

F/YR12/0265/O

4 April 2012

Applicant : Ashley King Developments
Ltd

Agent : Mr A Hodgson
Savills (L & P) Limited

Land North of Electricity Substation, Gaul Road, March, Cambridgeshire

Erection of 36 dwellings

This proposal is before the Planning Committee as a departure and due to the recommendation being at variance to the comments of the Local Highways Authority and given the level of objections received.

This application is a Major application.

Density : Circa 23 dwellings per hectare

Site Area: 1.54 hectare (includes central access road)

1. **SITE DESCRIPTION**

The site is located on the southern side of Gaul Road (an unclassified road), immediately opposite the Cannon Kirk development site and directly north of the existing electricity substation. To the west lies open agricultural land and to the east an established residential estate. The site is currently laid to pasture and is used for grazing. A private access road runs central to the site to provide access to the electricity substation to the rear, this effectively divides the site into two separate parcels of land. Drainage ditches lie to the northern and western boundaries of the site. There are a number of trees within the site these have been assessed within a tree survey submitted with the application. The site lies within Flood Zones 2 & 3.

2. **HISTORY**

None of relevance to this proposal

3. **CONSULTATIONS**

Parish Council:

Recommend approval subject to necessary traffic control between Gaul Road and A141.

Local Highway Authority (CCC):

There are no highway objections in principle to residential development of the site. However, delivery must be dependent upon the improvements to the junction of Gaul Road with the A141 in the form of a roundabout together with the widening of Gaul Road itself being in place.

Cannon Kirk were granted planning permission for development of the land opposite this site on the basis of the off-site works to the A141 junction and the improvement of Gaul Road being completed before occupation of the 50th dwelling on the development or within two years of commencement of the development.

Notwithstanding the content of the transport statement (accompanying the scheme the subject of this application), providing data suggesting that the A141 junction as existing worked well within capacity even when serving the traffic likely to be generated from this development and that likely to be generated by the Cannon Kirk development, there is a need for the junction to be improved on safety grounds alone.

As it would be unreasonable to place restrictions on the timing of development of this site until a third party (Cannon Kirk) had undertaken certain highway improvement obligations, it will be necessary to place exactly the same off-site highway obligations on any permission granted for this site as were imposed on Cannon Kirk.

Suggests at this stage that the applicant/agent be advised of this requirement. If they wish to progress the application at this time then further plans etc will be required to be submitted which identify the provision of a roundabout on the A141 and widening of Gaul Road in a manner that does not compromise the approved Cannon Kirk scheme.

Environment Agency

No objection to development; site located within Flood Zone 3 and submitted FRA, which has been reviewed with regard to tidal and designated main river flood risk sources, is acceptable. Note that the MLC should be consulted with regard to flood risk associated to their

watercourses and surface water drainage proposals.

Anglian Water

Confirms that there are no assets affected by proposal and that the March STW has capacity to accommodate foul drainage requests a condition regarding drainage strategy for the site.

Middle Level Commissioners

Oppose application

Pre application advice was sought but many of the comments made were not incorporated into submission, and therefore the scheme does not meet with their approval, in summary:

- presence of water voles likely
- no reference made to impacts of the development on water control structure to the south western corner of site
- FRA does not meet minimum requirements in that not all sources of flooding have been considered and it has not been demonstrated that there would be no material prejudice to the Board's system, local water level management , natural or built environment
- it has not been proven that a viable scheme for water level/flood risk management exists.
- Development within or adjacent to 9.0 metre wide maintenance access strip

Cambs Fire and Rescue

Adequate provision should be made for fire hydrants in accordance with the National Guidance Document on the Provision of Water for Fire Fighting' 3rd edition.

CCC Archaeology

Site lies in an area of high archaeological potential. Important archaeological remains survive on site. The site was evaluated late 2011 under pre-application advice with a recommendation of pre-determination condition. The archaeological evaluation revealed several probable Neolithic archaeological features, including one containing Mildenhall

were dating from the early Neolithic period. Consider that the site should be subject to a programme of archaeological work which should be secured through condition.

Police Architectural Liaison Officer Acknowledges that this is an outline scheme but makes comment regarding the illustrative scheme particularly around issues of limited active surveillance and parking layout. Do not object to the principle of residential use but would ask for further consultation on any subsequent applications and suggest pre submission discussions with Agent/Developer.

FDC Scientific Officer (Land Contamination): Attach contaminated land condition

Local residents/interested parties: Six letters of objection have been received which may be summarised as follows:

- Loss of privacy given the relationship of two storey building within 10 metres of existing bungalows.
- Increase of Noise and Disturbance
- Devaluation
- Loss of View
- Overlooking
- Two and three storey dwellings out of character with the single storey nature of nearby residential estates
- Will have a detrimental impact on character of the area
- Will add to the burden of traffic along what is already a busy road at peak times
- Proposed number of dwellings constitutes over development
- Construction Issues - noise, dust and general disturbance
- Loss of quality of life
- Loss of light
- Unsafe to build so close to electricity substations and grids

4. POLICY FRAMEWORK

FDWLP Policy

E7

- Archaeological Investigation

	E8		Proposals for new development should:
			<ul style="list-style-type: none"> - allow for protection of site features; - have regard to amenities of adjoining properties; - provide adequate access.
	H3		<ul style="list-style-type: none"> - To resist housing development outside DABs. To permit housing development inside DABs provided it does not conflict with other plan policies.
	H16		<ul style="list-style-type: none"> - Outside the DAB new dwellings must be justified as required for agricultural, horticultural or forestry operations.
	E1		<ul style="list-style-type: none"> - To resist development likely to detract from the Fenland landscape
East Of England Plan			
	ENV7		<ul style="list-style-type: none"> - Quality in the Built Environment
Core Strategy (Draft Consultation) June 2012			
	CS1		<ul style="list-style-type: none"> - Spatial Strategy, The Settlement Hierarchy and the Countryside
	CS2		<ul style="list-style-type: none"> - Growth and Housing
	CS3		<ul style="list-style-type: none"> - Meeting Housing Need
	CS5		<ul style="list-style-type: none"> - Urban Extensions
	CS7		<ul style="list-style-type: none"> - March
	CS11		<ul style="list-style-type: none"> - Supporting and Managing the Impact of a Growing District
	CS12		<ul style="list-style-type: none"> - Responding to Climate Change and Managing the Risk of Flooding
	CS14		<ul style="list-style-type: none"> - Delivering and Protecting High Quality Environments across the District.
National Planning Policy Framework (NPPF)			
Achieving sustainable development	Paras 2 and 11		<ul style="list-style-type: none"> - Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.
Core Principles	Para 14		<ul style="list-style-type: none"> - Presumption in favour of sustainable development.
Core Principles	Para 17		<ul style="list-style-type: none"> - Always seek to secure high quality design and a good standard of amenity for all existing and future occupants.

Conserving and enhancing the natural environment and Para 109 - The planning system should contribute to and enhance the natural and local environment by: Minimising impacts on biodiversity and providing net gains where possible.

5. ASSESSMENT

Nature of Application

This application seeks outline planning permission for the erection of 36 dwellings; although an illustrative layout has been included the only detail to be committed is that relating to the access to the site.

The application is considered to raise the following key issues;

- Principle and policy implications
- Design, Density and Layout
- Access
- Ecology
- Flood Risk / Drainage
- Archaeology
- S106.

Principle and Policy Implications

The site is located on the edge of the main settlement of March, which is highlighted as a Primary Market town in the emerging Core Strategy and as such is an area identified to accommodate the majority of the district's new housing (CS1); this is reinforced in Policy CS2 which directs growth to the four market towns. The site forms part of a wider strategic allocation, as identified in Policy CS7; and as such Policy CS5 is applicable.

Notwithstanding this it is noted that 'inconsequential development' may be considered in advance of the preferred 'comprehensive delivery scheme' approach championed in the Core Strategy. Taking a pragmatic view of this site, officers consider that this proposal, representing as it does less than 1% of the minimum growth target outlined in CS2 and forming a discrete part of the broader allocation, can be deemed inconsequential and as such may be considered outside a comprehensive delivery scheme approach.

CS12 notes that development in Flood Zone 2 & 3 will only be permitted following the completion of a sequential test; and exception test if necessary. In addition need shall be demonstrated and a site specific FRA/drainage strategy will be required. This aspect of the scheme is considered in the relevant section below.

General design characteristics are covered in both Policy CS14 of the emerging Core Strategy and Local Plan Policy E8. With Highway and Accessibility aspects being the subject of CS13, E8 and TR3.

The above policies comply with the general thrust of the NPPF which seeks to promote sustainable development.

Given that the site lies outside the established settlement, the proposal is contrary in principle to Policy H3 of the Local Plan, however, the sites inclusion as part of a strategic allocation in a primary market town and the obvious sustainability of the location leads Officers to support the development of the site in principle.

Design, Density, Layout and Residential amenity

The application is for outline planning permission, it represents a natural extension to the existing built form, which is in keeping with the shape and form of the settlement pattern and will not adversely harm the character and appearance of the surrounding area. Whilst the comments of the adjoining occupants have been noted detailed design aspects will, by virtue of the nature of the submission, be reserved for later consideration.

The proposed density of the scheme is circa 23 dwellings per Ha, albeit the site does include the central access road and as such the actual dwelling per hectare achieved on each parcel will exceed this figure.

An acoustic assessment was submitted as part of the submission as the need to ensure that the electricity substation did not unduly impact on potential occupiers was highlighted at pre-application stage. The findings of this report indicate that there were no detrimental noise impacts, however, standard mitigation measures were suggested and these requirements may be attached to any subsequent grant of consent. In addition, a landscaping buffer zone is indicated to the southern boundary of the site, again this should form part of any subsequent application.

Access/Highway Safety

Given that the existing access to the electricity substation bisects the site into two separate parcels each will require independent access, these access points will be the subject of highway conditions with regard to construction etc. Furthermore new footpaths are proposed to link into the existing provision to facilitate pedestrian access to the town centre.

The submission contains a Transport Assessment, which assesses the likely impacts of the development on the existing highway network through traffic generation. No objections in principle have been raised by the Local Highway Authority, however, they assert that 'delivery must be dependent upon the improvements to the junction of Gaul Road with the A141 in the form of a roundabout together with the widening of Gaul Road itself being in place'.

Members will recall that Cannon Kirk were granted planning permission for development of the land opposite this site on the basis of the off-site works to the A141 junction and the improvement of Gaul Road being completed before occupation of the 50th dwelling on the development or within two years of commencement of the development. The Cannon Kirk development regrettably commenced in advance of the issue of formal approval, given delays by the applicant in signing the Section 106, accordingly the official commencement date for the site can be deemed as 26 April 2011- as such the junction and improvement works should be implemented by 26 April 2013 – some 9 months hence.

The LHA state that notwithstanding the content of the transport statement (accompanying the scheme the subject of this application), providing data suggesting that the A141 junction as existing worked well within capacity even when serving the traffic likely to be generated from this development and that likely to be generated by the Cannon Kirk development, there is a need for the junction to be improved on safety grounds alone.

The LHA further consider that it would be unreasonable to place restrictions on the timing of development of this site until a third party (Cannon Kirk) had undertaken certain highway improvement obligations, as such they consider it necessary to place exactly the same off-site highway obligations on any permission granted for this site as were imposed on Cannon Kirk.

As works have commenced on the Cannon Kirk site the clock is ticking, toward the 26 April 2013 deadline, with regard to the implementation of such a scheme. In real time, therefore, it is unlikely this outline proposal will come to fruition in advance of the agreed highway works being implemented.

The traffic assessment submitted with the proposal notes at the time of preparation that a review of the available historical accident data suggests that the frequency and severity of accidents is not of undue technical concern; that the junction is not an accident black spot and is not currently identified for remedial measures. Whilst a serious injury accident, which preceded the death of driver, occurred at the junction prior to the submission of the planning application this incident has not been included in the review, although it has been acknowledged that this may constitute a material consideration in relation to any mitigation measures which may be requested by the County Council.

Officers must obviously give strong weight to considerations of highway safety and the need to ensure that the issue of planning consent does not exacerbate any existing safety issues. In this regard further dialogue will be entered into with both the Agents for the scheme and the Local Highway Authority. Further consideration will also be given to mechanisms in which a proportionate and suitably robust scheme may be arrived at to ensure that the development does not compromise the safety at this junction.

Ecology, Biodiversity and Landscape

The submission is accompanied by a ecological and arboricultural survey, whilst the former of these notes that there were no signs of water voles at the time of the inspection it was noted that for much of the ditches length it was overgrown. Comments from MLC indicate their suspicions that water voles are present as such it is recommended that a further survey should be commissioned prior to commencement of any development.

In addition, the mature sycamore on site was found to be a suitable roosting habitat for Bats on the eastern site boundary, should works be proposed to this tree a survey and mitigation strategy should be undertaken prior to the commencement of development.

A detailed arboricultural assessment accompanies the application, this notes that whilst it will be necessary to fell 8 trees on the site to facilitate development, which will have some impact on the visual amenity of the area,

the successful implementation of the scheme provides a realistic opportunity for landscape improvements through the inclusion of appropriate conditions.

Flood Risk/Drainage

Paragraph 101 of the NPPF states that "the aim of the Sequential Test is to steer development to areas with the lowest probability of flooding. Noting that development should not be allocated or permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower probability of flooding."

The Sequential Test can be considered adequately demonstrated if **both** of the following criteria are met:

- The Sequential Test has already been carried out for the site (for the same development type) at the strategic level (Local Plan); **and**
- The development vulnerability is appropriate to the Flood Zone (see table 3 of technical guidance to the NPPF).

Residential development is classified as 'more vulnerable' and as such the Exception Test should be applied, as set out by tables 1 and 3 of the technical guidance to the NPPF.

In essence the exception test should demonstrate that the development provides wider sustainability benefits to the community that outweigh flood risk, informed by a SFRA where one has been prepared. The development should be on developable previously-developed land or, if it is not on previously developed land, that there are no reasonable alternative sites on developable previously-developed land; and the submitted FRA must demonstrate that the development will be safe, without increasing flood.

The site forms part of a strategic allocation for March and lies immediately adjacent to and opposite existing and proposed housing allocations. The scheme is accompanied by a site specific flood risk assessment, which indicates the site is within the defended flood plain and that risks from potential sources of flooding are low as such, applying a pragmatic view, Officers consider that permission should not be withheld on the grounds of flood risk.

Notwithstanding this it is recommended that the finished floor levels should be set at a minimum of 300mm above lowest existing ground level at 1.35m aOD and that a suitable flood evacuation plan be in place. In addition, further conditions should be placed on any decision to ensure that the recommendations of the MLC with regard to early submission of a drainage strategy shall be complied with.

Archaeology

An initial archaeological evaluation was commissioned by the applicants in December 2011 this has indicated the potential for further archaeological remains being present at the site. As such it is recommended that further archaeological evaluation is undertaken prior to development, this may be secured through the imposition of a suitable condition.

S106

This development attracts the following S106 requirements:

Affordable Housing in accordance with Policy CS3

Pre-school education – sufficient capacity – therefore, no contribution sought
Primary School – catchment school has sufficient capacity, therefore, no contribution sought

Secondary School - catchment school has sufficient capacity, therefore, no contribution sought

CCC Waste – £267 per dwelling sought for Household Waste Recycling Centre – total sum = £9,612

Open Space – given the sites relationship with the country park proposed by the Cannon Kirk scheme directly to the north of Gaul Road there is no requirement for the provision of onsite open space, a financial contribution will, however, be sought

On-site and Off-site highway works as specified by the LHA

Conclusion

In principle the scheme broadly accords with the emerging Core Strategy and whilst there are issues relating to

- i) the existing road network, and
- ii) the need to ensure that flood risk considerations are robustly evaluated and measures taken to minimise any adverse risks

on balance Officers feel that the scheme may be favourably recommended as it reflects the growth aspirations of the district, would result in sustainable development within a primary market town and could be accommodated (subject to detailed design considerations) without being to the detriment of the character of the area and the amenity of adjoining residents.

Notwithstanding the above it is clear that issues of highway safety should be paramount and as such further guidance is to be sought from the Local Highway Authority in respect of this element to arrive at proportionate and appropriate mechanisms to achieve the same. Officers will report further to the Committee in this regard.

6. RECOMMENDATION

Grant subject to S106 and suitable conditions to include

- i) mechanisms to address the highway safety issues at the junction of Gaul Road and the A141 as necessary, and**

1 Approval of the details of:

- (i) the layout of the site**
- (ii) the scale of the building(s);**
- (iii) the external appearance of the building(s);**
- (iv) the means of access thereto;**
- (v) the landscaping**

(hereinafter called "the Reserved Matters" shall be obtained from the Local Planning Authority prior to the commencement of development).

Reason - To enable the Local Planning to control the details of the development hereby permitted.

- 2 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.

Reason - To ensure compliance with Section 92 of the Town and Country Planning Act 1990.

- 3 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.

Reason - To ensure compliance with Section 51 of the Planning and Compulsory Purchase Act 2004.

- 4 The details submitted in accordance with Condition 01 of this permission shall include:
 - (a) a plan showing (i) the location of, and allocating a reference number to, each existing tree on the site which has a stem with a diameter, measured over the bark at a point 1.5 m above ground level exceeding 75 mm, showing which trees are to be retained and the crown spread of each retained tree and (ii) the location of hedges to be retained and details of species in each hedge.
 - (b) details of the species, diameter (measured in accordance with paragraph (a) above), and the approximate height, and an assessment of the general state of health and stability, of each retained tree and of each tree which is on land adjacent to the site and to which paragraphs (c) and (d) below apply;
 - (c) details of any proposed topping or lopping of any retained tree or of any tree on land adjacent to the site;
 - (d) details of any proposed alterations in existing ground levels, and of the position of any proposed excavation, within the crown spread of any retained tree or of any tree on land adjacent to the site;
 - (e) details of the specification and position of fencing and of any other measures to be taken for the protection of any retained tree or hedge from damage before or during the course of development;
 - (f) the plans and particulars submitted shall include details of the size, species, and positions or density of all trees or hedges to be planted, and the proposed time of planting.In this condition 'retained tree or hedge' means an existing tree or hedge which is to be retained in accordance with the plans referred to in paragraph (a) above.

Reason - To ensure that the appearance of the development is satisfactory and that it contributes to the visual character and amenity of the area and to protect the character of the site.

5. All hard and soft landscape works including any management and maintenance plan details, shall be carried out in accordance with the approved details. All planting seeding or turfing and soil preparation comprised in the above details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings, the completion of the development, or in agreed phases whichever is the sooner, and any plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation. All landscape works shall be carried out in accordance with the guidance contained in British Standards, unless otherwise agreed in writing by the Local Planning Authority.

Reason - To ensure proper implementation of the agreed landscape details in the interest of the amenity value of the development.

- 6 Prior to the commencement of any works or storage of materials on the site all trees that are to be retained shall be protected in accordance with British Standard 5837:2005, in accordance with the Tree Survey and Arboricultural Implication Assessment and Method Statement Report prepared by Hayden's Arboricultural Consultants on 27th February 2012. Moreover measures for protection in accordance with that standard shall be implemented and shall be maintained to the Local Planning Authority's reasonable satisfaction until the completion of the development for Building Regulations purposes.

Reason - To ensure that retained trees are adequately protected.

- 7 Prior to commencement of development, 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.

Reason - To ensure that the precise height of the development can be considered in relation to adjoining dwellings.

- 8 The plans submitted in accordance with condition 01 shall incorporate finished floor levels at a minimum of 300mm above lowest existing ground level at 1.35m aOD; provision should also be made for a suitable flood evacuation plan for the development, this shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development and maintained for the benefit of residents in perpetuity.

Reason - To ensure that flood risk has been appropriately considered and any subsequent risks managed.

- 9 The mitigation measures highlighted in Environmental Noise Assessment Report No. JG/J2563/14023 dated November 2011 shall form part of the detailed scheme submitted in accordance with Condition 1; together with an appropriate landscape buffer to the southern boundary of the site.**

Reason - In the interests of residential amenity

- 10 All vegetation clearance at the site shall only take place outside the bird breeding season of March to August inclusive.**

Reason - To ensure compliance with Section 1 of the Wildlife and Countryside Act with respect to nesting birds and to provide biodiversity mitigation in line with the aims of Para 109 of the National Planning Policy Framework.

- 11 Prior to undertaking any surgery on, or the felling of, the mature sycamore tree on the eastern boundary of the site, a bat survey shall be carried out by a suitably qualified ecologist and the results submitted to the Local Planning Authority. If the presence of bats is established a mitigation scheme detailing how the work will be undertaken to minimise disturbance to bats shall also be submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in full accordance with the approved scheme.**

Reason - To minimise disturbance to bats and ensure compliance with national and international legislation which protects them. In the UK all bat species and their places of rest or shelter are fully protected from damage and disturbance under the Wildlife and Countryside Act 1981 and annex IV of the EC Habitats Directive effected in the UK by the Conservation (Natural EC Habitats & c) Regulations 1994.

- 12 Prior to the commencement of the development hereby approved full details of a water vole survey methodology shall be submitted to and approved in writing by the Local Planning Authority. The survey must be undertaken at an appropriate time of year and by suitably qualified persons. The results of the survey shall be submitted to and approved in writing by the Local Planning Authority and development shall only then commence upon the receipt of the written approval of the Local Planning Authority. Any advice given by Natural England in respect of this issue must be strictly adhered to.**

Reason - In order to ensure that compliance with Section 1 of the Wildlife and Countryside Act 1981 (as amended) with respect to specially protected species and to provide biodiversity mitigation in line with the aims of the Para. 109 of the National Planning Policy Framework.

- 13 The development should be undertaken in full accordance with the mitigation recommendations contained within the Ecological Risk Assessment Technical Report 3097417.2 prepared July 2011.**

Reason - To ensure that the impacts on the scheme are acceptable and in accordance with the biodiversity and ecological aims of the National Planning Policy Framework.

- 14 Prior to the commencement of the development a scheme and timetable for the provision of fire hydrants shall be submitted to, and agreed in writing by the Local Planning Authority, in consultation with the Chief Fire Officer, and provision of the fire hydrants shall be made in accordance with the scheme and timetable.**

Reason - To ensure a satisfactory form of development.

- 15 No development or preliminary ground works of any kind shall take place on the site until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation, which includes a timetable for the investigation, which has been submitted by the applicant to and approved in writing by the Local Planning Authority.**

Reason - To secure the provision of the investigation and recording of archaeological remains threatened by the development and the reporting and dissemination of the results in accordance with Policy E7 of the Fenland District Wide Local Plan.

- 16 Prior to the commencement of development, a scheme for the provision of external lighting shall be submitted to and approved in writing by the Local Planning Authority. Such approved details shall be installed prior to commencement of use/occupation of any dwellings and retained thereafter in perpetuity.**

Reason - In order to ensure that the site meets the crime prevention guidelines.

- 17 Prior to the commencement of development a detailed scheme for the construction of estate road(s) and associated footway(s) shall be submitted to and approved in writing by the Local Planning Authority. The detailed scheme shall be constructed to at least binder course surfacing level to the adjoining highway Gaul Road prior to the first occupation of any dwelling served by the estate road as approved.**

Reason - In the interests of highway safety and the amenities of occupiers.

- 18** Prior to the first occupation of the development the vehicular accesses where they cross the public highway shall be laid out and constructed in accordance with the Cambridgeshire County Council construction specification, and thereafter retained in perpetuity.

Reason - In the interests of highway safety and to ensure satisfactory access into the site.

- 19** Prior to the commencement of the development hereby approved, the vehicular and pedestrian crossings of the ditch / watercourse along the frontage of the site shall be constructed in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

Reason - To ensure construction of a satisfactory access.

- 20** Prior to the commencement of the use hereby approved the access road shall be constructed to a minimum width of 5 metres and thereafter maintained in perpetuity.

Reason - In the interests of highway safety.

- 21** Prior to commencement of use a suitable area, to meet adopted parking standards in respect of individual dwellings, shall be provided to enable vehicles to:

- 1.** park clear of the public highway
- 2.** load and unload clear of the public highway

and such spaces shall be retained thereafter for no other use in perpetuity.

Reason - In the interests of highway safety.

- 22** Prior to the commencement of the development hereby approved adequate temporary facilities (details of which shall be submitted to and agreed in writing with the Local Planning Authority) shall be provided clear of the public highway for the parking, turning, loading and unloading of all vehicles visiting the site during the period of construction.

Reason - To minimise interference with the free flow and safety of traffic on the adjoining public highway.

- 23** Prior to the first occupation of the development hereby approved, visibility splays shall be provided on each side of the vehicular accesses and shall be maintained thereafter free from any obstruction exceeding 0.6m above the level of the adjacent highway carriageway. Minimum dimensions to secure the required splays shall be 2.4 metres measured along the centre line of the proposed access from its junction with the channel line of the

highway carriageway, and 43 metres measured along the channel line of the highway carriageway and the centre line of the proposed access.

Reason - In the interests of highway safety

- 24 The height of any front boundary enclosure shall not at any time exceed 600 mm above existing ground level.

Reason - In the interests of highway safety.

- 25 Prior to the first occupation of the development hereby approved the junction of the proposed access road with the highway carriageway shall be laid out with 7.5 metre radius kerbs and maintained thereafter.

Reason - To minimise interference with the free flow and safety of traffic on the adjoining public highway.

- 26 Prior to the commencement of development suitably scaled and dimensioned plans detailing 2.0 metre footways adjacent to the main road through the estate, and along the entire frontage of the development site including proposals for street lighting, shall be submitted to and approved in writing by the Local Planning Authority and constructed on site prior to first occupation of the development hereby approved and maintained thereafter.

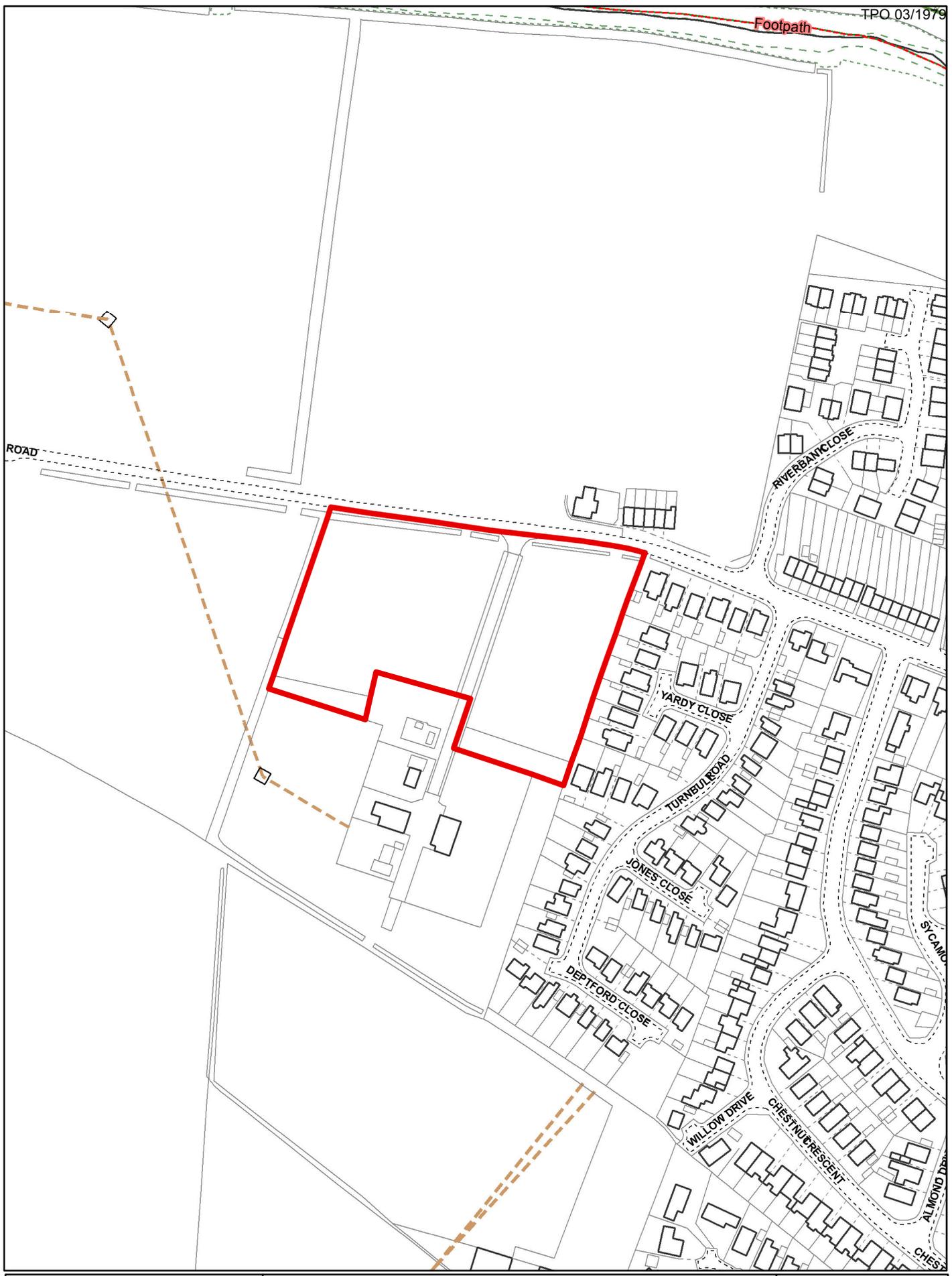
Reason - In the interests of highway and pedestrian safety.

- 27 Standard Contaminated land condition

- 28 No development shall commence until a surface water strategy/flood risk assessment has been submitted to and approved in writing by the Local Planning Authority. No dwellings shall be occupied until the works have been carried out in accordance with the surface water strategy so approved unless otherwise approved in writing by the Local Planning Authority

Reason - To prevent environmental and amenity problems arising from flooding.

Footpath



Created on: 18/04/2012

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Scale = 1:2,500



Notes

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No.	Revisions	By	Date
A	Amendment made to access and layout	JR	16.02.12
B	Drawing number amended for application	JR	21.02.12

Savills
 Unex House
 132 - 134 Hills Road
 Cambridge
 CB2 8PA
 Telephone: (01223) 347000
 Facsimile: (01223) 347111
 www.savills.com

Client
Ashley King (Developments) Limited
 Job
**Proposed residential development
 South of Gaul Road
 March**

Drawing Title
**Block plan
 (Illustrative layout)**

Scale	1:500 @A2	Date	Nov. 2011
Drawn By	JR	Approved By	
Drawing No.		Rev.	Job No.
229 / 565 / 002	B		CAUD 229565



	Width		Depth		Height		Comments
	Min	Max	Min	Max	Min	Max	
Garages / linked carports	3m	12m	5m	7.5m	3m	7m	Single / multiple units
2 bed houses	4m	16m	6m	10m	7m	10m	Single / multiple dwellings
3 bed houses	5m	14m	5m	10m	7m	10m	Single / multiple dwellings
4 bed houses	6m	12m	5m	10m	8m	10m	Detached / linked detached dwellings