

PLANNING & ENVIRONMENTAL PROTECTION  
COMMITTEE

TUESDAY 4 SEPTEMBER 2012 AT 1.30PM

		<b>Page No:</b>
1.	Procedure for Speaking	<b>1</b>
2.	List of Persons Wishing to Speak	<b>2</b>
3.	Briefing Update	<b>3</b>
Item 5.2	Submission From Councillor Thacker and Mr and Mrs Clarke (Applicants)	<b>6</b>
Item 5.2	Copy of Appeal Decision for White Post Cottage	<b>17</b>

**UPDATE REPORT &  
ADDITIONAL INFORMATION**

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**PETERBOROUGH CITY COUNCIL**

**PUBLIC SPEAKING SCHEME - PLANNING APPLICATIONS**

**Procedural Notes**

1. Planning Officer to introduce application.
2. Chairman to invite Ward Councillors, Parish Council, Town Council or Neighbourhood representatives to present their case.
3. Members' questions to Ward Councillors, Parish Council, Town Council or Neighbourhood representatives.
4. Chairman to invite objector(s) to present their case.
5. Members' questions to objectors.
6. Chairman to invite applicants, agent or any supporters to present their case.
7. Members' questions to applicants, agent or any supporters.
8. Officers to comment, if necessary, on any matters raised during stages 2 to 7 above.
9. Members to debate application and seek advice from Officers where appropriate.
10. Members to reach decision.

**The total time for speeches from Ward Councillors, Parish Council, Town Council or Neighbourhood representatives shall not exceed ten minutes or such period as the Chairman may allow with the consent of the Committee.**

**The total time for speeches in respect of each of the following groups of speakers shall not exceed five minutes or such period as the Chairman may allow with the consent of the Committee.**

1. Objectors.
2. Applicant or agent or supporters.

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**PLANNING AND ENVIRONMENTAL PROTECTION COMMITTEE – 4 SEPTEMBER 2012 AT 1.30PM**  
**LIST OF PERSONS WISHING TO SPEAK**

<b>Agenda Item No.</b>	<b>Page No</b>	<b>Application</b>	<b>Name</b>	<b>Objector/Applicant/Agent/Supporters/Parish Council/Town Council/Neighbourhood Representatives</b>
5.1	33	12/00881/MMFUL – DAVID HARRISON METALS, 13-14 ASTORE PARK, PADHOLME ROAD, EAST FENGATE, PETERBOROUGH	Councillor Marion Todd Mr Hoppe (Astore Park Residents Association)	Ward Councillor Objector
5.2	43	12/01054/FUL – WHITEPOST COTTAGE, WHITE POST ROAD, NORTH NEWBOROUGH, PETERBOROUGH	Mr and Mrs Clarke Councillor Paula Thacker	Applicants Supporter
5.3	51	12/01062/HHFUL – 19 PLOUGH LANE, NEWBOROUGH, PETERBOROUGH, PE6 7SR	Mr Simons (Local Resident) Miss Jane Mann	Objector Applicant
5.5	65	12/01102/FUL – STORE ADJACENT TO 29 HANKEY STREET, PETERBOROUGH	Mr Z Ali Mr Phil Branston	Applicant Agent
5.6	73	12/01123/FUL – PETERBOROUGH REGIONAL COLLEGE, PARK CRESCENT, PETERBOROUGH, PE1 4DZ	Councillor John Peach Ms Ros Skeels (Local Resident) Ms Yvonne Locke (Local Resident) Mr David Shaw	Ward Councillor Objector Objector Agent

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## BRIEFING UPDATE

P & EP Committee 4 September 2012

ITEM NO	APPLICATION NO	SITE/DESCRIPTION
1.	12/00881/MMFUL	<b>David Harrison Metals, 13 - 14 Astore Park, Padholme Road, East Fengate</b> , Change of Use to metal recycling yard.

No Further Comments

2.	12/01054/FUL	<b>Whitepost Cottage, White Post Road, North Newborough, Peterborough</b> , Change use of land for all year round storage of up to 150 touring caravans.
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The applicant & Cllr Thacker has asked that a copy of the Design & Access Statement be made available to committee. This is attached.

A copy of the appeal decision letter associated with the previous refused scheme is attached.

The current application was submitted seeking planning permission for the storage of up to 150 caravans. However the site, if it is to be operated in an orderly fashion such that caravans can be stored to give immediate access to the owners of each caravan, could only accommodate up to 100 caravans. 100 caravans should be the maximum stored on the site as there is no highway reason to require a lower number.

Whilst it has been suggested by Officers in the Planning Committee report that the use of the site should be temporary and for a limit of 50 caravans only upon further consideration, and the lack of an objection from the Highways Officers, that the site could be given a permanent permission.

The Planning Inspectorate in dismissing the appeal for the storage of up to 204 caravans on the site had concerns over the sustainability of the location. He made direct reference to the Governments Good Practice Guide on Planning for tourism that suggests that caravan storage facilities that are close to existing settlements may have less adverse impact and be more sustainable. Given that the proposal is much reduced in scale, it can be considered to be more sustainable than the previous scheme

Revised conditions:

**C1 The caravan storage use hereby approved shall commence within 3 years of the date of this permission.**

Reason: To comply with the provisions of the Town & Country Planning Act.

**C2 The number of caravans stored on the site shall be limited to 100 in number.**

Reason: This number of caravan is considered to be the capacity of the site and any more than this would risk the site becoming unsustainable in terms of its location.

**C3 The vehicle access to the site shall be solely via the existing vehicular access to the application site off Whitepost Road.**

Reason: In the interests of highway safety in accordance with policy CS14 of the Peterborough Core Strategy DPD (2011).

**C4 No lighting of the site or erection of security fencing shall be implemented unless in accordance with details to be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be implemented in accordance with the approved details.**

Reason: In the interests of the visual amenities of the immediate countryside in accordance with policy CS1 of the Peterborough Core Strategy DPD (2011).

**C5 None of the hedgerows surrounding the application site shall be removed or have their heights**

**altered unless otherwise agreed in accordance with details to be submitted in writing by the Local Planning Authority. Thereafter any such works shall accord with the approved details.**

Reason: In order to protect the visual amenities of the open countryside in accordance with policy LNE12 of the Peterborough Local Plan 2005 (First Replacement).

3.	12/01062/HHFUL	<b>19 Plough Lane, Newborough, Peterborough, PE6 7SR</b> , Construction of two storey side , conversion of garage to habitable space and single storey rear extension.
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No Further Comments

4.	12/01100/FUL	<b>Peterborough Dairies, 3 John Wesley Road, Werrington Peterborough</b> , Temporary residential accommodation for occupation by managers of Peterborough Dairies.
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Withdrawn from the agenda

5.	12/01102/FUL	<b>Store Adjacent To 29 Hankey Street, Peterborough</b> , Change of use to storage of shop goods with proposed alterations including reposition of entrance, installation of roller shutter, increased wall height, addition of roof, rendering and painting of elevations – Resubmission.
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Cllr Nadeem has made the following comments:

I write in connection with the above application. I have examined the plans and I know the site well. I wish to offer my support to the proposal, for the reasons outlined below.

- The existing building consists of privately owned garages. This site has been derelict/underused for a number of years now, it is unattractive and an eyesore
- The site attracts fly tippers and it is a very costly operation for the site owner to remove the waste.
- The building is required to store goods for the shop and the viability of the shop depends on bulk buying and storage of these goods
- There are several similar storage units in this area undertaking the same function as this scheme
- The proposal enhances the character of the building and the street scene
- If the application is refused the site will be derelict and remain an eyesore
- If this application does not go through then I have concerns of this site becoming a crime spot.

I understand that this proposal is also supported by majority of the local residents and will regenerate this site whilst securing not only the future of the business but also of the employees

In conclusion I'm of the opinion that the proposal will not affect the amenity of the neighbours neither have a detrimental impact on the character of the area or have a negative impact on the free flowing of traffic.

6.	12/01123/FUL	<b>Peterborough Regional College, Park Crescent, Peterborough, PE1 4DZ</b> , Construction of fencing to contain rugby/football balls.
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Two further neighbour objections have been received in relation to the application. The first on the following grounds:

- Cannot see the need for such a fence
- The development will appear an eyesore within the locality

A copy of the second objection is provided below.

1. The pitch seems to have been extended and now the goalpost is very near to the perimeter fence. This alone would make balls going over the fence more frequent.
2. I have never heard of anyone complaining of balls coming over the fence and I certainly have never done so. I would like to see any complaints that have been made.



- 3 A new gate was put in the fence so that balls could be retrieved easily but to my knowledge it has never been opened nor used to this effect.
- 4 The original planning application stated that the fences would be lowered when the games were over, but the new application only states that the fence facing the flats in Tait Close will have that kind of fence.
- 5 Why has the football pitch been extended to almost reach the boundaries and the practices are all done at the end of the pitch where we live?
- 6 The rugby goal posts are side on to the field so why can't the goalposts be the same way? This would be a massive cost saving as there would be no need for a fence at all.

On a footnote our issue is not to hinder the Football Academy but to work with the regional college to ensure everyone can live together in harmony. I personally feel that they are now taking a heavy handed tactic by expanding the pitch and moving the goalposts a metre away from the fence.

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26<sup>th</sup> June 2012.

### Design and Access Statement.

The site location plan is marking each field by numbers individually to identify them.

Field 1 has been a Caravan CL (Certificated Location) site for the last 20 years. We have regular visitors to this site, both for visiting family in the area and for tourists.

The site is for 5 caravans staying for up to 28 days in any one year.

The site is grass only with electric hook up, surrounded by conifers and a variety of deciduous trees. The conifers and trees are approximately 10 meters high, having been planted 20 years ago when we moved to this address, there are no views in from the open countryside.

Fields 2 and 3 are enclosed by 8 - 10 meter high conifers, hedgerow and deciduous trees, again have been growing for the last 20 years. Both these fields have been used from time to time as rally fields for touring caravans. There are no views in from the open countryside.

Field 4 is grassed and surrounded by conifers, hedgerow and deciduous trees. Part of this field is a Florist Shop with car park, none is visible from the open countryside.

Fields 2, 3 and 4 are all grassed.

We wish to cease the caravan rallies in field 3 and use the field instead for caravan storage with up to 150 caravans. The field will remain grassed along with the surrounding conifers, hedgerow and trees.

Access to the proposed storage field will be through the existing tarmac driveway onto Whitepost Road North, which serves the CL Site too.

We have enclosed the Flood Risk Assessment, as we are asking for caravan storage only there will be no risk to any life. The last flood in this area was in 1947 when the River Welland burst its banks.

The field will not have any bunding. It recent years fields 2, 3 and 4 have been greatly improved by the introduction of drainage pipes below the surface.

Security for our property is paramount. A number of years ago we installed an electric gate in the driveway with a coded number system which is changed regularly. A second gate would be installed at the entrance to the proposed storage field with a Grade 1 locking system.

The proposed site will also be secured by a recorded four camera system.

When we moved here in 1992 we had installed an electric beam across the driveway immediately on turning into the drive from the road. Anyone walking or driving has to go through, it is not visible but warns us that someone has entered onto our property.

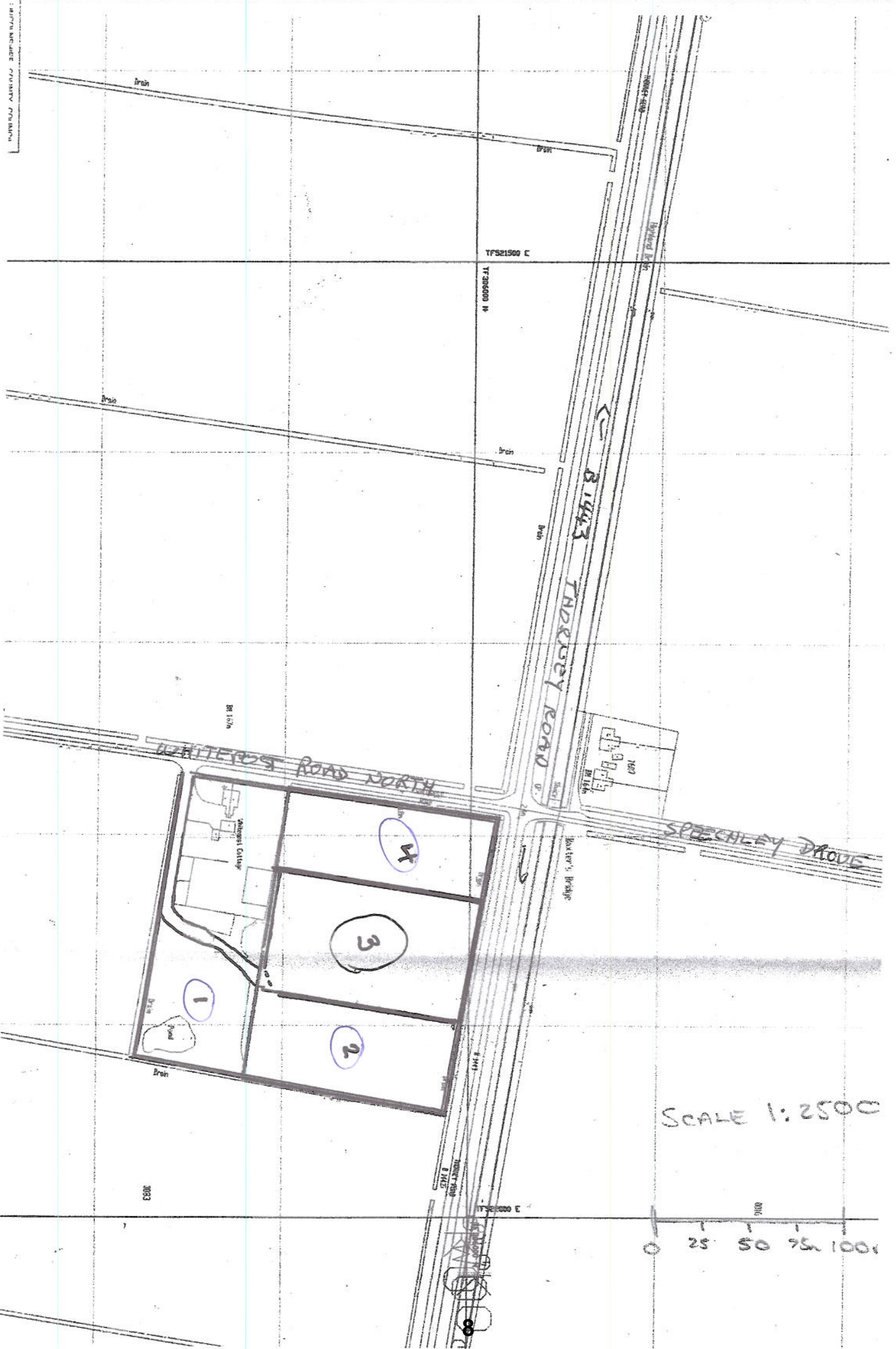
There is only one entrance / exit to the site.

We hope this has been of some help to you, should you need any other details then please don't hesitate in contacting us.

Christopher and Hasmek Clarke  
Whitepost Cottage,  
Whitepost Road North,  
Newborough,  
Peterborough.  
PE6 7ZD

01733 810640 / 810870

[hasmekclarke@supanet.com](mailto:hasmekclarke@supanet.com)



SCALE 1:2500



[Print Close](#)



Imagery ©2012 DigitalGlobe, GeoEye, Getmapping plc, Infoterra Ltd & Bluesky, Map data ©2012 Google

25<sup>th</sup> June 2012.

**Traffic Report Statement.**

**Whitepost Road North, Newborough, Peterborough. PE6 7ZD**

During the 20 years we have lived at Whitepost Cottage changes have been made to the roads in this area.

From the 1960s Whitepost Road has been used as a short cut through to Dogsthorpe, Peterborough. In 2009 there was no longer any access through due to the new A16. Over 1,100 vehicles travelled along our road every day. Since September 2010 we have no traffic only to our own property.

On leaving our property, visibility is clear both ways, turning right after 180 meters you reach the junction of the B1443 Thorney Road. Visibility both left and right is clear, no obstacles to obstruct your view. There is statutory speed limit, signage is in place to warn drivers of the cross road.

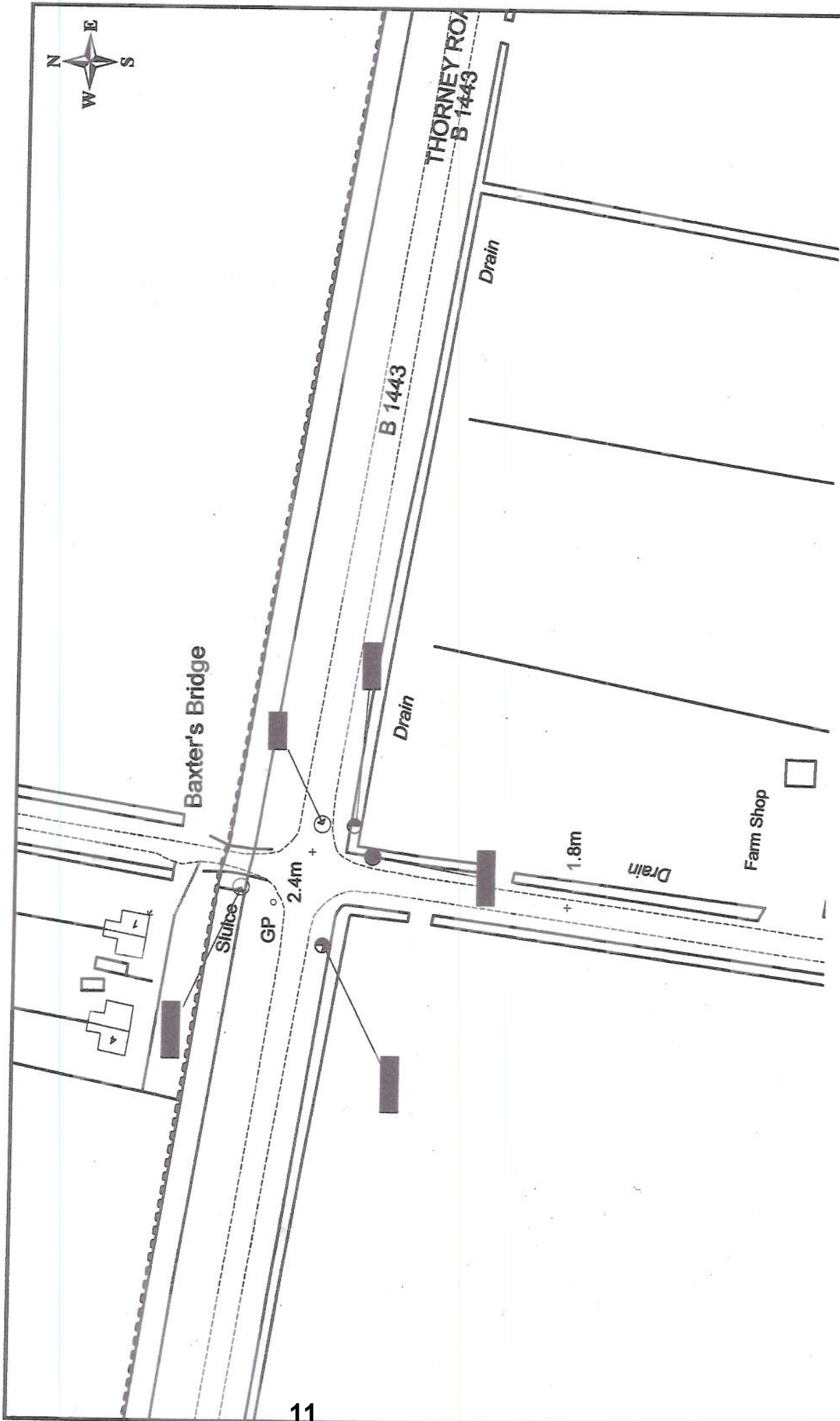
We have a Caravan CL (certificated location) site since 1992, allowing 5 caravans at any one time for up to 28 days in any calendar year.

The field in which we wish to have Caravan Storage has in the past been used for Caravan Rallies from time to time.

At no time since 1992 has there been any accident involving any one entering or leaving our property with a Caravan or Motorhome.

I enclose The Accident Data.

Accident Data :- asked for from P.C.C.





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**Accident Details**

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27-Jun-12

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Acc\_Ref: 6107

Date: 05/01/2007

Day: Friday

Time: 0650

Severity: Slight

Road Class/No.: B 1443

Light: Dark

Speed\_Limit: 60

Weather: Fine (no wind)

Surface: Wet/damp

Junction: Cross roads

Cycle: N

TWMV: N

Pedestrian: N

Verified: V

Child: N

Child\_Ped: N

Skidding: N

HGV: N

LGV: N

PSV: N

Location: B1443 THORNEY RD JUNCTION WHITEPOST RD PETERBOROUGH

Number of Vehicles: 2

**VEHICLE DETAILS (First Three Vehicles Only)**

Vehicle 1 Type: Car

V1 Manoeuvre: Going ahead

V1 Direction - From: S To: N

V1 Location: Entering main road

V1 Skidding: Did not skid

Vehicle 2 Type: Car

V2 Manoeuvre: Going ahead

V2 Direction - From: E To: W

V2 Location: Mid jctn - on rbout or main road

V2 Skidding: Did not skid

Vehicle 3 Type:

V3 Manoeuvre:

V3 Direction - From: To:

V3 Location:

V3\_Skidding:

**Acc\_Ref:** 63907

**Date:** 11/02/2007

**Day:** Sunday

**Time:** 2150

**Severity:** Serious

**Road Class/No.:** B 1443

**Light:** Dark

**Speed\_Limit:** 60

**Weather:** Fine (no wind)

**Surface:** Dry

**Junction:** T/staggered junctn

**Cycle:** N

**TWMV:** N

**Pedestrian:** N

**Verified:** V

**Child:** Y

**Child\_Ped:** N

**Skidding:** N

**HGV:** N

**LGV:** N

**PSV:** N

**Location:** B1443 THORNEY RD CROSSROADS JUNCTION WHITEPOST RD SPEECHLY DR

**Number of Vehicles:** 2

**VEHICLE DETAILS (First Three Vehicles Only)**

**Vehicle 1 Type:** Car

**V1 Manoeuvre:** Going ahead

**V1 Direction - From:** S **To:** N

**V1 Location:** Entering main road

**V1 Skidding:** Did not skid

**Vehicle 2 Type:** Car

**V2 Manoeuvre:** Going ahead

**V2 Direction - From:** E **To:** W

**V2 Location:** Mid jctn - on r bout or main road

**V2 Skidding:** Did not skid

**Vehicle 3 Type:**

**V3 Manoeuvre:**

**V3 Direction - From:** **To:**

**V3 Location:**

**V3\_Skidding:**

**Acc\_Ref:** 281007

**Date:** 04/07/2007

**Day:** Wednesday

**Time:** 1855

**Severity:** Serious

**Road Class/No.:** B 1443

**Light:** Day

**Speed\_Limit:** 60

**Weather:** Rain (no wind)

**Surface:** Wet/damp

**Junction:** Cross roads

**Cycle:** N

**TWMV:** N

**Pedestrian:** N

**Verified:** V

**Child:** N

**Child\_Ped:** N

**Skidding:** N

**HGV:** N

**LGV:** N

**PSV:** N

**Location:** B1443 CROSSROADS JUNCTION WHITEPOST RD SPEECHLEY RD

**Number of Vehicles:** 2

**VEHICLE DETAILS (First Three Vehicles Only)**

**Vehicle 1 Type:** Car

**V1 Manoeuvre:** Going ahead

**V1 Direction - From:** E **To:** W

**V1 Location:** Mid jctn - on about or main road

**V1 Skidding:** Did not skid

**Vehicle 2 Type:** Car

**V2 Manoeuvre:** Turning left

**V2 Direction - From:** S **To:** W

**V2 Location:** Entering main road

**V2 Skidding:** Did not skid

**Vehicle 3 Type:**

**V3 Manoeuvre:**

**V3 Direction - From:** **To:**

**V3 Location:**

**V3\_Skidding:**

Acc\_Ref: 369707

Date: 07/09/2007

Day: Friday

Time: 0440

Severity: Fatal

Road Class/No.: B 1443

Light: Dark

Speed\_Limit: 60

Weather: Fine (no wind)

Surface: Dry

Junction: 'T'/staggered junctn

Cycle: N

TWMV: N

Pedestrian: N

Verified: V

Child: N

Child\_Ped: N

Skidding: Y

HGV: N

LGV: N

PSV: N

Location: B1443 THORNEY RD JUNCTION WHITE POST RD NEWBOROUGH

Number of Vehicles: 2

**VEHICLE DETAILS (First Three Vehicles Only)**

Vehicle 1 Type: Car

V1 Manoeuvre: Going ahead

V1 Direction - From: S To: N

V1 Location: Entering main road

V1 Skidding: Skidded

Vehicle 2 Type: Car

V2 Manoeuvre: Going ahead

V2 Direction - From: E To: W

V2 Location: Mid jctn - on rbout or main road

V2 Skidding: Skidded

Vehicle 3 Type:

V3 Manoeuvre:

V3 Direction - From: To:

V3 Location:

V3\_Skidding:

Acc\_Ref: 842608

Date: 16/12/2008

Day: Tuesday

Time: 1809

Severity: Slight

Road Class/No.: B 1443

Light: Dark

Speed\_Limit: 40

Weather: Fine (no wind)

Surface: Wet/damp

Junction: Cross roads

Cycle: N

TWMV: N

Pedestrian: N

Verified: V

Child: N

Child\_Ped: N

Skidding: N

HGV: N

LGV: N

PSV: N

Location: B1443 THORNEY RD JUNCTION WHITEPOST RD NEWBOROUGH

Number of Vehicles: 2

**VEHICLE DETAILS (First Three Vehicles Only)**

Vehicle 1 Type: Car

V1 Manoeuvre: Turning right

V1 Direction - From: W To: S

V1 Location: Mid jctn - on rbout or main road

V1 Skidding: Did not skid

Vehicle 2 Type: Car

V2 Manoeuvre: Going ahead

V2 Direction - From: S To: N

V2 Location: Mid jctn - on rbout or main road

V2 Skidding: Did not skid

Vehicle 3 Type:

V3 Manoeuvre:

V3 Direction - From: To:

V3 Location:

V3\_Skidding:

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# Appeal Decision

Site visit made on 15 December 2009

by **John Murray** LLB, Dip.Plan.Env, DMS,  
Solicitor

an Inspector appointed by the Secretary of State  
for Communities and Local Government

The Planning Inspectorate  
4/11 Eagle Wing  
Temple Quay House  
2 The Square  
Temple Quay  
Bristol BS1 6PN

☎ 0117 372 6372  
email: [enquiries@pins.gsi.gov.uk](mailto:enquiries@pins.gsi.gov.uk)

Decision date:  
**6 January 2010**

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## Appeal Ref: APP/J0540/A/09/2111428

### White Post Cottage, White Post Road, Newborough, Peterborough, Cambridgeshire, PE6 7SW

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
- The appeal is made by Mr and Mrs C Clarke against the decision of Peterborough City Council.
- The application Ref 09/00231/FUL, dated 24 February 2009, was refused by notice dated 9 July 2009.
- The development proposed is described in the application as "a site for all year storage of touring caravans when not on road for outdoor recreation purposes."

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### Decision

1. I dismiss the appeal.

### Procedural matter

2. Having regard to the terms of the application and the Council's decision, I consider that the proposal can be best described as the change of use of the land to use for the all year storage of touring caravans.

### Main issues

3. There are 3 main issues, namely:
  - whether the proposal is acceptable in this location, having regard to policies aimed at protecting the countryside and promoting sustainable development;
  - the impact of the proposal on highway safety and the free flow of traffic; and
  - whether the proposal would increase the risk of flooding.

### Reasons

4. The appeal site lies in the countryside, outside the Urban Area boundary and Village Envelopes. Policy LNE1 of the Peterborough Local Plan (First Replacement) (LP), adopted July 2005 states that development in the countryside will be restricted to that which is demonstrably essential to the effective operation of local agriculture, horticulture, forestry, outdoor recreation or public utility services. This policy has been saved as part of the development plan by a Direction of the Secretary of State. It is also consistent with Planning Policy Statement (PPS) 7 (Sustainable Development in Rural Areas), which states that policies should provide a positive framework for facilitating sustainable development that supports traditional land-based activities and makes the most of new leisure and recreational opportunities that require a countryside location. PPS7 also indicates that the quality and

- character of the wider countryside should be protected and, where possible, enhanced.
5. Whilst the appellants point out that ownership and use of touring caravans encourages outdoor recreation, the link between outdoor recreation and the use of the appeal site for the storage of caravans is too remote. This use would not necessarily support outdoor recreation within the locality, or even the whole plan area, as opposed to elsewhere in the country. Indeed, by preventing the current use of the site for caravan club rallies for up to 28 days per year, the proposal would even reduce local opportunities for outdoor recreation. Furthermore, whilst touring caravans need to be stored, and the storage of individual caravans in residential areas is not necessarily desirable, an open countryside location, remote from significant built development, is not essential for this purpose. Indeed, the Government's Good Practice Guide on Planning for Tourism notes that caravan storage facilities that are close to existing settlements may have less adverse impact and be more sustainable.
  6. I am not persuaded that the proposed use of the appeal site is demonstrably essential to the effective operation of outdoor recreation and none of the other purposes in LP Policy LNE1 is relevant. The appeal scheme is therefore contrary to that policy. Furthermore, whilst, together with existing boundary planting, the proposed 2m high earth mound wall would largely prevent views of the caravans from outside, this man-made feature would erode the open paddock appearance of the site, representing an intrusion on the rural scene in itself. In addition, the laying of a gravelled hardcore base in place of the existing grass would alter the site's character, even though this would not be obvious from the public domain.
  7. For the reasons given, I conclude on the first main issue, that the proposal is unacceptable in this location, having regard to policies aimed at protecting the countryside and promoting sustainable development. In particular, it would conflict with LP Policy LNE1 and PPS7. The fact that planning permission Ref 94/P0394 was granted for a larger caravan storage site at Thorney Road, Eye does not alter that view, as the planning policy context has changed. The appellants also refer to 3 other caravan storage sites nearby, but I do not know when these were granted planning permission.
  8. Turning to highway safety and the free flow of traffic, saved LP Policy T1 provides that planning permission will only be granted for development if it will not result in unacceptable impact on any element of the transportation network. The supporting text indicates that a Transport assessment (TA) will be required for developments that will have significant transport implications and that the purpose of a TA is, among other things, to identify the number and type of journeys likely to be generated by the proposal.
  9. Guidance on Transport Assessments has been issued jointly by the Department for Transport and the Department for Communities and Local Government. Indicative thresholds in that guidance provide that a TA will normally be required for a Class B8 storage or distribution proposal on a site of at least 5,000 sq. m. The guidance states that the thresholds should not be read as absolutes and qualitative factors need to be taken into account. In my view the intensity of activity generated by touring caravan storage is likely to be less than that associated with many other storage or distribution operations.



- Nevertheless, at some 17,600 sq. m, the site is significantly over the threshold stated in the Guidance.
10. Among other things, that Guidance on TA states that a TA should provide baseline transport data, including the quantification of person trips generated from the existing site and it should include an estimate of the trips that are likely to be generated by the proposed development. Even the simpler Transport Statements suitable for Class B8 developments of 3,000 to 5,000 sq. m, which have relatively small transport implications, should include this information. The appellants provide no such data or estimates, but contend that the situation will be improved because caravan club rallies, which result in large numbers of vehicles and caravans entering and leaving around the same time, will no longer be held on the site. However, whilst I am told that between 50 and 70 caravans are involved in such rallies, I do not know how often they occur, save that in accordance with permitted development rights, the use takes place on fewer than 28 days in any year. It is therefore difficult to make a comparison between the impact of that temporary use and the proposed, year round storage of up to 204 caravans, as indicated on the submitted plans.
  11. I note that recent highway alterations have reduced the volume of traffic using White Post Road. However, the Highway Authority is specifically concerned about slow moving vehicles with caravans turning between White Post Road and the B1443 Thorney Road, which carries a large volume of vehicles at high speeds. Drivers who tow caravans may be cautious by nature, as the appellants suggest, but others who are desperate to overtake them may be less so, as the Highway Authority suggests.
  12. The location of the new roundabout to the east is likely to reduce vehicle speeds to some degree, but my observations indicate that it is not so close as to prevent high speeds on this straight section of road. There is no evidence of any accidents in the locality, notwithstanding the existence of other caravan facilities in the area, but I am satisfied that the proposed use could pose a risk to highway safety and the free flow of traffic. The extent of that risk and the degree of conflict with LP Policy T1 is difficult to assess, in the absence of an adequate TA, but this factor adds to the concern identified under the first main issue, which is sufficient in itself to justify dismissal of the appeal anyway.
  13. In relation to the last main issue, the site lies within flood Zones 2 and 3 and, in any event, it exceeds 1 ha. In accordance with PPS25, whilst the proposal is for a "less vulnerable" use, a Flood Risk Assessment (FRA) was therefore required. The Council was concerned that the proposed bund wall would affect the susceptibility to flooding and considered that the submitted FRA failed to address the requirements of PPS25 and saved LP Policy U6, which requires flood risks to be assessed and mitigation measures taken into account. Whilst the FRA merely asserts that the proposal would be neutral in terms of its impact on surface water runoff, the Council's concerns are not explained in detail. However, the appellants' appeal statement indicates that the proposed mounds would be penetrated by land drains along their bases, to lead water into the adjacent dykes.
  14. On the evidence before me and, given the nature of the proposal, I consider that concerns regarding flooding could be adequately addressed by a condition

requiring the submission of drainage details for approval and implementation prior to commencement of the use. Subject to such a condition, the proposal need not increase the risk of flooding and there would be no conflict with LP Policy U6 or PPS25.

15. Nevertheless, this does not alter my conclusions on the first 2 main issues. Having regard to those conclusions and all other matters raised, including the appellants' need to maintain income following the alleged loss of passing trade for their garage business, as a result of the new A1073 road scheme, I am satisfied that the appeal should be dismissed.

*J A Murray*

INSPECTOR