

Application Number: F/YR13/0418/O

Major

Parish/Ward: Whittlesey Town Council/ Delph Ward

Date Received: 18 June 2013

Expiry Date: 18 October 2013 (Agreed Time Extension)

Applicant: Mr I Beamon, Gladman Developments Ltd

Proposal: Residential development (150 dwellings max) with associated infrastructure .

Location: Land North of Snowley Park and Glenfields, Whittlesey, Cambridgeshire

Site Area/Density: 5.8 ha/26 dwellings per ha.

Reason before Committee: This proposal is before the Planning Committee as it is a departure from the development plan, and the number of objections received.

1. EXECUTIVE SUMMARY/RECOMMENDATION

This proposal relates to an area of land amounting to 5.8Ha, which lies to the north-west of Whittlesey, adjacent to the edge of the built settlement, and immediately to the north of Snowley Park and Glenfields.

All matters are reserved excepting access with the following aspects being for later approval:

- The layout of the site (although an illustrative development framework has been submitted to indicate the amount of development, proposed uses and their locations and other development principles)
- The scale of buildings and their appearance
- Landscaping

The proposal has been evaluated in terms of the general principle and policy implications, having due regard to:

- Flood Risk and Drainage
- Highways
- Ecology and Nature Conservation
- Landscape Impact
- Layout, Design and Amenity
- Housing Mix and Affordable Housing
- Archaeology and Heritage Assets
- Biodiversity, Tree Protection and Landscape
- Minerals Safeguarding
- Planning Obligations

The proposal is considered to be acceptable in relation to the location of development, and the outline application can be supported in planning policy terms.

The proposal is also considered to be acceptable in relation to flood risk, subject to the provision of a suitable condition requiring a surface water strategy when the Washes are in flood.

The proposal is also considered to be acceptable on highway grounds subject to the provision of suitable conditions and contributions/requirements (as indicated above) via a S106 Agreement.

Subject to the inclusion of suitable conditions relating to a breeding bird survey and passive site clearance to protect any reptiles found on the site, the scheme is considered to be acceptable in relation to nature conservation and ecology matters.

It is also considered that sufficient information has been provided regarding the future site layout and design to provide a level of comfort that an acceptable housing layout containing up to 150 dwellings can be provided on this site.

Other matters including drainage infrastructure, landscape impact, archaeology and minerals safeguarding are considered to be acceptable.

The proposal is considered to be acceptable in relation to the provision of a satisfactory level of planning contributions to meet the need generated by this development.

The proposal is therefore recommended for Approval subject to the signing of a Section 106 Agreement and suitable conditions.

2. HISTORY

Of relevance to this proposal is:

- | | | | |
|-----|------------------|--|------------------------------|
| 2.1 | F/YR12/0871/SCOP | Scoping Opinion: Residential development (up to 150 new houses). | Further details not required |
|-----|------------------|--|------------------------------|

3. PLANNING POLICIES

3.1 National Planning Policy Framework:

Paragraphs 2 & 11: Planning law requires that applications for planning permission must be determined in accordance with the development plan.

Paragraph 14: Presumption in favour of sustainable development.

Paragraph 17(3): Proactively drive and support sustainable economic development to deliver homes, business and industrial units, infrastructure and thriving local places that the country needs. Economic development aspirations expanded in Paragraphs 18-21.

Paragraph 17(4): Seek to ensure high quality design and a good standard of amenity for all existing and future occupants (repeated and expanded on in paragraphs 56 to 56).

Paragraph 17 (5): Take into account the different roles and characters of different areas.

Paragraph 17 (9): Promote mixed use development

Paragraph 17 (10): Actively manage patterns of growth

Paragraph 29: Promoting sustainable transport

Paragraph 30: LPA's should support a pattern of development, which, where reasonable to do so, facilitates the use of sustainable modes of transport.

Paragraph 32: Decisions should take account that a safe and suitable access to the site can be achieved for all people.

Paragraph 47: Delivering a wide choice of high quality homes, including sites sufficient to provide a five years worth of housing against their housing requirements with an additional buffer of 5%. Identifying a supply of specific deliverable sites or broad locations for growth.

Paragraph 50: Plan for a mix of housing and set policies to deliver affordable housing where required

Paragraph 64: Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

Paragraph 100 -103: Development and Flood Risk

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

Paragraph 117: Biodiversity and geodiversity

Paragraphs 129-131: LPAs should identify and assess the particular significance of any heritage assets that may be affected by a proposal. In determining applications LPAs should take account of the desirability of sustaining and enhancing the significance of heritage assets, the positive contribution that conservation of heritage assets can make to sustainable communities and the desirability of new development making a positive contribution to local character and distinctiveness. When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the assets conservation.

Paragraphs 142 – 144: Facilitating the sustainable use of Minerals

Paragraphs 203 – 206: Planning Conditions and Obligations

3.2 **Draft Fenland Core Strategy – Proposed Submission Feb 2013:**

CS1: Presumption in Favour of Sustainable Development.

CS3: Spatial Strategy & Settlement Hierarchy and the Countryside

CS4: Housing

CS5: Meeting Housing need

CS7: Urban Extensions
CS9: Whittlesey
CS13: Supporting and managing the Impact of a Growing District
CS14: Responding to climate change and managing the risk of flooding in Fenland
CS15: Creation of a More Sustainable Transport Network in Fenland
CS16: Delivering High Quality Environments
CS17 Community Safety
CS18 The Historic Environment
CS19: The Natural Environment

3.3 Fenland District Wide Local Plan:

H3: Development Area Boundaries/Protection of Character and Amenity/Highway Safety
R1: Recreation
E1:Fenland Character
E3: Landscape Character and Protection
E7: Excavation and Recording of Archaeology
E8: Landscape and Amenity protection
E20: Noise, Nuisance and Environmental pollution
TR3: Car Parking
TR6: Pedestrians and cycling
CF3: Community facilities
IMP2: Securing Benefits through Planning Agreements

4. CONSULTATIONS

4.1 *Town Council*

The Town Council reject this application on the following grounds.

- The traffic movements emerging onto Stonald Road will cause major tailbacks in all directions as the current road will be unable to cope with the increased volume of vehicles.
- The B1040 was closed due to flood water for 65 days between November 2012 and February 2013 leaving the A605 grid locked especially during peak travelling hours. Stonald Road is used as a cut through to/from A605 – to the A605 via Crossway Hand makes Crossway Hand virtually a one-way street.
- In an easterly direction from Snowley Park the junction of Delph/Bassenhally Road/Stonald Road/East Delph (B1040) which is known locally as the Morton Fork crossroads controlled traffic lights gives access through to various existing estates to the North of the A605 and Thorney.
- A haulage business is adjacent to Snowley Park and the proposed site of development; this alone raises issues for the highways.

Another factor which should also be considered is the planning approval already given for the haulage yard should the business cease.

- Members are also very concerned should the emergency vehicles need to get onto and out of the new development.

- Members are also concerned that Cambridgeshire County Council had not received any notification request from Gladman to install the traffic monitoring devices, therefore we raise the question if the traffic survey equipment used is officially recognised and if the data obtained is valid.

- Members have expressed concern that according to CS11 Whittlesey Waste Treatment works are at capacity, there is no information stating the plant will be extended to cope with the waste water from an additional 150 residential properties.

- The Planning committee discussed the additional pressure that would be put on the Junior and Senior schools in the area, as well as Doctors, Dentists etc.

- The land ecological survey that has been carried out does not seem to have been carried out exhaustively as protected species have been noted in this area, these being Great Crested Newts and Adders.

- The proposed site will boundary the flood plain, to which the floods were within 150 ft of the boundary during the 2013 floods. By the developer sinking more concrete into the earth, the water can only be displaced further. The Water table is extremely high in this area and was further demonstrated, when the archaeological evaluation trench was dug by Gladman, it was approximately 50 metres long, 2 metre wide and 0.6 metres deep and filled with water overnight.

- Whittlesey Town Council is completely opposed to any further development on, adjacent or located in any designated emergency flood zones to Whittlesey Washes.

- Whittlesey Washes and surrounding lands are much needed to handle the increased volume of water sent down from Daventry, Northampton, Peterborough and Stanground which at times cannot be managed due to the precarious wetter Autumn & Winter weather conditions we now experience.

- If these lands continually gain planning approval where will the water go and existing households will experience flooding.

- Whittlesey no longer falls in to the category of being once in a hundred year floods following our recent history of worryingly high levels of surface water during 1998, 2000, 2001 and 2012/2013.

- Even with the most sophisticated water disposal system further developments will be taking natural and valuable water storage areas away. Water will always find it's own level.

- Whittlesey Town Council has been asked to participate in a flood warden pilot scheme in Delph Ward in association with The Environment Agency and Fenland District Council Health, Safety & Planning Manager. A voluntary group has been formed and part of their area is Snowley Park – we question why do we have flood warden scheme if this area is not at risk of flooding?

- As Council's we have a duty of care and responsibility to existing properties/ homeowners to offer as much flood protection as possible and the most cost effective way is to stop planning and future developments on lands at risk of flooding.

Highways

Initially issued a holding objection to enable further assessment and surveys to be carried out on additional junctions in the town and clarification of other parts of the TA.

The applicant's transport consultants then provided further transport evidence in support of the application after receiving the original transport response. In light of the additional information received, the transport response has been updated as follows:

- increase in traffic at 3 additional modelled junctions was less than 2% in both AM and PM peak
- impact of development on Kings Dyke Level Crossing would add 2 cars to the queue in peak periods.

In light of the additional information provided, Cambs CC highways have no objection to the proposed development subject to the following being secured as part of any planning permission:

- Provision of dropped kerbs and tactile paving at Crossway Hand/Peterborough Road junction to facilitate pedestrian access to the A605 westbound bus stop
- Provision of 10 one-day public transport tickets for each household included within the household travel pack
- Contribution of £11,186.00 towards the Whittlesey Market Town Transport Strategy
- A full travel plan being submitted and agreed by the County Council prior to occupation
- The implementation of the residential travel plan for the proposed site.

Waste Audit, Strategies and Site Waste Management Plan (inc RECAP)

Will be required to be prepared and submitted – a condition is recommended to cover this.

Archaeology

An archaeological evaluation indicated a very quiet archaeological signal (a gully and a pit) of low significance. Consequently we have no further requirements and no objection to this development.

S106 contributions

Outlined to cover secondary education, library and lifelong learning, household waste recycling centre, and transport. These are addressed in detail at the relevant section of the report.

Minerals Safeguarding - Sand and Gravel

The above site falls within a Sand and Gravel Mineral Safeguarding Area designated through the adopted Cambridgeshire and Peterborough Minerals and Waste Core Strategy (2011).

The above site has residential development either adjoining or nearby on two sides (south and east). From a theoretical perspective, when assessing whether a particular site is an economically viable mineral resource, the presence of residential development would normally give rise to a stand off of at least 100 meters to protect residential amenity. The required stand off area would reduce the area that could be worked for minerals and consequently its viability.

In addition this site adjoins one county wildlife site (Common Wash) to the north and is in close proximity to a second (Kings Dyke Nature Reserve). These sensitive land uses are also relevant when considering the viability of a site.

With regard to the above the County Council has concluded that mineral extraction on this site is not economically viable and that mineral extraction prior to any development taking place is unlikely to be practicable.

4.4 **Environment Agency**

Environment Agency position. In the absence of an acceptable Flood Risk Assessment (FRA) we Object to the grant of planning permission and recommend refusal on this basis for the following reasons:

The FRA submitted with this application does not comply with the requirements set out in paragraph 9 the Technical Guide to the National Planning Policy Framework. The submitted FRA does not therefore; provide a suitable basis for assessment to be made of the flood risks arising from the proposed development.

Overcoming our Objection:

The main deficiencies with the submitted FRA (OPUS J-D1004R03 dated May 2013) are:

The north eastern edge of the site is within the 5m contour and therefore considered to be within the Whittlesey Washes. The Flood Zone associated with a flood storage area is Flood Zone 3b (functional floodplain). Sections 4.1 and 5.1 should be updated to reflect this.

- The FRA should confirm that no development will take place within the functional floodplain (i.e. Flood Zone 3b).

- The FRA should provide evidence that the North Level Internal Drainage Board (IDB) will accept the discharge rate of 8.2l/s into the riparian drain that they have agreed future maintenance responsibilities for this drain. The Letter from Anglian Water dated 29 April 2013 states that the North Level require further information.

- The proposed surface water drainage system will need to be designed in accordance with the North Level IDB requirements. We are aware that the recent heavy rainfall events (2012) have seen more water than normal within the surface water system. The proposed surface water drainage system should not exacerbate this issue and ideally provide betterment.

Notwithstanding the above and without prejudice to the above objection, we have attached an Appendix, which details the additional comments that we wish to raise in relation to consultation on this planning application. If the above objection is resolved then these comments would likely be applicable.

- 4.5 **North Level Internal Drainage Board** The IDB have commented as follows:
 - the IDB has great concerns with regard to this development owing to its proximity to the Whittlesey Washes flood storage reservoir
 - the whole area drains by gravity and not as stated in the FRA by a pumped land drainage system. When the washes are in flood there is a huge impact on the gravity discharge as noted during early 2013 when the flood water surcharged through the existing open watercourses considerably further than the northern boundary of the proposed development
 - IDB is opposed to the wholesale raising of the ground
- 4.5 **Cambs Fire and Rescue** Request that adequate provision be made for fire hydrants
- 4.6 **Anglian Water** Comment as follows:
 - note that assets owned by Anglian Water are close to site
 - foul drainage from this development is in the catchment of the Whittlesey Sewage Treatment Works – this has sufficient capacity for the flows
 - need foul water drainage strategy condition to ensure development does not lead to unacceptable risk of flooding and pollution downstream
 - surface water disposal is remit of EA
- 4.7 **Police Architectural Liaison Officer** No objection to granting of outline permission for this application but have one reservation.

 Shown on the plan 5290-L-02F is a play area tucked away in one corner of the site. The hiding of such areas encourages the antisocial use of the area without fear of being observed, this in turn can blight a development giving it an unfair reputation and reducing economic returns on the housing.

 It is current advice that to reduce the risk of crime and antisocial behaviour any play area should be placed central to the development with surveillance maximised from active rooms of surrounding dwellings. The play space would be better positioned at the road junction within the site where the roads to the two halves of the development split.

4.8 **Wildlife Trust.**

Has commented as follows:

- The ecological appraisal notes that the proposed development is adjacent to the Common Wash County Wildlife Site. While this site has been selected for its pollard willows and their invertebrate interest, the presence of other ecological interest has not as yet been assessed. As Common Wash is adjacent to the Nene Washes and comprises semi-natural habitats, there is a possibility that the site also has some value for birds in particular.

- The ecological appraisal document is largely comprehensive, however, from the information provided on the habitats on site it would be advisable to undertake a breeding bird survey, to provide detailed information on the species and numbers of breeding territories, which in turn could be used to inform the design of the development, open space and any mitigation requirements. This should also ideally cover the adjacent Common Wash CWS, as it is likely that informal access will continue to this site, but with a larger number of visitors..

- Should this application be approved, the Wildlife Trust requests that such a survey be undertaken prior to the commencement of development and prior to clearance of the existing vegetation.

- The Wildlife Trust would also request that the ecological consultants prepare a table setting out precisely the area / length of habitats to be lost, retained and / or created as a result of the proposed development, and indicating which habitats are BAP priority habitats.

- The proposed development framework includes a small area of open space along the northern and eastern boundaries of the proposed development. This may provide additional biodiversity enhancement opportunities, both in the open space and within the development.

4.9 **Wildlife Trust (cont).**

- The proposed open space provides an area of green infrastructure for the new residents and depending on its design it may provide scope for enhanced and new habitats for the wildlife currently using the site. At this stage the Wildlife Trust cannot comment on whether the area is sufficient, given the failure to include a breeding bird survey in the ecological appraisal. If a larger area is required, this could also include a buffer strip along the western boundary to link to the play area in the south-west corner. Such an additional strip of open space may be desirable in any event to provide greater connectivity through the site, and provide a closer recreational route for the new residents in the western half of the development.
- Should this application be approved, it will be essential that a landscape and ecology management scheme is required by way of a condition, to include all the proposed

4.10 **Middle Level Commissioners**

Awaited.

4.11 **FDC Scientific Officer**

No Objection to the proposed development, as it is unlikely to have a detrimental effect on local air quality or the noise climate.

Our records indicate that there has been previous potentially contaminative usage on part of this land the desk study that has been submitted is noted and accepted. The recommendations of the report are that a phase 2 (intrusive) investigation is carried out on the site to assess any problems arising from soil contamination. Therefore the contaminated land condition needs to be applied.

4.12 **FDC Housing Strategy**

In light of the above application, the following Affordable Housing requirements have been identified:

- The Fenland Core Strategy Proposed Submission Policy CS5 seeks 25% affordable housing on all development sites on which 10 or more dwellings are proposed. Therefore on this development where 150 dwellings are proposed I would anticipate the provision of 38 affordable dwellings on site subject to viability.
- In accordance with paragraph 216 of the NPPF weight is given to this draft policy.

Policy CS5 sets out that the exact mix of affordable tenures should be informed by and be compatible with the latest government guidance and an up to date local Strategic Housing Market Assessment (SHMA). A tenure split of 70% affordable rented and 30% intermediate tenures is considered appropriate for this development.

The applicant is proposing a mix of 1 – 4 bedroom properties. I would expect the affordable mix to reflect the mix on the site overall. The following indicative mix is proposed for the affordable housing:

- 8 x 1 bed 2 person flats (15%)
- 15 x 2 bed 4 person houses (40%)
- 13 x 3 bed 6 person houses (35%)
- 4 x 4 bed 8 person houses (10%)

In accordance with the Policy CS5 all units should meet the lifetime homes standard where appropriate and viable.

Ideally, all affordable housing should meet the Homes & Communities Agency's quality and design standards to ensure the homes can be included within a housing association's HCA framework delivery agreement.

Ideally, all affordable homes should meet Level 3 (minimum) of the Code for Sustainable Homes to ensure the homes can be included within a housing association's HCA framework delivery agreement and to respond to Policy CS14 which encourages exceeding Building Regulations in terms of meeting the Code for Sustainable Homes.

4.11 **Natural England**

The application site is approximately 200 metres from the Nene Washes Site of Special Scientific Interest (SSSI). This SSSI is part of the Nene Washes Special Protection Area (SPA), Special Area of Conservation (SAC) and Ramsar Site.

Natura 2000 site – No objection

Natural England advises your authority that the proposal, if undertaken in strict accordance with the details submitted, is not likely to have a significant effect on the interest features for which the SPA, SAC and Ramsar Site have been classified. Natural England therefore advises that your Authority is not required to undertake an Appropriate Assessment to assess the implications of this proposal on the site's conservation objectives.

SSSI No objection – no conditions requested

This application is in close proximity to Nene Washes SSSI. Natural England is satisfied that the proposed development being carried out in strict accordance with the details of the application, as submitted, will not damage or destroy the interest features for which the site has been notified. We therefore advise your authority that this SSSI does not represent a constraint in determining this application. Should the details of this application change, Natural England draws your attention to Section 28(1) of the *Wildlife and Countryside Act 1981* (as amended), requiring your authority to re-consult Natural England.

European Protected species

It is noted that a survey for European Protected Species has been undertaken in support of this proposal. Natural England does not object to the proposed development. On the basis of the information available to us, our advice is that the proposed development would be unlikely to affect a European Protected Species.

Other advice

We would expect the Local Planning Authority (LPA) to assess and consider the other possible impacts resulting from this proposal on the following when determining this application:

- local sites (biodiversity and geodiversity)
- local landscape character
- local or national biodiversity priority habitats and species.

4.12 **Local Residents:**

57 letters of representation plus a petition containing 265 signatures have been received from local residents, the comments made are summarised below:

- increased traffic and parking problems that already exist in roads around Snowley Park and Stonald Rd – estimate that over 600 more cars will use road
- danger to children caused by parked vehicles blocking roads
- having only one access is ludicrous and this will have enormous impact on surrounding roads – TA is inaccurate – should have been carried out in January when Wash road was closed
- congestion will increase at junction of Crossway Hand and A605 – Stonald Road is also used as a rat run
- traffic problems in Whittlesey exacerbated when Wash road is closed and level crossings closed – need for by-pass around town
- Whittlesey infrastructure cannot cope - more school places required – primary school and doctors surgeries are at capacity
- land directly behind site floods
- drainage needs to be taken into consideration. Area is adjacent to washland and acts as a valuable area for future emergency water storage
- Due to climate change and increases in amount of water coming from Northampton this parcel of land should be kept as an emergency flood plain
- what action will be taken to ensure that existing residents will not be put at risk if development goes ahead
- not enough emphasis on protecting existing homes from flooding
- proposed site is boggy for most of the year and water table is very high
- serious financial investment in the form of a new pumping station or larger sluice gates at Rings End should be provided if further development is proposed
- Whittlesey Water Treatment Works are at capacity
- public have walked site for more than 10 years and have right of way over it – site is major resource for local people, dog walkers etc
- large numbers and varieties of birds observed on the site
- why should we be building so many houses now in Whittlesey when we have until 2031 to meet target of 1,100.

- loss of open views from our property
- many brownfield sites already exist Whittlesey town that could be used
- large amounts of development already planned in town this will add to congestion
- noise and disturbance during construction
- Harvester Road could be connected to this development – require assurances that it won't.
- no need proven for new houses, given numbers of houses for sale and to rent in town
- no objection to development but to numbers – a pumping station should be built and ponds like at Cannon Kirk development
- nearby haulage business also contributes to congestion

4.13 ***Delph Ward Flood Wardens***

The group raise strong objections to the proposal on the following grounds:

- many types of flooding can occur – sometimes difficult to distinguish between the sources of flooding (e.g. groundwater v surface water)
- community flood wardens carry out a number of tasks in locality (identifying elderly and vulnerable, reporting blockages of watercourses etc)
- area around site is already vulnerable to flooding
- wash road (B1040) closed for 65 days last winter (2012/2013)
- in 2000 FDC approved development on Stonald Field known to be in a flood zone. Fallowfields has also been built – residents are now experiencing high levels of surface water in rear gardens – the open balancing pond was completely submerged in water in 2013
- many insurance companies now refusing to insure properties in vulnerable area
- residents of Snowley Park and Glenfields have witnessed part of the site under water – the field beyond has been flooded for months at a time
- not reasonable to build on or adjacent to a flood plain
- not enough emphasis on protecting existing homes
- flood wardens have witnessed the changes to water levels in the last 10 years and consider risk of flooding is moving nearer to existing properties in the town.
- Delph Ward Flood Wardens strongly recommend that FDC refuses this application.

5. SITE DESCRIPTION / NATURE OF APPLICATION

- 5.1 The application site comprises an area of 5.8Ha. It lies to the north-west of Whittlesey, adjacent to the edge of the built settlement, which comprises fairly modern housing development focussed around Snowley Park and Glenfields. The northern and western boundaries adjoin agricultural land, which extends northwards from the town into the Whittlesey (River Nene) Washes. The eastern boundary adjoins a paddock with further residential development beyond (Yarwells Headland). Two small drains run in a northerly direction along the western and eastern site boundaries.

The site is broadly rectangular in shape and is currently vacant former agricultural land, with informal path crossing it from the ends of Snowley Park and Glenfields towards the Whittlesey Washes. It is largely flat and open except at the northern boundary which comprises a mature hedgerow containing a number of large trees. There are some small tree groups within the site and the majority of the site is unmanaged grassland.

Beyond the site to the north the land slopes gently downwards across open meadows to Morton's Leam. This comprises part of the extensive Whittlesey Washes, which are allowed to flood during certain periods of the winter months, in order to prevent flooding in Peterborough and other locations upstream on the River Nene.

The Whittlesey Washes is also an important area for overwintering birds and is recognised as such by its designation as a Site of Special Scientific Interest (SSSI), which forms part of the wider Nene Washes Special Protection Area (SPA), Special Area of Conservation (SAC) and Ramsar Site.

All matters are reserved excepting access with the following aspects being for later approval:

- The layout of the site (although an illustrative development framework has been submitted to indicate the amount of development, proposed uses and their locations and other development principles)
- The scale of buildings and their appearance
- Landscaping

Key elements of the scheme include:

- Up to 150 dwellings located on 4.0 Ha (38 dwellings per Ha)
- Informal open space facilities (extending to 1.80 Ha)
- An equipped play area adjoining the existing play area adjacent to the north-western corner of Snowley Park
- Associated drainage and infrastructure
- A new link road to serve the development, extending from the existing highway end of Snowley Park
- A pedestrian/cycle link into the site from the existing highway end of Glenfields.

The application is also supported by a significant level of background information and studies including:

- Design and Access Statement
- Statement of Community Involvement
- Flood Risk Assessment
- Ecological Appraisal

- Transport Assessment
- Travel Plan
- Phase 1 Site Investigation
- Assessment of the Soil Resources and Agricultural Quality of the Land
- Landscape and Visual Appraisal
- Arboricultural Appraisal
- Renewable Energy Statement
- Utilities and Infrastructure Report
- Air Quality Assessment Report
- Heritage Statement

6. **PLANNING ASSESSMENT**

6.1 **Background**

This scheme has been the subject of pre-application consultation as well as a community consultation exercise with local residents carried out by the applicant before this application was submitted.

The application is considered to raise the following key issues;

- Principle and Policy Implications
- Flood Risk and Drainage
- Highways
- Ecology and Nature Conservation
- Landscape Impact
- Layout, Design and Amenity
- Housing Mix and Affordable Housing
- Infrastructure
- Archaeology and Heritage Assets
- Biodiversity, Tree Protection and Landscape
- Minerals Safeguarding
- Strategic Linkages
- Planning Obligations and Viability

6.2 **Principle and Policy Implications**

The site lies outside of the existing built-up area of Whittlesey, and is thus a departure from the existing development plan – The Fenland Local Plan (1993).

The emerging Core Strategy – Fenland Core Strategy Submission Version September 2013 – seeks to focus the majority of new growth in and around the main settlements (principally the four market towns), including Whittlesey. This is to ensure that new development is focussed in the most sustainable locations in the district, to enable the largest number of people to access jobs, services and facilities locally.

Policy CS3 identifies Whittlesey as an ‘other market town’, one of the 4 locations, where the majority of the district’s new housing development should take place.

Policy CS4 identifies a housing target of around 1,000 dwellings for Whittlesey for the period 2011 to 2031. Under Part A of this policy development will be directed to the strategic allocation sites and then the broad allocations for growth identified on the policies map for the town.

The application site does not fall within the identified strategic allocation to the east of the town (as indicated on the key diagram for Whittlesey contained in Policy CS9). It also falls below the indicative threshold of 250 dwellings for large scale housing development set out in Part B of this policy, which would require it to be directed towards the specific allocation or broad locations for growth.

Therefore the application is considered to be a smaller scale housing proposal on the edge of the market town and would thus need to be considered principally against criteria contained in Policy CS16. This is assessed in more detail in later sections of this report – in particular flood risk, design and layout, traffic impact and impact on the adjoining Whittlesey Washes SSSI.

The latest housing trajectory accompanying the Core Strategy indicates that approximately 500 dwellings will be achieved on the strategic allocation to the east of the town, leaving the balance to be found in other locations in and around the town. The site would therefore contribute to this target.

Local Authorities are also required to identify and maintain a 5 year land rolling land supply for housing development that is suitable, available and achievable, in line paragraph 47 of the National Planning Policy Framework (NPPF). Fenland's Monitoring Report published December 2012 notes that Fenland can not quite demonstrate a full 5 year supply of land plus the 5% requirement from NPPF.

Should a medium sized site such as this be approved (up to 150 dwellings), it would represent an increase in supply to help address the initial shortfall in the five year period 2013-18, as well as in future periods.

Therefore it is considered that subject to a consideration and resolution of site specific issues, including principally flood risk (Policy CS14), highways (Policy CS15), ecology and nature (Policy CS19) and layout (Policy CS16), the scheme can be supported in planning policy terms and complies with Policies CS1, CS3, CS4 in relation to the location of development.

Policy CS11 (Whittlesey) also requires the consideration of specific issues relating to strategic and local transport issues (impacts on A605 and A47 and level crossings at Kings Dyke and Whittlesey Railway Station), pollution, flood risk, impact on biodiversity (in particular the Nene Washes), minerals safeguarding, visual and landscape impact. These are addressed in more detail below.

Flood Risk and Drainage

The application site abuts part of the Whittlesey Washes. A significant area of land alongside the River Nene, between Stanground and Rings End, is allowed to flood at periods of high river flows and high tides as part of the River Nene flood defences.

The application site lies above the 5.0m AOD contour line within Flood Zone 1 as indicated on the Environment Agency flood risk maps, and thus outside of but very close to the edge of the flood storage area. The exception is a very small portion of land in the NE corner that just lies below the 5.0m contour line and is therefore within Flood Zone 3. This part of the site falls within the proposed open space area shown on the development framework plan.

There is an existing 450mm surface water sewer crossing the site from the end of Snowley Park running northwards to the northern site boundary, where it then discharges via an outfall into the open drainage system to the north. A similar sized pipe runs from the end of Glenfields to an outfall which discharges into the open drainage ditch running along the eastern site boundary. These pipes currently carry all of the surface water from the existing houses on Snowley Park and Glenfields. These pipes have been adopted by Anglian Water. The proposed housing development could connect into this system provided that it did not increase the discharge rate at the outfall – it is likely though that some attenuation within the site will be required.

Much concern has been raised by local residents and the Town Council about additional flood risk that may result at the site and surrounding parts of the town. Photographic evidence of flooding close to the site and other parts of the Whittlesey Washes close to the town has been provided.

A flood risk assessment has been submitted by the applicant (produced by OPUS). This confirms the following:

- The developed part of the site is located within Flood Zone 1 which is an area of low flood risk
- the site is outside of the flood envelope of other identified sources of flood potential, with the exception of overland flood from adopted drainage
- the management of storm water generated by the development itself will be the principle flood risk to this development – this will be managed by a combination of infiltration based drainage (if the ground permeability allows) and/or attenuation within the open space area in the form of a swale or pond that can hold at least 1650 cubic metres of water
- the outfall of the storm water will be to the watercourse to the north of the site (as is the existing situation from the existing field)
- Discharges from the site into the watercourse will be restricted to mimic the conditions from the site pre-development (i.e. discharged slowly at the greenfield rate of 1.4 litres per second per hectare)
- In addition non-traditional collection systems (e.g. water butts, green roofs etc) could also be employed.

The surface water generated by the proposed housing development will drain to the existing 450mm diameter surface water sewer that runs northwards from the end of Snowley Park, across the site to the northern site boundary, where it discharges via an outfall into an open ditch. The discharge rate is controlled at this point. The water then runs downhill via a network of ditches to Mortons Leam.

Some of this water could potentially be attenuated within the development via soakaways, SUDs (Sustainable Urban Drainage systems - e.g. swales), to contain it within the site for a period of time, during heavy rainfall events.

The vast majority of the site lies within Flood Zone 1 (which has a lower probability of flooding), to which new housing development should be directed according to guidance in the NPPF (paras 100 to 103). Therefore the proposal accords with this guidance, in terms of the location of new development

The Environment Agency has raised a holding objection to this proposal, seeking clarification on certain parts of the FRA and on the basis of the IDB being satisfied with the drainage design and rate of discharge from the site.

The IDB have also raised concerns about the proposal as follows:

- the IDB has great concerns with regard to this development owing to its proximity to the Whittlesey Washes flood storage reservoir
- the whole area drains by gravity and not as stated in the FRA by a pumped land drainage system. When the washes are in flood there is a huge impact on the gravity discharge as noted during early 2013 when the flood water surcharged through the existing open watercourses considerably further than the northern boundary of the proposed development
- IDB is opposed to the wholesale raising of the ground

Flood risk at the new development is of particular concern and has been raised by many local residents and the Town Council.

Officers have been in discussion with the IDB and have concluded the following, regarding site drainage and in particular the relationship to the Whittlesey Washes, particularly when in flood.

1. In normal situations the surface water from the application site and the existing Snowley Park housing site drains via gravity northwards into a ditch system and then to Mortons Leam. The additional housing development (up to 150 dwellings) will not impact on the operation of the drainage system in the area. As the site lies within Flood Zone 1 the proposal could be deemed to be acceptable

2. When the Washes are in flood, they generally sit at a level of around 3.7m to 3.80m AOD (which is maintained by the Environment Agency). This is close to or may even exceed the invert level of the existing surface water outfall (3.75m). At times of extreme rainfall/flood conditions the level of the flood storage area can block the outfall for long periods, as found in winter 2013, where it stood at 3.80 AOD. If the outfall is blocked for more than a short period, water is likely to back up in the system, which could potentially lead to localised flooding if the storage capacity in the oversized pipes is exceeded.

3. A Surface Water Drainage Strategy for periods of the year when the Washes are in flood will need to be drawn up by the eventual developer. This may require the provision of a surface water pump be investigated to address any future problems that may occur, particularly as with increasing incidence of extreme events the Washes may have to hold more water in future and for longer periods.

4. The existing surface water pipe outfalls into a riparian drain and may never have been consented under the Land Drainage Act. This receiving watercourse should be surveyed and the possibility of it being adopted as a North Level District Internal Drainage Board drain be investigated. Having visited site these watercourses are extremely overgrown and in poor condition with trees growing from both sides and would benefit hugely from a regular maintenance regime which the North Level would bring.

It is therefore proposed to apply a condition requiring a Surface Water Strategy, incorporating the above measures, to be designed and implemented for times when the Washes are in flood. This may require a pump to be provided if this is the only solution (as suggested by North Level IDB).

This is subject to the agreement of both North Level IDB and the removal of the Environment Agency holding objection. This matter will be updated by officers at the committee.

On this basis the proposal is considered to be acceptable in relation to flood risk and complies with Fenland Local Plan Policy H3 and Core Strategy Policies CS11 and CS14 .

Highways

Access forms the only part of this outline application that is submitted for full consideration at this stage.

It is proposed to access the application site at two points:

- Off the existing stub end of Snowley Park where the road runs up to the site boundary – this will provide the sole vehicular access into the site.
- Off the existing stub end of Glenfields where the roads ends adjacent to the site boundary – the connection to the site at this point will comprise a footpath/cycleway.

Snowley Park and Glenfields both connect to Stonald Road, but via separate junctions.

A Transport Assessment (TA) and Travel Plan have been submitted with the application. This concluded the following:

- A maximum peak hour 2-way vehicle trip rate of 0.572 vehicles / per hour / per dwelling is expected to be generated.
- The TA study network comprised the following junctions:
 - Snowley Park/Stonald Road (SJ1)
 - Glenfields/Stonald Road (SJ2)
 - Commons Rd/Stonald Rd/Plough Rd (SJ3)
 - Low Cross/Stonald Road (SJ4)
 - Low Cross/Whitmore Street (SJ5)
 - Whitmore Street/Church Street (SJ6)
 - Whitmore Street/Broad Street (SJ7)
 - Eastrea Road/ Inham's Road (SJ8)
 - Eastrea Rd/ Bassenhally Farm Site (SJ9)
 - Stonald Road/East Delph (SJ10)
 - Crossway Hand / Peterborough Rd (SJ11)
- The TA then addressed matters such as:
 - junction description and accident history,
 - design of the site accesses for pedestrians, cyclists and vehicles as well as public transport provision,
 - the need for a travel plan,
 - traffic flows (existing and resulting from the proposed development, plus that anticipated from other committed developments in Whittlesey),
 - estimated increase in traffic flows at each of the above study junctions (from this it was concluded that further traffic modelling was required at 5 junctions – SJ1, SJ2, SJ3, SJ4 and SJ11
 - the operational performance of each of the 5 junctions was then analysed and modelled for the 2017 AM and PM peak hours (using the PICADY model), for both the existing (base)situation and with the development situation.
 - It was found that at all of the study junctions would still operate with high levels of spare capacity with negligible queues after the completion of the development and delays.
- The study concluded that the proposed residential development would have no material impact on the operational performance of the TA study network of junctions.

Cambs CC Highways issued a holding objection to enable further assessment and survey to be carried out on additional junctions in town and clarification of other parts of the TA.

The applicant's transport consultants then provided further transport evidence in support of the application after receiving the original transport response. In light of the additional information received, the transport response has been updated as follows:

- increase in traffic at 3 additional modelled junctions was less than 2% in both AM and PM peak
- impact of development on Kings Dyke Level Crossing would add 2 cars to the queue in peak periods.

Cambs CC Highways commented on the revised proposals as follows:

Existing Local Transport Network

Local Roads

The traffic data from the surveys needs to be provided to enable the validity of the data to be checked has now been submitted and reviewed. The traffic survey data is acceptable.

Trip Generation and Distribution

Table 3 in the Framework Travel Plan provides an indication of the potential mode shift from the site which is based on Census 2001 data.

It is anticipated that 70% of the trips generated by the development will be car driver, 3% public transport, 3% walking trips and 3% bicycle trips.

Transport Impact

The PICADY and ARCADY outputs for the junction capacity assessments have been provided and reviewed by the County Council.

The Transport Assessment did not provide junction capacity for the junctions listed below as they were under the 30 two-way trip threshold.

- Low Cross/Whitmore Street
- Whitmore Street/Church Street
- Whitmore Street/Broad Street

Further evidence has been provided with regard to the traffic impact at these junctions in terms of actual vehicle numbers and percentage impact compared with base flows. The impact of the development is less than 2% in both the AM and PM peak hour at these junctions, therefore the impact of the development at these junctions is considered to be marginal.

Further information has been submitted with regard to the impact of the proposed development on the Kings Dyke Level Crossing. To identify the impact of the development on queues at the Kings Dyke Level Crossing, data on the queues and barrier down time were taken from the recent Cambridgeshire County Council report for the Kings Dyke Level Crossing Replacement. Based on the data within the report, it is expected that the proposed development will have a minimal impact on the crossing, with approximately 2 vehicles added to the queue in each of the peak periods.

Proposed Measures

- Parking

The applicant has advised that parking provision will be in accordance with the Fenland District Council parking standards and detailed parking numbers will be available at reserved matters stage.

- Walking, Cycling and Public Transport Measures

The applicant will provide dropped kerbs and tactile paving on the A505 Peterborough Road in the vicinity of Crossway Hand/Peterborough Road junction to facilitate pedestrian crossings to the westbound bus stop.

In order to promote the use of existing bus services, it is proposed that 10 day tickets for use on local bus services are provided to each household as part of the proposed household travel pack. This measure is welcomed by the County Council.

In addition, a contribution of £11,186.00 should be secured towards the Whittlesey Market Town Transport Strategy. This contribution will go towards delivering walking and cycling improvements in the vicinity of the site as outlined in the Whittlesey Market Town Transport Strategy.

All the above measures should be secured via S106 as part of any planning permission.

Construction/Servicing Strategy

At present, the current routing for construction traffic is not available; therefore a Construction Traffic Management Plan should be secured as part of any planning permission. The Construction Traffic Management Plan should be submitted and agreed by the County Council prior to any construction on site.

Travel Plan

A framework travel plan has been submitted with the application and will operate for a period of 5 years. A full travel plan should be submitted and agreed by the County Council prior to occupation of the site.

Specific outcomes sought from the travel plan are to:

- Achieve the minimum number of car traffic movements to/from the site
- Address the access needs of the residents of the site, by supporting walking, cycling and public transport
- Reduce the need for travel to/from the site

A travel plan co-ordinator will be employed to implement the proposed travel plan and promote alternative forms of transport. The travel plan will also provide new residents on the proposed site with a household travel pack containing relevant local transport information.

The travel plan co-ordinator will also be responsible for monitoring the travel plan and its achievement towards the proposed target.

Cambs CC Highways concluded that in light of the additional information provided, they have no objection to the proposed development subject to the following being secured as part of any planning permission:

- Provision of dropped kerbs and tactile paving at Crossway Hand/Peterborough Road junction to facilitate pedestrian access to the A605 westbound bus stop
- Provision of 10 one-day public transport tickets for each household included within the household travel pack
- Contribution of £11,186.00 towards the Whittlesey Market Town Transport Strategy
- A full travel plan being submitted and agreed by the County Council prior to occupation
- The implementation of the residential travel plan for the proposed site.

As a result the proposal is considered to be acceptable on highway grounds subject to the provision of suitable conditions and contributions via a S106 Agreement, and thus complies with Fenland Local Plan Policies TR3 and TR6 and Core Strategy Policy CS15.

Ecology and Nature Conservation

The Whittlesey Washes immediately to the north of the application site is an important area for overwintering birds and is recognised as such by its designation as a Site of Special Scientific Interest (SSSI), which forms part of the wider Nene Washes Special Protection Area (SPA), Special Area of Conservation (SAC) and Ramsar Site.

The application is supported by an Ecological Appraisal. This concluded the following:

- The proposal will provide at least 0.9 ha of carefully managed public open space (POS) along the northern boundary
- The Nene Washes SPA is not freely accessible from the site – the proposal including the set back from the northern boundary, will not impact on the SPA
- The subject site is dominated by poor semi-improved grassland. The potential habitats lost are considered to be of poor ecological value
- Further habitat enhancements are proposed on the northern boundary (including a 5-8m buffer strip of coarse grassland and the boundary ditches.
- No evidence of Great Crested Newts, Water Vole or badgers were found
- The site and adjacent land supports some habitat suitable for reptiles (common lizard and grass snake) – the site must be cleared using passive displacement techniques (subject to a planning condition) and the above habitat enhancement works will still enable connectivity for reptiles
- Bat boxes should be provided in mature trees on the northern boundary

A condition requiring a scheme to enable the passive displacement of reptiles when the site is cleared and for habitat enhancement (habitat buffer strips along the site boundaries and bat boxes), to be submitted for approval before any development is commenced.

A further condition is also required for a breeding bird survey of the site and adjacent land in the washes close to the site.

Subject to the above, the scheme is considered to be acceptable in relation to nature conservation and ecology matters, and thus complies with Core Strategy Policies CS19

Layout, Design and Amenity

An illustrative development framework diagram plus an accompanying design and access statement has been submitted to support the outline application. At this stage this information is indicative only but demonstrates the general development form and layout that could be expected to be provided on this site.

The illustrative development framework comprises the following elements:

- The main vehicular site access comprises a continuation of Snowley Park into the site.
- A secondary pedestrian/cycle access runs off the end of Glenfields into the site
- The main streets form a loose interconnected layout within the development
- There is a proposed area of public open space (including some ecological habitat creation) running along the northern site boundary, to act as a transition between the housing area and the Washes beyond
- The area of open space also projects southwards into the site to provide a focal point within the development
- A new play area in the south-west corner is proposed, which will act as an extension to the existing play area in Snowley Park.
- The general site layout demonstrates a series of street blocks with houses directly overlooking the streets

The area of open space along the northern boundary has been widened following negotiations to achieve a more acceptable transition to the Washes to the north. This will also help to allay some of the landscape and ecological issues raised above.

In terms of site density (a density of 38 dwellings per hectare is suggested) and relates to adjoining residential properties to the south. This can only be properly be determined when a reserved matters application, that provides a detailed site layout and design, is submitted.

The outline planning application is for a maximum of 150 dwellings, but this does not fix the amount of development at this figure, at this stage.

Although layout is reserved for future consideration, the illustrative development framework does indicate a development form that is likely to be acceptable in this location. A planning condition is recommended that the layout and design of any future reserved matters applications broadly accords with this illustrative development framework diagram.

The comments of the Police Architectural Liaison Officer are noted but the final site layout and design remains to be fixed. An extended play area as suggested in the illustrative development framework may be an appropriate solution if well overlooked by houses.

On this basis it is considered that sufficient information has been provided regarding the future site layout and design to provide a level of comfort that an acceptable housing layout containing up to 150 dwellings can be provided on this site.

On this basis the proposal is considered to be acceptable and complies with Fenland Local Plan Policy H3 and E8 and Core Strategy Policies CS1 and CS16

Landscape Impact

Supporting information has been provided by the applicant in the form of a Landscape and Visual Impact Study.

This concluded that the impact on the Fenland landscape to the north would be negligible and slight on a small number of properties within 50m of the site.

The northern boundary to the site is marked by a mature hedgerow interspaced with mature trees. This currently screens the site from the Washes to the north. Views from the Washes to the site will in the main be screened by this hedgerow, and built development will not be particularly prominent in the landscape.

Housing Mix and Affordable Housing

This will be established further at the reserved matters stage, when the exact numbers of houses and thus the housing mix will be known.

FDC Core Strategy Policy CS5 requires that a target of 25% affordable housing should be secured on new larger housing developments over a 10 dwelling threshold. This will be sought in this instance and is one matter that is included in the proposed Section 106 Agreement.

Guidance has been provided by FDC Housing Strategy on a typical tenure mix for the development, which will be included in the agreement.

Archaeology and Heritage Assets

A heritage statement including the results of an archaeological investigation (trial trenching) was submitted with the application. Pre-historic as well as Saxon/Medieval remains have been found via investigation in Stonald Field 100m to the east of the site and the Fen Causeway (Roman Road) runs along the line of Stonald Road to the south.

The results of the archaeological investigation on the site did not reveal anything of interest, suggesting that the activity at Stonald Field did not extend into the application site.

Cambs CC Archaeology are satisfied with the results and do not require any further works to be carried out.

Drainage and Infrastructure.

Both Anglian Water and the Environment Agency raise no objection to the scheme whilst suggesting appropriate conditions to require the further submission of an appropriate drainage strategy. Issues raised during the consultation process may be addressed via such a strategy. (FCS:CS14)

Concern has been expressed about the ability of the Whittlesey Sewage Treatment Works to cope with the new development. In this instance, the statutory undertaker who operates the plant (Anglian Water) has confirmed that sufficient capacity currently exists at the works to cope with foul water generated by this development.

Minerals Safeguarding

In accordance with NPPF Paras 142-144 and given that the site is identified as a minerals safeguarding area the applicants have undertaken a site investigation covering the extent and viability of potential minerals reserves. This site investigation has confirmed that the potential sand and gravel resource is not a viable economic resource that the County Council as Minerals Planning Authority have raised no objection to the development.

As such the scheme can be deemed NPPF compliant and there are no issues arising which would warrant consent being withheld in this regard.

Planning Contributions.

The scheme attracts the following S106 contributions FDWLP: IMP2 and FCS: CS5):

(FDC) On-site affordable housing at 25% in accordance with the emerging Core Strategy

Public Open space provision

Maintenance of Public Open Space – tbc

(CCC) Pre-school/Primary school: no contributions to be sought

(CCC) Secondary School: £23,800

(CCC) Whittlesey Market Town Transport Strategy: £11,186

(CCC) Improvement works to bus stops along A60:; £25,000

(CCC) Bus Vouchers (£50/household): £7,500

Travel Plan

(CCC) Library: £15,795

(CCC) Strategic Waste Contribution: £993

(FDC) Householder Waste Contribution: £tbc

On the basis of the above the proposal is considered to be acceptable in relation to the provision of a satisfactory level of planning contributions to meet the need generated by this development. The proposal can be supported in planning policy terms and complies with Fenland Local Plan Policy IMP2 and Core Strategy Policy CS13.

7.1 Conclusion

On the basis of the above the proposal is considered to be acceptable in relation to the location of development, and the outline application can be supported in planning policy terms and complies with Policies CS1, CS3, CS4.

The proposal is also considered to be acceptable in relation to flood risk, subject to the removal of the EA objection and the provision of a suitable condition requiring a surface water strategy when the washes are in flood. The proposal is therefore considered to comply with Fenland Local Plan Policy H3 and Core Strategy Policies CS11 and CS14.

The proposal is also considered to be acceptable on highway grounds subject to the provision of suitable conditions and contributions/requirements (as indicated above) via a S106 Agreement. On this basis it is thus considered to comply with Fenland Local Plan Policies TR3 and TR6 and Core Strategy Policy CS15.

Subject to the inclusion of suitable conditions relating to a breeding bird survey and passive site clearance to protect any reptiles found on the site, the scheme is considered to be acceptable in relation to nature conservation and ecology matters, and thus complies with Core Strategy Policies CS19

It is also considered that sufficient information has been provided regarding the future site layout and design to provide a level of comfort that an acceptable housing layout containing up to 150 dwellings can be provided on this site.

On this basis the proposal is considered to be acceptable and complies with Fenland Local Plan Policy H3 and E8 and Core Strategy Policies CS1 and CS16.

Other matters including drainage infrastructure, landscape impact, archaeology and minerals safeguarding are considered to be acceptable.

The proposal is considered to be acceptable in relation to the provision of a satisfactory level of planning contributions to meet the need generated by this development. The proposal is therefore considered to comply with Policies can be supported in planning policy terms and complies with Fenland Local Plan Policy IMP2 and Core Strategy Policy CS13

8. RECOMMENDATION

Approve subject to the signing of a Section 106 agreement relating to appropriate planning contributions and the following conditions:

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 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. All hard and soft landscape works including any management and maintenance plan details, shall be carried out in accordance with the details submitted in accordance with condition 1.

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.

5. 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 5837:2012. 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

6. 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.

7. No development approved by this planning permission shall take place until a remediation strategy that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the Local Planning Authority:
 1. A Preliminary Risk Assessment (PRA) which has identified: - all previous uses - potential contaminants associated with those uses - a Conceptual Site Model (CSM) of the site indicating sources, pathways and receptors - potentially unacceptable risks arising from contamination at the site.
 2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
 3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
 4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Reason To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in line with National Planning Policy Framework (NPPF), paragraphs 109, 120, 121 and Environment Agency Groundwater Protection: Principles and Practice (GP3:2012).

8. No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a “long-term monitoring and maintenance plan”) for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.

Reason To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in line with National Planning Policy Framework (NPPF), paragraphs 109, 120, 121 and Environment Agency Groundwater Protection: Principles and Practice (GP3:2012).

9. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the Local Planning Authority. The remediation strategy shall be implemented as approved.

Reason To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in line with National Planning Policy Framework (NPPF), paragraphs 109, 120, 121 and Environment Agency Groundwater Protection: Principles and Practice (GP3:2012).

10. Prior to the commencement of any development, a scheme and timetable for the provision and implementation of foul and surface water drainage shall be submitted to and approved in writing by the Local Authority. The works/scheme shall be constructed and completed in accordance with the approved plans/specification at such time(s) as may be specified in the approved scheme and thereafter retained in perpetuity.

Reason - To ensure a satisfactory method of foul and surface water drainage and to prevent the increased risk of flooding.

11. In addition to Condition 8 above and prior to the commencement of any development, a surface water drainage strategy for the application site including any remedial works required by this strategy, to be implemented at times when the Whittlesey Washes are in flood the water levels are close to or above the invert level of the surface water outlet from the site into the Washes, shall be submitted to and approved in writing by the Local Authority.

Any works recommended in the approved strategy shall be constructed and completed in accordance with the approved strategy at such times as may be specified in the approved scheme and thereafter retained in perpetuity.

Reason - To ensure a satisfactory method of surface water drainage and to prevent the increased risk of flooding at times when the Whittlesey Washes are in flood.

12. In addition to the ecology survey already submitted and prior to the commencement of the development hereby approved a breeding bird survey of the site and parts of the adjacent Washlands bordering the site 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.

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

13. Prior to the commencement of development details of the proposed site clearance methods, including the passive displacement techniques to ensure that any reptiles or other protected species are not harmed during site clearance shall be submitted to and approved in writing by the Local Planning Authority. Any works recommended in the approved methodology shall be carried out and completed in accordance with the approved methodology at such times as have been specified.

Reason - In order to ensure that compliance with 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 National Planning Policy Framework.

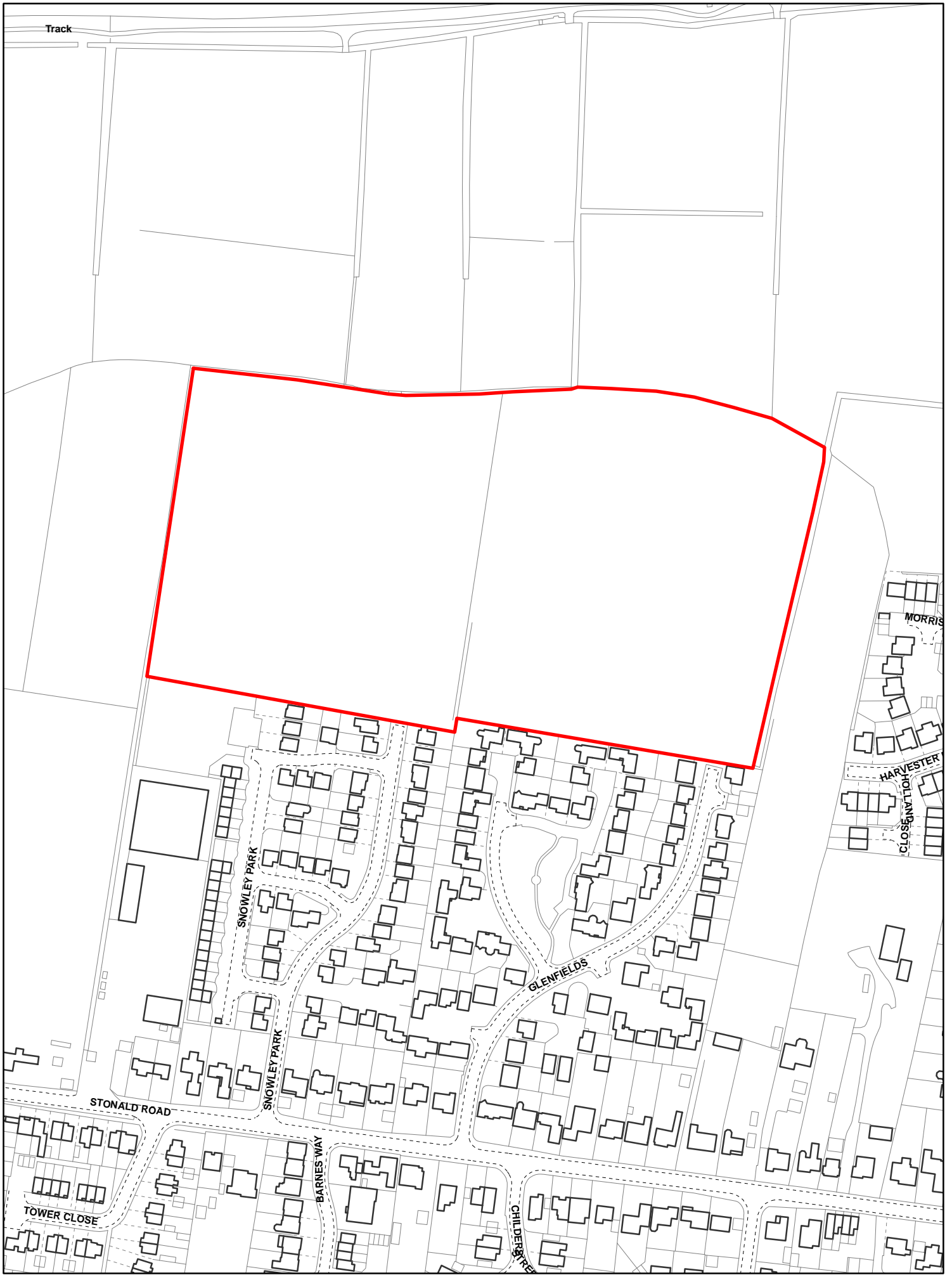
14. The reserved matters submission shall broadly accord with the principles contained in the illustrative development framework plan (FPCK) submitted with this outline planning application and in particular with the provision of an adequate landscape and ecological buffer along the northern site boundary.

Reason – in order to provide an appropriate form of development close to the Whittlesey Washes and in the interests of ecology and biodiversity.

15. Before the development is first occupied the footpath/cycleway link from the site to Glenfields shall be provided and available for use to the satisfaction of the Local Planning Authority and shall be retained as such in perpetuity.

Reason – in the interests of the proper development of this site and to encourage sustainable transport modes.

16. Approved Plans



Created on: 10/07/2013

F/YR13/0418/O

Scale = 1:2,500




© Crown Copyright and database rights 2013 Ordnance Survey 10023778

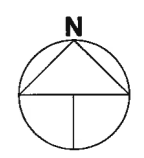


FYR 13 / 0418 1



-  Site Boundary 5.8 Ha
-  Residential Upto 150 dwellings @ 38dph 3.99 Ha
-  Proposed Public Open Space and Habitat Creation
-  Vehicular Access and Circulation
-  Proposed Pedestrian Routes
-  Proposed Play Area
-  Proposed Swales
-  Retained Trees and Vegetation
-  Proposed Trees and Vegetation
-  1 metre offset from drain

Non-Residential Space Provision			
Type	Policy Requirements	Proposed	Compliance
Informal Public Open Space	"When considering applications for residential developments of 15 or more dwellings, the district council will seek public open space provision at the npfa standard of 2.4Ha per 1,000 population". With 375 residents based on 2.4 people per dwelling x 150 homes, the POS requirements is 0.9Ha.	0.9Ha	✓
Equipped Play Space	Local policy requires a NEAP for developments of over 80 dwellings. We suggest adding space to the existing provision on the adjacent Snowley Park development and upgrading and adding to the existing equipment.	0.04Ha	✓
Swale	N/A	0.25Ha	N/A
Habitat Creation / Existing Ditches	N/A	0.31Ha	N/A
Total Non-Residential Space		1.5Ha	



J:\5200\5290\Lands\Indesign\5290-L-02 Development Framework Rev C.indd

Gladman Developments Ltd
Land off Snowley Park and Glenfields
Whittlesey

DEVELOPMENT FRAMEWORK

1:2000@A3 / 1:1000@A1
May 2013
5290-L-02 G

masterplanning
 environmental assessment
 landscapes design
 urban design
 ecology
 architecture
 arboriculture
 fpcr
 FPCR Environment and Design Ltd
 Lockington Hall
 Lockington
 Derby DE74 2RH
 t: 01509 622772
 f: 01509 674665
 e: mail@fpcr.co.uk
 www.fpcr.co.uk

06 SEP 2013