speed limit along the development site frontage i.e. MfS guidance applicable. Opposing access arrangements are common in urban streets and usually operate without any safety problems, this is mainly due to the low vehicle speeds and increased driver hazard perception, reactions times etc. MfS provides case study evidence that supports this assertion.*

*There is already some accident history at the garage access, but no trends or clusters that would suggest an existing highway safety problem.*

*The development will result in the existing substandard site access being stopped up and replaced with a standard bell mouth access with acceptable visibility. This offers some improvement over the existing situation.*

*The housing estate access layout is not conducive to CCC road adoption requirements. CCC require footways to follow the development frontage and a different horizontal access road alignment/arrangement. It is not possible for the applicant to address these adoption matters without third party land encroachment or a reduction in access visibility. The LPA have already confirmed they are satisfied with the estate road remaining private.*

*Having given consideration and balance to the above points, I conclude there will be no material harm caused to highway safety as a result of this application/development proposal.*

*I conclude I have no highway objections subject to the following condition recommendations; access construction including drainage details and visibility splays.*

5.3 **FDC Environmental Services (Refuse):** *The plan shows that we would be able to access and safely turn with our vehicles. We would require private road to be constructed up to a standard suitable for a 26t collection vehicle and indemnity*

*required against any damage to the road surface caused by waste collection operations by landowner/management company.*

- 5.4 **Natural England:** No comments to make. Generic advice provided.
- 5.5 **FDC Environmental Services:** Acknowledge the Preliminary Investigation (Desk Study and site reconnaissance report) the findings of which are accepted. Given the nature of the site's previous use, intended use and the identification of plausible contamination linkages, the recommendations made in the report that an exploratory intrusive ground investigation is undertaken to determine the extent of any potential contamination are considered necessary. *I am satisfied that the remaining works can be conditioned, and request that the relevant parts of the contaminated land condition to cover the need for a Phase 2 intrusive investigation and any associated remedial strategy and validation/closure report aspects are improved in the event permission is granted. Any such reports and certification such as that covering the importation of clean soil will need to be approved prior to allowing the discharge of the condition. Given the scale of the proposed development and its close proximity to existing residential properties, recommend that a construction management plan is submitted prior to commencement of development which outlines procedures to ensure that any potential disturbance will be kept to a minimum.*
- 5.6 **North Level IDB:** First comments: No objection in principle. Serious concerns regarding the method of surface water disposal proposed. *Owing to the density of the proposed development, I am concerned that a combination of soakaway and SUDs (not specified in this application) will not adequately deal with the surface water, especially during prolonged wet winter such as that experienced this winter. It is imperative that any proposals do not increase flood risk to existing properties in the vicinity.*

Second comments: Following receipt of the Drainage Strategy. *The strategy remains unclear as to the final method of surface water disposal. The strategy currently suggests surface water may discharge via a rising main to the Anglian Water surface water sewer in Glenfields to the north or alternatively it may go south via Snoots Road or possibly via infiltration which has already been discounted owing to groundwater. If water is ultimately discharged to the north, then it will require North Level IDB consent, if it goes south, then it is a matter for Middle Level Commissioners to consent.*

- 5.7 **Cambs Fire & Rescue:** No objection subject to securing a scheme for fire hydrants.
- 5.8 **CCC Lead Local Flood Authority:** (First comments): Although not a statutory consultee for a non-major application attention is drawn to the use of SUDs. The application indicates that surface water from the site is proposed to discharge to a soakaway, however have highlighted that soakaways are only appropriate in areas with sufficiently permeable geology to support certain infiltration rate and that on site testing could be undertaken across the site to confirm the rate or an alternative strategy could be proposed.

(Second comments): Following receipt of the Drainage Strategy. *The applicant now proposes to discharge of surface water into the public sewer network through the use of pumping. We request the following conditions: the submission and approval of a detailed Drainage Strategy (which includes details of risks associated with potential pump failure) and a maintenance plan.*

5.9 **Local Residents/Interested Parties:** 3 letters of objection received raising the following concerns material to the application:

- Access – very close to a pedestrian crossing, a very busy 24 hour petrol station and the access to Snoots Road
- Environmental concerns – Whittlesey is being overburdened with new homes without the relevant infrastructure to cope. Difficult to access doctor surgeries etc.
- Local services/schools – unable to cope
- Traffic and highways
- Density/Over development
- Design/Appearance
- Loss of view/outlook
- Noise
- Overlooking/loss of privacy from the first-floor over looking into rear gardens. The plans do not show any type of screen/fences at the rear of the new dwellings.
- Proximity to property
- Shadowing/loss of light – the 2-storey houses would overshadow garden areas.

Matters have also been raised with regard to devaluing property; however these matters are not material considerations and as such cannot be taken into account.

## **6 STATUTORY DUTY**

6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires a planning application to be determined in accordance with the Development Plan unless material planning considerations indicate otherwise. The Development Plan for the purposes of this application comprises the adopted Fenland Local Plan (2014).

## **7 POLICY FRAMEWORK**

### **7.1 National Planning Policy Framework (NPPF)**

Para 8: The 3 dimensions of sustainability

Para 57: Viability

Para 108-110: Safe and effective access which prioritises pedestrian and cyclists

Para 117: Promote effective use of land.

Para 127: Well-designed development.

Para 170: Contribution to and enhancement of the natural and local environment

### **7.2 National Planning Practice Guidance (NPPG)**

### **7.3 National Design Guide 2019**

C1 - Relationship with local and wider context

I1 - Respond to existing local character and identity

I2 - Well-designed, high quality and attractive

B1 - Compact form of development

B2 - Appropriate building types and forms

M3 - well-considered parking, servicing and utilities infrastructure  
H1 - Healthy, comfortable and safe internal and external environment  
H3 - Attention to detail; storage, waste, servicing and utilities  
L3 - A sense of ownership

#### 7.4 **Fenland Local Plan 2014**

LP1 – A Presumption in Favour of Sustainable Development  
LP2 – Facilitating Health and Wellbeing of Fenland Residents  
LP3 – Spatial Strategy, the Settlement Hierarchy and the Countryside  
LP4 – Housing  
LP5 – Meeting Housing Need  
LP11 – Whittlesey  
LP13 – Supporting and Managing the Impact of a Growing District  
LP14 – Responding to Climate Change and Managing the Risk of Flooding in Fenland  
LP15 – Facilitating the Creation of a More Sustainable Transport Network in Fenland  
LP16 – Delivering and Protecting High Quality Environments across the District  
LP17 – Community Safety  
LP19 – The Natural Environment

#### 7.5 **Supplementary Planning Documents/Guidance:**

- Delivering & Protecting High Quality Environments in Fenland SPD (2014)
- Resource Use & Renewable Energy SPD (2014)
- Cambridgeshire Flood & Water SPD (2016)
- RECAP CCC Waste Management Design Guide SPD (2012)

### 8 **KEY ISSUES**

- **Principle of Development**
- **Design, Layout and Residential Amenity**
- **Access and Highway Safety**
- **Flood Risk and Drainage**
- **Other Considerations**

### 9 **ASSESSMENT**

#### **Principle of Development**

9.1 Policy LP3 of the FLP sets out a focus for growth around the District's four Market Towns. The site is located within the settlement of Whittlesey, to the western side, and therefore the provision of residential development in this location accords with Policy LP3.

#### **Design, Layout and Residential Amenity**

9.2 The layout provides adequate sized private garden areas compliant with Policy LP16 of the FLP. Although the proposal is in outline form the layout does show a good mix of housing including larger semi-detached and smaller terraced dwellings which are considered acceptable and reflects the scale of existing development in the surrounding area. Whilst scale and appearance are reserved details it is likely that 2-storey development will occupy the site which will reflect the nearby developments of Tower Close, Crossway Hand and Peterborough Road.

- 9.3 Given the location of the proposed development in relation to the existing residents within the wider area (Tower Close, Crossway Hand, Peterborough Road), the proposal is not considered to give rise to concerns regarding neighbouring amenity. There is approximately 62m distance from the rear of the closest property (No.4) at Crossway Hand to the front elevations of the new dwellings (at Plots 5-8) and approximately 51m distance from the side elevation of Plot 1 to the rear of the block of terraced properties at Nos 6 to 20 (even numbers only) Crossway Hand.
- 9.4 There is a distance of approximately 21.8m from the rear elevations of Nos. 21 & 19 Tower Close to the rear elevations of Plots 1 and 2. This level of distance is considered acceptable and will not cause any significant issues in relation to overshadowing or overlooking.
- 9.5 The closest relationship between existing and new is that of Plot 4 where the rear elevation is approximately 13m from the southern side elevation of No.17B Tower Close. A similar relationship occurs with the side elevation of Plot 8 to the rear elevation of the host dwelling at No.36 Peterborough Road. However there is still considered to be sufficient distance between these dwellings as to not cause any significant issues in relation to overshadowing or overlooking.
- 9.6 The layout of the dwellings is not considered to give rise to unacceptable overlooking, overbearing impact or overshadowing of each other.
- 9.7 The proposed dwellings (subject to detailed design) would achieve good levels of surveillance and where necessary it will be important that windows to the ground floor can achieve appropriate surveillance over their respective/neighbouring parking areas.
- 9.8 A Construction Method Statement will be required to be submitted and agreed before development can commence and then adhered to during the construction period to ensure that any potential disturbance will be kept to a minimum.
- 9.9 Whilst it is noted that the scheme does not provide any direct connectivity to the public footpath to the north and to the play area to the east, it does have direct access onto the main Peterborough Road where there is only a short distance to the main access into the play area which then connects to the public footpath.
- 9.10 Overall, it is considered that the proposed development layout is acceptable and subject to the detailed design would not have a detrimental impact upon the amenities of existing properties adjacent to the site and would achieve appropriate standards of amenity within the scheme itself. The proposal therefore complies with Policy LP16 of the FLP.

### **Access and Highway Safety**

- 9.11 The concerns of Whittlesey Town Council are duly noted and reflect the initial concerns of the Highway Authority in respect of the proposed location of the access to the site. Following further discussions between the applicants Highway Consultant and the Highway Authority in relation to the location of the site access and the junction/access spacing between the proposed access and the commercial accesses opposite, the Highway Authority has determined that the proposed location of the vehicular access is acceptable and they therefore do not object and recommend conditions in relation to visibility splays and access construction.

- 9.12 As part of their response the Highway Authority have confirmed that the proposed scheme will generate a relatively low volume of vehicle movements during peak hours. The car sales/rental business opposite the site (on the southern side of Peterborough Road) will not be a significant generator of vehicle movements especially during peak hours. The BP garage (also on the southern) to the east of the proposed access is a busy garage and this is likely to be busier during peak hours compared to the proposed residential development but no unacceptable conflicts are raised by the Highway Authority in their response.
- 9.13 The A605 is a principal route but is subject to a 30mph speed limit along the site frontage. The Highway Authority notes that there is already some accident history at the garage access but no trends or clusters that would suggest an existing highway safety problem.
- 9.14 The proposed development will result in the existing substandard site access being stopped up and replaced with a standard bell mouth access with acceptable visibility in both directions and this offers some improvement in terms of the existing situation.
- 9.15 Whilst the access layout is not conducive to CCC road adoption requirements it is considered that the road can remain private subject to securing details of the ongoing management and maintenance arrangements for the estate road and such details can be secured via a prior to occupation condition.
- 9.16 The Highway Authority has concluded that there will be no material harm caused to highway safety as a result of the proposed development and therefore does not object subject to highway conditions.
- 9.17 Parking provision is shown to serve each dwelling in accordance with the adopted standards contained within the FLP. It will be necessary to secure this via a planning condition.
- 9.18 The scheme demonstrates that the access road is of sufficient dimension and alignment to enable a refuse collection vehicle to enter, turn and leave in forward motion. The layout is such that refuse bins will be collected from the front of each plot, however to ensure that this remains the case a refuse collection scheme will be secured via a planning condition.
- 9.19 Overall therefore the initial concerns of the Highway Authority have been considered by the applicant and it has been agreed that the proposed location of the vehicular access is appropriate and that it will not create unacceptable highway safety concerns. All other impacts are considered to be acceptable. The proposal therefore complies with Policy LP15 of the FLP.

### **Flood Risk and Drainage**

- 9.20 The site is located within Flood Zone 1, within an area with a low probability of flooding. Given the scale of the development and the size of the site a site specific Flood Risk Assessment is not required.
- 9.21 Following the initial comments provided by the North Level IDB and CCC as Lead Local Flood Authority, a Drainage Strategy has been submitted. This strategy identifies (after infiltration testing at the site) that the use of soakaways will not be possible and therefore the only viable option is to connect the site to a surface water public sewer, the nearest is located to the north of the site. Due to the level



differences from the site to the sewer a pumped system is proposed. The outfall from this sewer is to an IDB area.

- 9.22 The IDB raise concerns over the Strategy but their comments appear only to relate to the route of the sewer and where it connects to the Anglian Water system. The applicant has confirmed that the route of the new sewer consists of a combination of the application site and the public highway (for which an agreement with the County Council will be required) to the connection to the Anglian Water system to the north.
- 9.23 In terms of the on-site surface water drainage this is proposed to comprise of lined permeable paving (located under the proposed access road) from where the water will be pumped off site at an appropriate rate.
- 9.24 The proposed method of foul water disposal will be covered under Part H of the Building Regulations. It is proposed that the site foul discharge will be subject to Anglian Water consent, however in this instance it is considered appropriate to secure the details of the scheme through a planning condition.
- 9.25 It is considered that the risk of flooding to the site has been adequately considered through the submission of the Drainage Strategy. The LLFA have recommended conditions in relation to the detailed drainage design for the site and the maintenance of this. Accordingly the development of the site with the proposed drainage system does not pose an unacceptable flood risk either to occupants of the site or to others off site, and therefore compliance with Policy LP14 of the FLP is achieved subject to the conditions.

### **Other Considerations**

- 9.26 Local residents have raised concerns about local infrastructure such as schools. The proposal is though below the threshold for requiring any contributions towards such facilities.

## **10 CONCLUSIONS**

- 10.1 Overall, the proposal creates a development which responds to the opportunities and constraints of the site and to relevant planning policies. The development is not considered to have a detrimental impact upon the neighbouring dwellings and is acceptable in terms of highway safety and flood risk/drainage matters and will provide a good quality residential environment. The proposal does not conflict with any policies of the Local Plan or to the NPPF. There are no other material planning considerations which would lead to the conclusion that the proposal is unacceptable. It is therefore recommended that outline permission is granted subject to conditions.

## **11 RECOMMENDATION**

Grant subject to conditions

### **Proposed Conditions:**

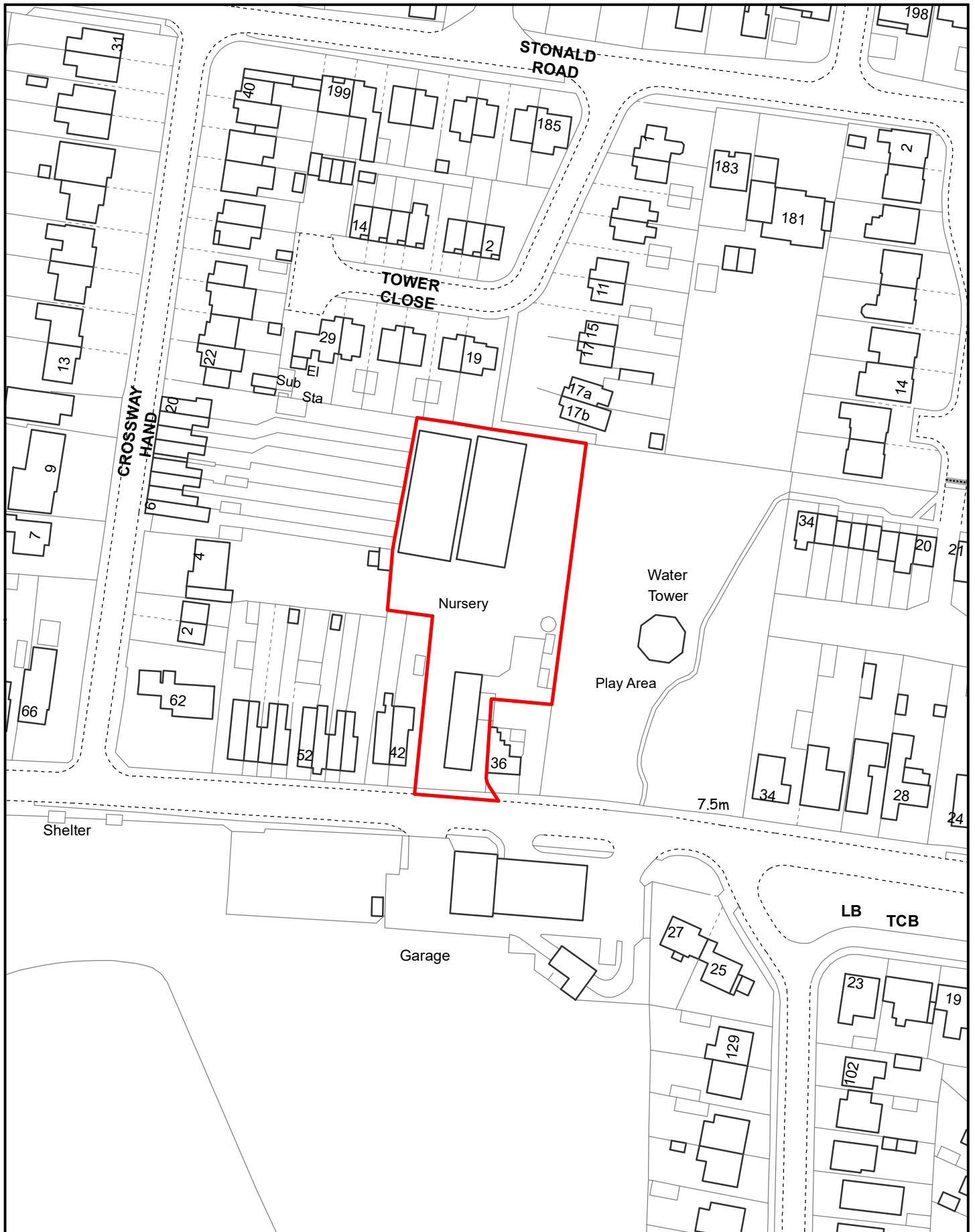
1	Approval of the details of:
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	<p>i. the scale of the building(s);</p> <p>ii. the external appearance of the building(s);</p> <p>iii. the landscaping</p> <p>(hereinafter called "the Reserved Matters" shall be obtained from the Local Planning Authority prior to the commencement of development).</p> <p>Reason - To enable the Local Planning Authority to control the details of the development hereby permitted.</p>
2	<p>Application for approval of the Reserved Matters shall be made to the Local Planning Authority before the expiration of 3 years from the date of this permission.</p> <p>Reason - To ensure compliance with Section 92 of the Town and Country Planning Act 1990.</p>
3	<p>The development hereby permitted shall begin before the expiration of 2 years from the date of approval of the last of the Reserved Matters to be approved.</p> <p>Reason - To ensure compliance with Section 51 of the Planning and Compulsory Purchase Act 2004.</p>
4	<p>No development approved by this permission shall be occupied until the completion of the remedial works as detailed within the Preliminary Investigation Report (Desk study and site reconnaissance) (reference: STR4940-P01 by Soiltechnics has been carried out on site. Prior to first occupation of the development hereby approved the validation/closure report shall be submitted to and approved in writing by the Local Planning Authority this includes the following:</p> <p>(a) Approved remediation works shall be carried out in full on site under a quality assurance scheme to demonstrate compliance with the proposed methodology and best practice guidance.</p> <p>(b) The validation/closure report shall include details of the proposed remediation works and quality assurance certificates to show that the works have been carried out in full in accordance with the approved methodology. Details of any post-remedial sampling and analysis to show the site has reached the required clean-up criteria shall be included in the closure report together with the necessary documentation detailing what waste materials have been removed from site, and what has been brought on to site.</p> <p>Reason - To control pollution of land and controlled waters in the interests of the environment and public safety in accordance with the National Planning Policy Framework, in particular paragraphs 178 and 179, and Policy LP16 of the Fenland Local Plan 2014.</p>
5	<p>No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide</p>

	<p>for:</p> <ol style="list-style-type: none"> <li>i. the parking of vehicles of site operatives and visitors</li> <li>ii. site compound &amp; storage areas.</li> <li>iii. loading and unloading of plant and materials</li> <li>iv. storage of plant and materials used in constructing the development</li> <li>v. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate</li> <li>vi. wheel washing facilities</li> <li>vii. measures to control the emission of dust and dirt during construction</li> <li>viii. a scheme for recycling/disposing of waste resulting from demolition and construction works</li> </ol> <p>Reason: To prevent harm being caused to the amenity of the area in accordance with the provisions of Policies LP2 and LP16 of the Fenland Local Plan (Adopted May 2014).</p>
6	<p>Prior to the first occupation of the development hereby approved, a scheme for the provision of fire hydrants or equivalent emergency water supply shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented and made available for use prior to the occupation of the first dwelling.</p> <p>Reason - In the interests of the safety of the occupiers and to ensure there are available public water mains in the area to provide for a suitable water supply in accordance with infrastructure requirements within Policy LP13 of the Fenland Local Plan 2014.</p>
7	<p>No above ground works shall commence until a detailed surface water drainage scheme for the site has been submitted to and approved in writing by the Local Planning Authority. The scheme must include an assessment of the residual risk of flooding associated with potential pump failure. The assessment should investigate the following conditions:</p> <ul style="list-style-type: none"> <li>• The pumps were to fail; and</li> <li>• The attenuation storage was 50% full; and</li> <li>• A design storm occurred</li> </ul> <p>The floor levels of the affected properties must be raised above this level and all flooding must be safely stored onsite. The scheme shall subsequently be implemented in full accordance with the approved details prior to occupation of the first dwelling.</p> <p>Reason: To prevent the increased risk of flooding, to improve and protect water quality, and improve habitat and amenity and in accordance with Policy LP14 of the Fenland Local Plan 2014.</p>
8	<p>Details for the long term maintenance arrangements for the surface water drainage system (including all SuDS features) to be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of any of the dwellings hereby permitted. The submitted details should identify runoff sub-catchments, SuDS components, control structures, flow routes and outfalls. In addition, the plan must clarify the</p>

	<p>access that is required to each surface water management component for maintenance purposes. The maintenance plan shall be carried out in full thereafter.</p> <p>Reason - To ensure the satisfactory maintenance of drainage systems that are not publically adopted, in accordance with the requirements of paragraphs 163 and 165 of the National Planning Policy Framework.</p>
9	<p>Prior to the occupation of the first dwelling hereby approved, full details of the proposed arrangements for future management and maintenance of the proposed streets within the development shall be submitted to and approved in writing by the Local Planning Authority. (The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an Agreement has been entered into onto Section 38 of the Highways Act 1980 or a Private Management and Maintenance Company has been established).</p> <p>Reason: To ensure satisfactory development of the site and to ensure estate roads are managed and maintained thereafter to a suitable and safe standard, in accordance with Policy LP15 of the Fenland Local Plan, adopted May 2014.</p>
10	<p>Prior to occupation of each dwelling on the site the vehicular access road and footways shall be made up to base course level from that dwelling to the adjoining Peterborough Road.</p> <p>To ensure that the vehicular access is constructed to an appropriate standard in accordance with Policy LP15 of the Fenland Local Plan (2014).</p>
11	<p>Prior to the occupation of any dwelling on the site, the approved vehicular access where it meets Peterborough Road shall be laid out and constructed in accordance with the approved plans and thereafter maintained as such in perpetuity. The approved access shall be constructed with adequate drainage measures to prevent surface water run-off onto the adjacent public highway, in accordance with a scheme submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority, and retained as such in perpetuity.</p> <p>Reason - In order to ensure that adequate vehicular and pedestrian access is provided in the interests of highway safety and to prevent surface water discharging to the highway in accordance with Policy LP15 of the Fenland Local Plan 2014.</p>
12	<p>Prior to first occupation of the development hereby approved, visibility splays shall be provided as shown on approved drawing number: 298/2019/02 P1 and shall be maintained thereafter free from any obstruction exceeding 0.6m above the level of the adjacent highway carriageway.</p> <p>Reason – In the interests of highway safety and in accordance with Policy LP15 of the Fenland Local Plan 2014.</p>
13	<p>Vehicle turning and parking spaces as shown on approved drawing number 1787/3/04B shall be provided prior to the occupation of its related dwelling and shall be retained thereafter.</p>

	<p>Reason: To ensure the permanent availability of the parking / manoeuvring area, in the interests of highway safety and to ensure compliance with Policies LP15 of the Fenland Local Plan 2014.</p>
14	<p>As part of the Reserved Matters submission a scheme for on-site foul water drainage works, including connection point and discharge rate, shall be submitted to and approved in writing by the Local Planning Authority. Prior to the occupation of any dwelling, the foul water drainage works relating to that dwelling must have been carried out in complete accordance with the approved scheme.</p> <p>Reason: To prevent environmental and amenity problems arising from flooding in accordance with Policy LP14 of the Fenland Local Plan 2014.</p>
15	<p>As part of the Reserved Matters submission details of existing ground levels (in relation to an existing datum point), proposed finished floor levels and floor slab levels of the development shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out and thereafter retained in accordance with the approved details.</p> <p>Reason - To ensure that the precise height of the development can be considered in relation to adjoining dwellings and to reduce the risk of flooding to the proposed development and future occupants and in accordance with Policies LP14 and LP16 of the Local Plan 2014.</p>
16	<p>Prior to the occupation of the first dwelling hereby approved a refuse collection scheme shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented in accordance with the details approved thereafter.</p> <p>Reason: To ensure that suitable means of waste collection is provided in accordance with Policy LP16 of the Fenland Local Plan, 2014</p>
17	Approved Plans



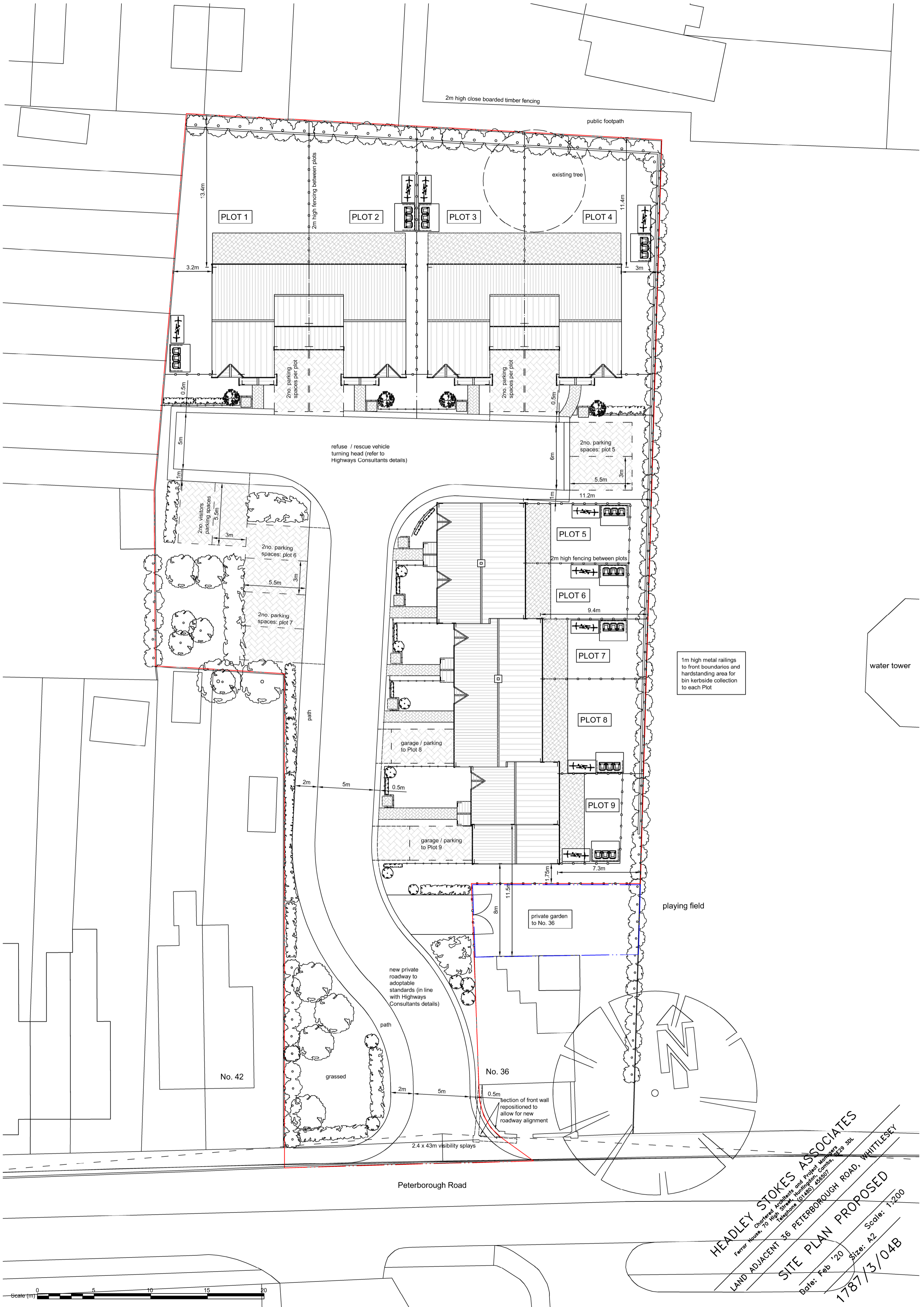
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**F/YR20/0224/O**

Scale = 1:1,250





1m high metal railings to front boundaries and hardstanding area for bin kerbside collection to each Plot

water tower

playing field

private garden to No. 36

new private roadway to adoptable standards (in line with Highways Consultants details)

Peterborough Road

No. 42

No. 36

**HEADLEY STOKES ASSOCIATES**  
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**SITE PLAN PROPOSED**  
 Date: Feb '20 Size: A2 Scale: 1:200  
 1787/3/04B

