

Detailed Access Conditions

Context - NPPE

Para 11(c) – “... approving development proposals that accord with an up-to-date development plan without delay.”

Para 39 – “Local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available ... Decision-makers at every level should seek to approve applications for sustainable development where possible”

Para 55 – “Local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions ...”

Para 140 – “Local planning authorities should ensure that relevant planning conditions refer to clear and accurate plans and drawings which provide visual clarity about the design of the development, and are clear about the approved use of materials where appropriate.”

Context - PPG

Paragraph: 001 Reference ID: 21a-001-20140306 –

“When used properly, conditions can ... enable development to proceed where it would otherwise have been necessary to refuse planning permission ...”

Paragraph: 006 Reference ID: 21a-006-20140306 –

“For non outline applications, other than where it will clearly assist with the efficient and effective delivery of development, it is important that the local planning authority limits the use of conditions requiring their approval of further matters after permission has been granted.”

Paragraph: 012 Reference ID: 21a-012-20140306 –

“If a detail in a proposed development, or the lack of it, is unacceptable in planning terms the best course of action will often be for the applicant to be invited to revise the application. Where this involves significant changes this may result in the need for a fresh planning application.

Depending on the case, it may be possible for the local planning authority to impose a condition making a minor modification to the development permitted. It would not be appropriate to modify the development in a way that makes it substantially different from that set out in the application.

Option 1 – As per LPA Schedule of Conditions issued 10/01/25

Compliance with approved plans

The development hereby approved shall be carried out in accordance with approved plans and documents.

- Proposed Access Strategy Sheet 1 890695-RSK-ZZ-XX-DR-C-0001-P02
- Proposed Access Strategy Sheet 2 890695-RSK-ZZ-XX-DR-C-0002-P02
- Proposed Access Strategy Sheet 3 890695-RSK-ZZ-XX-DR-C-0003-P02
- Proposed Access Strategy Sheet 4 890695-RSK-ZZ-XX-DR-C-0004-P02
- Proposed Access Strategy Sheet 5 890695-RSK-ZZ-XX-DR-C-0005-P02
- Proposed Access Strategy Sheet 6 890695-RSK-ZZ-XX-DR-C-0006-P01

[NB These are the access drawings as originally submitted]

Prior to commencement- accesses

Notwithstanding the details submitted, no development works on the accesses listed below shall commence until precise details of that access have been submitted to and approved in writing by the Local Planning Authority in consultation with the Local Highways Authority. The details shall include surface materials, signage, street lighting, gradient, and visibility splays.

- a. The signalised junction with Humber Doucy Lane and Inverness Road.
- b. The priority junction onto Humber Doucy Lane.
- c. The bus access and pedestrian and cycle connection onto Humber Doucy Lane.
- d. The priority junction onto Tuddenham Road.
- e. Pedestrian and cycle access onto Seven Cottages Lane.
- f. Pedestrian and cycle access onto Tuddenham Lane.

The accesses shall thereafter be constructed and completed in all respects in accordance with the approved details pursuant to this condition and made available prior to first use. The accesses shall thereafter be retained in their approved form.

Option 2 – Appellant Alternative*

X - Compliance with approved plans

The development hereby approved shall be carried out in accordance with [the following approved plans and documents, and in accordance with Condition Z in respect of visibility splays, save for the specific matters listed in Condition Y below:](#)

- Proposed Access Strategy Sheet 1 890695-RSK-ZZ-XX-DR-C-0001-P02
- Proposed Access Strategy Sheet 2 890695-RSK-ZZ-XX-DR-C-0002-P02
- Proposed Access Strategy Sheet 3 890695-RSK-ZZ-XX-DR-C-0003-P02
- Proposed Access Strategy Sheet 4 890695-RSK-ZZ-XX-DR-C-0004-P02
- Proposed Access Strategy Sheet 5 890695-RSK-ZZ-XX-DR-C-0005-P02
- Proposed Access Strategy Sheet 6 890695-RSK-ZZ-XX-DR-C-0006-P01

[NB These are the access drawings as originally submitted]

Y - Prior to commencement- accesses

Notwithstanding the plans approved under Condition X above, no development works on the accesses listed below shall occur until the further details set out below have been submitted to and approved by the Local Planning Authority, and the development shall thereafter be carried out and maintained in accordance with the details approved:

1. Tuddenham Road Priority Junction (890695-RSK-ZZ-XX-DR-C-0002-P02) – Amendment of the transition point of the 2m footways and the provision of a 3.0m shared facility for cycling, as shown on the Plan at Appendix 8 of the proof of evidence of Mr Hassell dated December 2024.
2. Humber Doucy Lane Main Access Signal Control (890695-RSK-ZZ-XX-DR-C-0003-P02) – Provision of additional tactile paving, reduction in the width of the central island to 4m, and provision of cycle transitions on Inverness Road, as shown on the Plan at Appendix 9 of the proof of evidence of Mr Hassell dated December 2024.
3. Humber Doucy Lane Bus Access (890695-RSK-ZZ-XX-DR-C-0004-P02) – Details of the means by which the bus access is to be limited to 3.25m, whether through physical means, road marking, or other enforcement measures, for example as shown on the Plan at Appendix 10 of Mr Hassel's proof of evidence dated December 2024.
4. Humber Doucy Lane Pedestrian/Cycle Crossing (890695-RSK-ZZ-XX-DR-C-0004-P02) – Details showing the width of the crossing increased from 5.0m to 5.8m and laid out as a parallel crossing, as shown on the Plan at Appendix 3 of the Rebuttal evidence of Mr Hassel dated January 2025.
5. Humber Doucy Lane Priority Junction and Bus Stop Access (890695-RSK-ZZ-XX-DR-C-0005-P02) – Details for the integration of the internal segregated walking and cycling facility into the design to ensure crossing of the access junction is level with the facility, and provision of additional pedestrian/cycle connectivity to Seven Cottages Lane, as shown on the Plan at Appendix 11 of Mr Hassel's proof of evidence dated December 2025.

Commented [GU1]: LCF: further work is needed on the transitions as they are proposing a 2.0m crossing at the signalised junction which does not lend itself to the transitions proposed. Either the crossing should be increased, or shared use only provided on the western side of Inverness Road.

Commented [GU2R1]: Seems this is achievable; however, want to ensure there is flexibility in what has been illustrated within the plan submitted within the Proof.

Commented [GU3]: LCF: noted, we can explore the most up-to-date physical measures at the time.

Commented [GU4]: Need to consider the hardstanding area designated for the bus shelter in line with the proposed bus shelter.

Commented [GU5R4]: Seems this is achievable; however, want to ensure there is flexibility in what has been illustrated within the plan submitted within the Proof.

Z – Visibility Splays

The access arrangements hereby approved shall be delivered in accordance with the following visibility splays:

- Tuddenham Road Priority Junction - 82m to the south and 136m to the north;
- Humber Doucy Lane Main Access Signal Control – 52m in either direction from the signal heads;
- Bus Access – 43m in both directions;
- Humber Doucy Lane Priority Junction – 43m in both directions.

Notwithstanding the provisions of Part 2 Class A of the Town & Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order with or without modification) no obstruction to visibility shall be erected, constructed, planted or permitted to grow over 0.6 metres high within the areas of the visibility splays.

*Condition Y is put forward without prejudice to the Appellant's contention that matters of detailed design within the highway boundary can in any event be addressed through details submitted as part of the eventual s278 agreement.