

**Application Number: F/YR14/0365/O**  
**Major**  
**Parish/Ward: Delph Whittlesey**  
**Date Received: 7 May 2014**  
**Expiry Date: 6 August 2014**  
**Applicant: Gladman Developments Ltd**  
**Agent: Gladman Developments Ltd**

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

**Location: Land north of Snowley Park and Glenfields, Whittlesey**

**Site Area/Density: 5.8ha/26dph**

**Reason before Committee: At the request of Cllr Mrs Mayor due to flood risk and drainage issues and due to the number of objections received from local residents.**

## **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.

The application is a resubmission of a previously refused on the grounds of (1) flood risk and drainage and (2) the impact on the local highway network due to the single vehicular access point. Additional flood risk and drainage details have been provided.

The only matter committed for consideration at this stage is that of the access.

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. It is also considered that the submission has adequately demonstrated that 150 houses of an acceptable layout can be accommodated on the site.

The Environment Agency and the North Level Internal Drainage Board are satisfied that the development is acceptable in terms of flood risk and drainage implications subject to the inclusion of appropriate conditions and financial contributions.

The County Highway Authority considers the proposal to be acceptable on highway grounds subject to the provision of suitable conditions and contributions/requirements.

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

A series of financial contributions by virtue of a Unilateral Undertaking have been proposed by the developer. These include Secondary Education, Fenland Rail, Public Open Space, Town Transport Strategy, Public Transport Tickets, Watercourse (surveys and maintenance) and Affordable Housing Provision. Contributions towards the Library, Strategic Waste and Householder Waste are currently under review. The contributions will ensure that there is no negative impact on local infrastructure as a result of the proposal.

The application is therefore recommended for Approval subject to the confirmation of the Unilateral Undertaking and suitable conditions.

## 2. **PLANNING POLICIES**

### 2.1 **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 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

## 2.2 **Fenland Local Plan 2014:**

LP1: Presumption in Favour of Sustainable Development

LP2: Facilitating Health and Wellbeing of Fenland Residents

LP3: Spatial Strategy & Settlement Hierarchy and the Countryside

LP4: Housing

LP5: Meeting Housing need

LP7: Urban Extensions

LP11: Whittlesey

LP13: Supporting and managing the Impact of a Growing District

LP14: Responding to climate change and managing the risk of flooding in Fenland

LP15: Creation of a More Sustainable Transport Network in Fenland

LP16: Delivering High Quality Environments

LP17 Community Safety

LP18 The Historic Environment

LP19: The Natural Environment

### 3. CONSULTATIONS

#### 3.1 *Parish/Town Council:*

Raise a strong objection to any form of development extending north of the Town towards the Whittlesey Washes. There are three types of flooding in the area: Coastal Events, Weather Events, System Failures. The Environment Agency and Internal Drainage Board state they both manage water to the north of Whittlesey but admit they cannot control weather events or system failures. The planning system should seek where possible to reduce and certainly not to increase flood risk. It should help ensure that flood plains are used for their natural purposes, continue to function effectively and are protected from inappropriate development. There are other examples of approved developments where residents are now experiencing surface water flooding having moved closer to their properties on a yearly basis. Members are probably aware Whittlesey Delph Ward Councillors were approached in 2013 to form and be part of a voluntary Flood Warden Group. Why are voluntary Flood Wardens for Snowley Park required if the area is not a risk of flooding?

The haulage business adjacent to Snowley Park raises issues for highways. Strong consideration should be given for when part of the B1040 is closed due to flooding. The proposal may contribute to a further 300 vehicles leading to the A605, due to flooding closure of the B1040, this creates the largest slow moving traffic in Fenland during peak times. The Town Council questions the travel report in terms of the distances to the railway station, town centre and schools. The Town Council considers the majority of families will use a motor vehicle.

We are moving swiftly towards the target number of 1,000 dwellings outlined in the Core Strategy and will probably exceed the target by 2031. The Town Council have identified 8 suitable and sustainable sites in locations above the required 5m A.O.D.

Fails to comprehend the pressing demand to supply housing on land that may, in the future, be listed as potentially at the risk of flooding. The Town Council responded during the consultation on the Core Strategy that the allocations on the land to the north of Whittlesey should be removed. The Town Council support their residents and their continual objection to the scheme for valid reasons. Should the proposal gain approval, strongly request consideration be given to the requirement to submit the details of the application within 1 year.

If flooding occurs at the properties to the north of the site in the future, residents will claim against Gladman Developments or Fenland District Council. All Councils have a duty of care and responsibility for existing residents and their properties.

### 3.2 **CCC Highways:**

No objection to the proposed development.

The traffic survey data on the existing local transport network is acceptable. It is anticipated that 70% of the trips generated will be by the car driver, 3% public transport, 3% walking and 3% bicycle. The impact of the development on the Low Cross/Whitmore Street, Whitmore Street/Church Street, Whitmore Street/Broad Street junctions is less than 2% in both the AM and PM peak hour, therefore the impact of the development on these junctions is considered marginal. It is expected that the proposal will add approximately 2 vehicles to the queue at the Kings Dyke Level Crossing and is therefore of minimal impact. Parking provision will be secured at Reserved Matters stage in accordance with the Fenland Local Plan. The applicant will provide dropped kerbs and tactile paving to facilitate pedestrian crossings to the westbound bus stop. 10 day tickets are proposed to be given to each household, a contribution of £11, 186 is required for the Whittlesey Market Town Transport Strategy. A construction traffic management plan should be secured as part of any planning permission and should be submitted and agreed prior to any construction on site. A full travel plan should be submitted and agreed by the County Council prior to occupation of the site.

### 3.3 **FDC Environmental Protection:**

No objections to the proposed development as it is unlikely to have a detrimental effect on local air quality or the noise climate once complete. This is a relatively large development in a quiet area therefore recommend that the applicants provide a construction management plan detailing measures to be taken to minimise noise and dust. The submitted desk study is noted and accepted. Environmental Protection agree with the conclusions in that further works are required in relation to contaminated land, the contamination conditions is therefore still required although the desk study element has been complied with.

- 3.4 ***Cambs Constabulary  
Architectural Liaison Officer:*** The site and surrounding residential developments have a low crime profile. No objection to the principle of the proposal however concerns are raised with regard to the masterplan given the position of the open space and its lack of surveillance.
- 3.5 ***Anglian Water Services Ltd:*** The Whittlesey Water Recycling Centre has available capacity for the flows generated by the development. Conditions are required to ensure the position of the development – outside of 15m of the sewage pumping station and for the submission of a foul water strategy prior to the commencement of development.
- 3.6 ***FDC Housing:*** 25% affordable housing is required in accordance with LP5 of the Local Plan. This equates to 38 houses. The mix of affordable tenures should be informed by an up to date Strategic Housing Market Assessment. A mix of 70% affordable rented and 30% intermediate tenure is considered appropriate for this development. Would expect the affordable units to be a mixture of 2 and 3 bedroom properties. All units should meet the lifetime homes standard. All affordable housing should meet the Homes and Communities Agency's quality and design standards to ensure homes can be included within a housing association's HCA framework delivery agreement.
- 3.7 ***Environment Agency:*** No objections with respect to fluvial flooding. Drainage matters rest with the North Level Internal Drainage Board as the lead drainage authority in this location. Conditions relating to the location of housing, remediation strategy, verification of remediation strategy, unsuspected contamination and foul water to be disposed of by mains drainage. There should be a commitment to Sustainable drainage systems unless this is secured by an IDB levy.
- 3.8 ***North Level Internal Drainage Board:*** It is agreed that the site has no detrimental effect on The Washes or the operation of the Flood Management Area. A SuDS scheme is required as part of a drainage planning condition.

£25,000 is required as part of a planning obligation for the cost of survey, modelling, clearance and future maintenance of drains.

Following discussions, the Board will be taking on the future maintenance of two lengths of currently private watercourses. A surface water drainage strategy will need to be produced to deal with the periods of time when the washes are in flood. The site layout should be amended to reflect the requirements for access to the aforementioned ditches. Further discussions will be required regarding the maintenance of SUDS and this can be secured via a condition to ensure proper drainage during tide lock. A development levy will also be required.

**3.9 *Natural England:***

No objections, if the proposal is undertaken in accordance with the details submitted then it is unlikely to have a significant effect on the Nene Washes SPA, Ramsar, Sac or the Nene Washes SSSI. The Standing Advice should be applied to this application in respect of protected species. The LPA should consider securing measures to enhance the biodiversity of the site from the applicant for example roosting opportunities for bats or the installation of bird nest boxes. The application may provide opportunities to enhance the character and local distinctiveness of the surrounding natural and built environment, use natural resources more sustainably and bring benefits for the local community for example through green space provision and access to and contact with nature.

**3.10 *CCC Archaeology:***

No further archaeological work will be required, do not object to the application.

**3.11 *County Development, Minerals and Waste Planning Group:***

The Mineral and Safeguarding Area is in close proximity to residential development to the south and east of the site. It is therefore unlikely to be a viable economic resource and no objections are raised in respect of the proposed development.



A waste management audit and strategy needs to be put into place, policy also requires that a temporary inert/construction recycling centre to be on site during the course of construction in order to maximise the reuse, recycling and recovery of inert waste materials arising from demolition and construction. Conditions required relating to a Construction Environment Management Plan and a Detailed Waste Management and Minimisation Plan.

### 3.12 ***The Wildlife Trust:***

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. It would be advisable to undertake a breeding bird survey which in turn could be used to inform the design of the development, open space and any mitigation requirements. 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. The proposed open space provides an area of green infrastructure for the new residents and depending on its design may provide scope for enhanced and new habitats for the wildlife currently using the site. The Wildlife Trust cannot comment on whether the area is sufficient given the failure to include a breeding bird survey in the ecological appraisal. 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. It will be essential that a landscape and ecology management scheme is required by way of a condition to include all the proposed biodiversity management and enhancement proposals. The surveys and analyses requested would be required to inform whether the development is contributing to a net gain or loss in biodiversity and therefore whether additional measures are required.

Such a scheme should be prepared and agreed prior to the commencement of the development and implemented in full prior to the occupation of the first dwelling.

- 3.13 **FDC Evaluation and Estates Officer:** The proposed development does not appear to create any detriment to the adjacent FDC owned/maintained playground adjacent to 46-50 Snowley Park.
- 3.14 **Middle Level Commissioners:** Comments awaited.
- 3.15 **FDC Transport Development Manager:** A contribution to the Fenland Rail Development Strategy in respect of Whittlesey Station for £100,000 is still appropriate.  
This is supported by Policy CS15 - Facilitating the Creation of a more Sustainable Transport in Fenland.
- 3.16 **Cambs Fire and Rescue:** Fire hydrants are required for this development.
- 3.17 **Neighbours:** 34 representations received objecting to the proposal on the following grounds:
- The existing highway network is not suitable for coping with more traffic;
  - Insufficient capacity at the doctors and schools;
  - Concerns with drainage;
  - No need for the houses;
  - Noise and disturbance from construction;
  - Damage to existing dwellings from vibrations from construction vehicles;
  - Increase in traffic congestion;
  - Flood risk;
  - Concerns with there being only one vehicular access point;
  - Highway safety;
  - Flaws in the transport survey;
  - Questions validity of 'comprehensive study' relating to traffic;
  - Unrealistic to suggest that people will be encouraged to walk 25mins to the Town Centre;
  - Preferable sites available which would have less impact on the community;

- The site is on a flood plain which was recently flooded;
- Loss of wildlife site and impact on unspoilt countryside;
- What has changed since the previous refusal?
- Had been led to believe that the application had been refused;
- The location of the houses is unsuitable;
- Do not want to live on a large housing estate;
- Dilapidated buildings should be regenerated in the first instance;
- Unsure as to why there is another planning application in when there is also an appeal;
- The 1000 new dwellings should be achieved by building new towns;
- North Bank Road and Crossway Hand need improving to take the extra traffic;
- Loss of social cohesion;
- The wellbeing of communities should be considered;
- Growth should be promoted in parallel with established communities;
- Inappropriate intensity of development given the requirement for the town over 20 years;
- Destruction and loss of wildlife habitat and local amenity;
- It is believed that the haulage firm, at the top of Stonald Road, has planning permission for an extension which will add to the traffic issues generated by the proposal;
- Impact on the water table;
- Devalue neighbouring properties;
- It should be refused as it 'does not accord with the provisions of the Development Plan' and does therefore not fit in with the bigger picture;
- Concerns with impact on existing 'safe and well ordered environment';
- Will the developer be making financial contributions to provide a further school?;

- Question the ecological assessment as the ecologists may not have had full survey data for the site;
- Impact from increase of domestic cats on local wildlife.
- Delph Ward Flood Warden Group raises concerns on flood risk grounds. The cheapest form of flood defence is to stop any developments near a river or main watercourse, on a flood plain or in adjacent areas, land already in designated flood zones, lands known to be at risk of flooding (high water table or surface water) and sites around 5m AOD;
- What happens when Whittlesey Washes is up to capacity?;
- The north of Whittlesey cannot be considered as 1 in 100 year flooding;
- The Whittlesey Waste Treatment works are at capacity;
- Why is there a need to push through housing to reach the 1000 dwelling target when we have until 2031 to deliver it?;
- The Core Strategy states 'no new building to the north of Whittlesey';
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#### 4. **SITE DESCRIPTION AND PROPOSAL**

4.1 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 an 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.

The application is in outline and is for up to 150 dwellings. Access is the only matter which is committed for consideration at this stage. The layout, scale and landscaping shown within the submission are indicative only and will be submitted for determination at a later stage.

Key elements of the scheme include:

- Up to 150 dwellings
- Informal open space facilities
- 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.

## 5. PLANNING ASSESSMENT

5.1 The key considerations for this application are:

- History
- Policy implications
- Flood Risk and Drainage
- Highways
- Ecology and Nature Conservation
- Landscape Impact
- Housing Mix and Affordable Housing
- Archaeology and Heritage Assets
- Minerals Safeguarding and Environmental Health
- Planning Contributions

### (a) History

Members will recall this application being considered at the October 2013 Planning Committee meeting. Members resolved to refuse the application for the following reasons:

1. This proposal by virtue of its location and the local constraints of the site would create a risk of and increase the potential for flooding and as such is considered contrary to CS16 of the emerging Core Strategy (Submission version September 2013)

2. The proposal by virtue of the single point of vehicular access from Snowley Park will have an adverse impact on the local highway network and as such is considered contrary to CS15 of the emerging Core Strategy (Submission version September 2013)

An appeal has been submitted and a public inquiry is scheduled for September. Following the submission of the appeal, the case was reviewed and advice sought from appropriate specialist consultants on the reasons for refusal. On the basis of the feedback from the specialist consultants, it was not possible to provide technical justification for the refusal reasons made. Further information relating to this will be provided by the Council's flood risk consultant at Committee.

The applicants have undertaken additional drainage work in order to overcome Members' concerns in relation to flood risk. This is included in current application in a Flood Risk and Drainage Technical Update.

Since the previous application was determined the Local Plan 2014 has been adopted. The following section is therefore an assessment of the principle of the proposal in respect of the newly adopted policies which form part of the Local Plan.

#### (b) Policy Implications

The Local Plan 2014 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 LP3 identifies Whittlesey as an 'other market town', one of the four locations, where the majority of the district's new housing development should take place.

Policy LP4 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 LP9). 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.

The application is therefore 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 LP16. 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 Local Plan 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 contribute to this target.

Local Authorities are 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). The Council's most recent published position on its 5 year housing land supply is set down in the Fenland Monitoring Report (FMR) published in December 2013. This indicates that at the end of the accounting period (April 2012 to March 2013) the Council had a 5 year land supply of 92% (4.6 years).

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 into the future.

In view of the above it is considered that, subject to resolution of site specific issues, including principally flood risk (Policy LP14) and highways (Policy LP15) the scheme can be supported in planning policy terms and complies with Policies LP1, LP3 and LP4 in relation to the location of development.

(c) 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 north eastern corner which lies just 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 indicative development framework plan.

Being mindful of Members concerns and the objections raised by local residents on the previous application, the applicant has undertaken additional drainage work to support the current planning application. This is summarised in a technical update on flood risk and drainage submitted with the application.

Soakaway tests were carried out at six locations on site on 13 May 2013 and a further assessment of Environment Agency Flood data was undertaken. This additional drainage work has been used to prepare indicative drainage design to support the application. The applicant considers that this level of design is in excess of what is normally required to support an outline application.

A flood risk management consultant has been commissioned to review all the flood risk and drainage information submitted with the application.

The Councils Consultant has concluded that:

- The site lies in Flood Zone 1 for the purposes of the sequential test. Although there may be local concerns about the proximity of the site to the floodplain, the boundary for the flood zone 1 has been defined by Government as the 1 in 1000 year flood extent.

- Sites outside of this flood outline are all considered to be low risk and thus equally sequentially appropriate. On this basis there is no need to apply the sequential test and the site would be considered appropriate in policy terms for residential development.
- The principal potential flood risk impact will be on the run off from the site and the routing of existing overland flows.
- As this is an outline application issues of detail can be secured by means of a planning condition. The primary requirement will be to develop a sustainable drainage strategy which attenuates the developed run off to the greenfield rates.
- There is little detail in the FRA but that the overall conclusion is that, based on groundwater levels, the principal element of the drainage scheme would be attenuation storage with the potential for some additional limited infiltration. The FRA recognises the paucity of groundwater data and recommends more extensive infiltration testing to confirm the constraints.
- In terms of the volume of storage proposed the method used is relatively standard and the figures appear reasonable for a site of this size subject to the issues below.
- The technical update provides additional data on soakage rates and gives an indication of where additional infiltration may be possible. In detailed design it will be necessary to review the potential efficacy of this infiltration and develop a design solution which produces the optimal balance of infiltration and storage.

The Councils Consultant identifies a number of issues that would need to be addressed in the detailed drainage scheme, in particular:

- Impacts of a high water level in the Nene Washes, this may have implications for the size of the balancing ponds. Surface water drainage should assess the impacts of the design level in the Nene Washes.
- Proposal needs to clarify how overland flows will be managed. to ensure that (a) any such run off does not pose a risk to the proposed development and (b) that the proposed development does not cause an obstruction which then increases the risk to the existing development.
- It is unlikely that the on site drainage network would be designed to contain a 1 in 100 year plus climate change event and there is likely to be some water present at the surface. The detailed layout needs to ensure that there is either sufficient provision to store this in situ or a route to convey this to the ponds without endangering the development. It is likely that the development to the south would also experience similar surcharging of its drainage system and currently this water could flow to the north across the site. This will need to be assessed.
- The options for the balancing ponds should be tested during the detailed design and the final level should be agreed by the Environment Agency and the Internal Drainage Board. The principal consideration should be the effectiveness of the drainage system and ensuring the proposed and existing properties are not subjected to greater risk.
- The flows will need to be quantified at the detailed stage and the channels sized appropriately to cater for any additional flows entering the site.

The drainage condition previously recommended has been refined to take account of these issues.



The Councils Consultant has considered local concerns relating to flooding and comments as follows:

***The site is near to the floodplain and as such it is at risk due to climate change.***

It has long been agreed that the existing 1 in 1000 year flood event is a benchmark to define low risk. Whilst it is certainly true that today's 1 in 1000 year event may occur more frequently in the future due to climate change it will still represent a low risk of flooding.

***By concreting the site we will lose our existing flood storage.***

As the site is outside the floodplain there would be no impact on the flood storage of the river or ditch system itself. The additional run off created by the impermeable parts of the development is conveyed to the balancing ponds where it will be stored and released at the green field rate. In this sense the storage is not lost, rather it is transferred from the field to the pond.

***The development will increase levels in the Washes.***

This would be a common misconception which is predicated on a mis-assumption regarding effective run-off. A general assumption is that for any given amount of rainfall which lands on a field a certain proportion runs off into the ditches and the remaining proportion does not. Thus introducing impermeable surfaces must increase the overall volume of run off. There are two technical faults with this argument. Firstly the proportion of rainfall which runs off of a field is not a constant. During extreme rainfall events the soil moisture deficit becomes zero and the vast proportion of rainfall is converted to run off. Secondly the majority of the rainfall which does not run off enters the shallow groundwater and migrates to the ditch network, albeit more slowly. A small proportion would have been lost to evapotranspiration. Thus in practice the volume of water entering the Washes will not change significantly.

***Surely development upstream will exacerbate flooding here.***

It is easy to see why this would be a concern as uncontrolled development would certainly increase run off into the River Nene. Whilst this would be true it is important to recognise that all development is subject to this same policy framework and the same scrutiny regarding its impacts on flooding. The express purpose of this framework is to ensure that whilst development is certain to continue it does not have a deleterious effect elsewhere. Thus additional development would not generally reduce risk but neither would it increase risk.

***The Nene Washes are flooding more severely all the time.*** This is clearly a perception and I have no basis to dispute what people see. Possibly the consideration in planning terms is "what are they designed to do". The EA suggest that the maximum level currently expected in the Washes is 4.75 mAOD and that by adopting 5.0 mAOD as the flooding constraint this gives a degree of freeboard to cater for uncertainty. It is my understanding that the Washes fill from a point on the River Nene and that as such the maximum volume entering the Washes is controlled by this level. Thus in terms of the peak risk from the Washes this would remain unchanged as long as the control remains the same. Critically in their consultations the EA believe that land above 5.0 mAOD is at low risk and this probably implicitly considers climate change.

The North Level Internal Drainage Board (NLIDB) has agreed that the site has no detrimental effect on The Washes or the operation of the Flood Management Area.

A SUDS scheme should be requested via a planning condition to ensure effective surface water drainage. This accords with the FDC assessment and subsequent conclusions of the Flood Risk and Drainage Technical Update. In order to protect the surroundings from flood and drainage issues, a £25,000 fee is sought for the cost of survey, modelling, clearance and future maintenance of drains.

Comments have been received from Anglian Water confirming that there is capacity within the existing Water Recycling Centre for the waste water generated by this proposal. They have requested conditions regarding the position of the dwellings – to ensure that they are outside of 15m from the existing sewage pumping station to prevent future amenity problems and for a foul water strategy to be submitted prior to the commencement of development.

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 (EA) has raised no objections in respect of fluvial flooding. They note that the drainage matters identified are not the subject of an EA objection given that they rest within the jurisdiction of the NLIDB who are the lead drainage authority in this location. The EA have suggested a number of conditions to control water pollution and the location of houses to ensure that they are located within the lowest areas of flooding within the site. Given that the NLIDB have raised no objection to the proposal and that conditions can be put in place to overcome any issues raised by the EA, it is considered that the proposal complies with flood risk and drainage policies and is therefore acceptable.

#### (d) 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.

At the previous committee meeting Members questioned whether a Highways Officer was available to discuss the highway safety and access issues. In view of the concerns which were raised, and subsequent reason for refusal, Officers can confirm that a representative from CCC Highways will be available to discuss this proposal at the next Committee meeting.

The evidence within the submission demonstrates that the proposal will result in less than a 2% increase in traffic on the Low Cross/Whitmore Street, Whitmore Street/Church Street, Whitmore Street/Broad Street junctions. The evidence also suggests that the proposal is only likely to result in an additional 2 vehicles joining the queue at the Kings Dyke level crossing. CCC Highways have concluded that the proposal will therefore have a marginal impact on the existing highways network and have raised no objections accordingly. They have however requested conditions to secure the submission of a transport plan and Construction Traffic Management Plan in order to promote alternative forms of transport and to minimise the disturbance caused by construction traffic respectively. A contribution of £11,186 is required towards the Whittlesey Market Town Transport Strategy and this will be included within the financial contributions framework.

FDC Transport Development Manager has commented saying that a contribution to the Fenland Rail Development Strategy in respect of Whittlesey Station for £100,000 is appropriate to this development.

This is supported by Policy CS15 - Facilitating the Creation of a more Sustainable Transport in Fenland. This will be added to the contribution framework.

(e) 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 condition was previously recommended for a breeding bird survey of the site and adjacent land in the washes close to the site. A breeding bird survey has recently been submitted which provides evidence to inform the design of the open space within the development and also makes mitigation recommendations for providing a range of bird boxes on houses within the development and developing a dense hedgerow along the northern boundary to limit access to the adjacent Common Wash County Wildlife Site. The Wildlife Trust stipulates that these recommendations should be followed. A condition to this effect is recommended accordingly. The Wildlife Trust also recommend that a table setting out precisely the area/length of habitats to be lost, retained or created as a result of the proposed development and indicating which habitats are BAP priority habitats. This work has not been undertaken and as such a condition to this effect is recommended.

Subject to the above, the scheme is considered to be acceptable in relation to nature conservation and ecology matters, and thus complies with Local Plan Policy LP19

(f) 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 to achieve a more acceptable transition to the Washes to the north. This will also help to allay some of the ecological issues raised above and the landscape issues identified below.

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. The density can therefore only be properly be determined when a reserved matters application, that provides a detailed site layout and design, is submitted.

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.

Comments from Cambs Fire and Rescue have not been received in respect of this application however as they requested that a condition to ensure the provision of Fire Hydrants on the previous application, it seems prudent to impose the same condition on the current scheme.

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.

The proposal is therefore considered to be acceptable and complies with LP1 and LP16 of the Local Plan 2014.

(g) 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.

(h) 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 Unilateral Undertaking.

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

(i) 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.

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

(j) Minerals Safeguarding and Environmental Health

The site lies within the Minerals Safeguarding Area (MSA) however as the MSA is in close proximity to existing residential development it is unlikely to be a viable economic resource. No concerns are therefore raised with regards to mineral safeguarding.

Comments from both Cambridgeshire County Council and FDC Environmental Health note potential issues with regards to environmental impacts during the course of construction including noise and dust nuisance and waste management. It is proposed that a condition is put in place to secure a scheme to outline how these issues will be addressed.

(k) Planning Contributions

The NPPF provides policy advice on the use of planning obligations. Paragraph 203 advises that

*Local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition.*

*Paragraph 204 provides:*

*Planning obligations should only be sought where they meet all of the following tests:*

- *necessary to make the development acceptable in planning terms*
- *directly related to the development; and*
- *fairly and reasonably related in scale and kind to the development."*

These are also the legal tests for when a S106 obligation can be used (set out in regulation 122 and 123 of the Community Infrastructure Levy Regulations 2010 as amended)

In accordance with the Development Plan the scheme attracts the following financial contributions:

Secondary Education - £23,800 (this is on the basis of the submitted housing mix but could be subject to change when the reserved matters application is submitted);

Public Open Space – to be provided on site;

Town Transport Strategy - £11, 186;

Public Transport Tickets – 10 x 1 day tickets to be provided per dwelling;

Watercourse (surveys and maintenance) - £25,000;

Affordable Housing Provision – provision of 25% on site;

Library, Strategic Waste, Householder Waste and Fenland Rail – this is currently under review given recent appeal decisions and that they may not be regulation compliant

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 Local Plan Policy LP13.

## 6. **CONCLUSION**

- 6.1 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 as it complies with Policies LP1, LP3 and LP4.

The proposal is also considered to be acceptable in relation to flood risk and drainage, subject to 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 LP11 and LP14 of the Local Plan.

The proposal is also considered to be acceptable on highway grounds subject to the provision of suitable conditions and contributions/requirements (as indicated above). 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 Local Plan Policy LP190

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 LP1 and LP16 of the Local Plan.

Other matters including 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 can therefore be supported in planning policy terms and complies with LP13 of the Local Plan.

## 7. **RECOMMENDATION**

### **Grant subject to the completion of a Unilateral Undertaking relating to 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 shall take place until a detailed drainage strategy which covers tide lock has been submitted to, and approved in writing by, the Local Planning Authority. The works shall be carried out in accordance with the approved details.

*Reason – To ensure a satisfactory form of drainage systems and maintenance.*

8. The development permitted by this planning permission shall be carried out in full accordance with the approved Flood Risk and Run-off Assessment J-D1004 – R04 May 2013 revised October 2013 (FRA), without precluding other measures in the FRA, and the following mitigation measures detailed therein:
- All developable areas to be located above the 5m contour (the Whittlesey Washes functional floodplain Flood Zone 3b).
  - Reserved Matters applications shall be accompanied by a detailed drainage strategy detailing how surface water will be managed on site in accordance with the parameters in the outline FRA. The detailed strategy shall cover tide lock and shall include a timetable for implementation.
  - The functional floodplain shall not to be altered by the proposed development.

All drainage and mitigation measures shall be fully implemented in accordance with the approved details and timetable.

*Reason - To reduce the risk of flooding to the proposed development and future occupants, to satisfy the sequential tests set out in the NPPF and policy LP14 of the adopted Fenland Local*

9. 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).*

10. 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).*

11. 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).*

12. Prior to the commencement of development details of the precise area/length of habitats to be lost, retained and/or created as a result of the development which also indicates which habitats are BAP priority habitats shall be submitted to, and approved in writing by, the Local Planning Authority. The works shall be carried out in accordance with the approved details.

*Reason - In the interests of ecology.*

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. Prior to the commencement of development or any reserved matters approval, a site wide Construction Environmental Management Plan (CEMP), shall be submitted to and approved in writing by the local planning authority. The CEMP shall accord with and give effect to the waste management principles set out in the adopted Cambridgeshire & Peterborough Minerals and Waste Core Strategy (2011) and Waste Hierarchy when completed. The CEMP shall include the consideration of the following aspects of construction:

- a) Site wide construction and phasing programme
- b) Contractors' access arrangements for vehicles, plant and personnel including the location of construction traffic routes to, from and within the site, details of their signing, monitoring and enforcement measures, along with location of parking for contractors and construction workers
- c) Construction hours
- d) Delivery times for construction purposes
- e) Soil Management Strategy including a method statement for the stripping of top soil for reuse; the raising of land levels (if required); and arrangements (including height and location of stockpiles) for temporary topsoil and subsoil storage to BS3883:2007
- f) Noise monitoring method including location, duration, frequency and reporting of results to the LPA in accordance with the provisions of BS 5228 (1997)
- g) Maximum noise mitigation levels for construction equipment, plant and vehicles
- h) Vibration monitoring method including location, duration, frequency and reporting of results to the LPA in accordance with the provisions of BS 5228 (1997)
- i) Setting maximum vibration levels at sensitive receptors
- j) Dust management and wheel washing measures to prevent the deposition of debris on the highway
- k) Site lighting
- l) Drainage control measures including the use of settling tanks, oil interceptors and bunds
- m) Screening and hoarding details
- n) Access and protection arrangements around the site for pedestrians, cyclists and other road users
- o) Procedures for interference with public highways, (including public rights of way), permanent and temporary realignment, diversions and road closures.
- p) External safety and information signing and notices

- q) Liaison, consultation and publicity arrangements including dedicated points of contact
  - r) Consideration of sensitive receptors
  - s) Prior notice and agreement procedures for works outside agreed limits
  - t) Complaints procedures, including complaints response procedures
- Membership of the Considerate Contractors Scheme
- u) Location of Contractors compound and method of moving materials, plant and equipment around the site
- The Construction Environmental Management Plan shall be implemented in accordance with the agreed details, unless otherwise agreed in writing by the Local Planning Authority.

*Reason - To ensure the environmental impact of the construction of the development is adequately mitigated and in the interests of the amenity of nearby residents/occupiers (District Council to insert policy references); and to comply with Guidance for Local Planning Authorities on Implementing Planning Requirements of the European Union Waste Framework Directive (2008/98/EC), Department for Communities and Local Government, December 2012.*

17. Prior to the commencement of development or any reserved matters approval, a Detailed Waste Management and Minimisation Plan (DWMMP) shall be submitted to and approved in writing by the local planning authority. The DWMMP shall include details of:
- a) Construction waste infrastructure including a construction material recycling facility to be in place during all phases of construction
  - b) anticipated nature and volumes of waste and measures to ensure the maximisation of the reuse of waste.
  - c) measures and protocols to ensure effective segregation of waste at source including waste sorting, storage, recovery and recycling facilities to ensure the maximisation of waste materials both for use within and outside the site.
  - d) any other steps to ensure the minimisation of waste during construction
  - e) the location and timing of provision of facilities pursuant to criteria a/b/c/d.
  - f) proposed monitoring and timing of submission of monitoring reports.
  - g) the proposed timing of submission of a Waste Management Closure Report to demonstrate the effective implementation, management and monitoring of construction waste during the construction lifetime of the development.
  - h) a RECAP Waste Management Guide toolkit shall be completed, with supporting reference material
  - i) proposals for the management of municipal waste generated during the occupation phase of the development, to include the design and provision of permanent facilities e.g. internal and external segregation and storage of recyclables, non-recyclables and compostable material; access to storage and collection points by users and waste collection vehicles
- The Detailed Waste Management and Minimisation Plan shall be implemented in accordance with the agreed details, unless otherwise agreed in writing by the Local Planning Authority.

*Reason - In the interests of maximising waste re-use and recycling opportunities; and to comply with policy CS28 of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy (2011) and the Recycling in Cambridgeshire and Peterborough (RECAP) Waste Design Guide 2012; and to comply with Guidance for Local Planning Authorities on Implementing Planning Requirements of the European Union Waste Framework Directive (2008/98/EC), Department for Communities and Local Government, December 2012.*

18. Prior to the commencement of the development hereby approved a scheme and timetable to deal with contamination of land and/or groundwater shall be submitted to, and approved in writing by, the Local Planning Authority. The approved scheme shall then be implemented on site in accordance with the approved timetable.

The scheme shall include all of the following measures unless the Local Planning Authority dispenses with any such requirement specifically and in writing:

1. A desk-top study carried out by a competent person to identify and evaluate all potential sources and impacts of land and/or groundwater contamination relevant to the site. This should include a conceptual model, and pollutant linkage assessment for the site. Two full copies of the desk-top study and a non-technical summary shall be submitted to and approved in writing by the Local Planning Authority.

IF during development any previously unsuspected contamination is discovered then the LPA must be informed immediately. A contingency plan for this situation must be in place and submitted with the desk study. If a desk study indicates that further information will be required to grant permission then the applicant must provide, to the LPA:

2. A site investigation and recognised risk assessment carried out by a competent person, to fully and effectively characterise the nature and extent of any land and/or groundwater contamination, and its implications. The site investigation shall not be commenced until:

- (i) A desk-top study has been completed, satisfying the requirements of paragraph (1) above.
- (ii) The requirements of the Local Planning Authority for site investigations have been fully established, and
- (iii) The extent and methodology have been submitted to and approved in writing by the Local Planning Authority. Two full copies of a report on the completed site investigation shall be submitted to and approved in writing by the Local Planning Authority.

Following written LPA approval of the Site Investigation the LPA will require:

3. A written method statement for the remediation of land and/or groundwater contamination affecting the site. This shall be based upon the findings of the site investigation and results of the risk assessment. No deviation shall be made from this scheme without the express written agreement of the Local Planning Authority.

4. The provision of two full copies of a full completion report confirming the objectives, methods, results and conclusions of all remediation works, together with any requirements for longer-term monitoring and pollutant linkages, maintenance and arrangements for contingency action shall be submitted and approved in writing by the Local Planning Authority.

*Reason - To control pollution of land or water in the interests of the environment and public safety.*

19. The development site is within 15 metres of a sewage pumping station. Whilst Anglian Water takes all reasonably practicable steps to prevent any nuisance arising from the site, there should be no development within 15 metres from the boundary of a sewage pumping station of this type if the development is potentially sensitive to noise or other disturbance or which might give rise to complaint from the occupiers regarding the location of the pumping station.

*Reason - To avoid causing future amenity problems.*

20. No development shall commence until a foul water strategy has been submitted to and approved in writing by the Local Planning Authority. Foul water shall be conveyed, treated and disposed of by means of mains drainage. No dwellings shall be occupied until the works have been carried out in accordance with the foul water strategy so approved unless otherwise approved in writing by the Local Planning Authority.

*Reason - To prevent environmental and amenity problems arising from flooding and to protect water quality and residential amenities.*

21. No development shall commence until a Construction Traffic Management Plan has been submitted to, and approved in writing by, the Local Planning Authority. The works shall be carried out in accordance with the approved Construction Traffic Management Plan.

*Reason – In the interests of the free flow of traffic and highway safety.*

22. No development shall commence until a full travel plan detailing how the development will achieve the minimum number of car traffic movements to/from the site, how it will address the access needs of the residents of the site, by supporting walking, cycling and public transport and how the development will reduce the need for travel to/from the site shall be submitted to, and approved in writing by, the Local Planning Authority. The plan shall be implemented as approved.

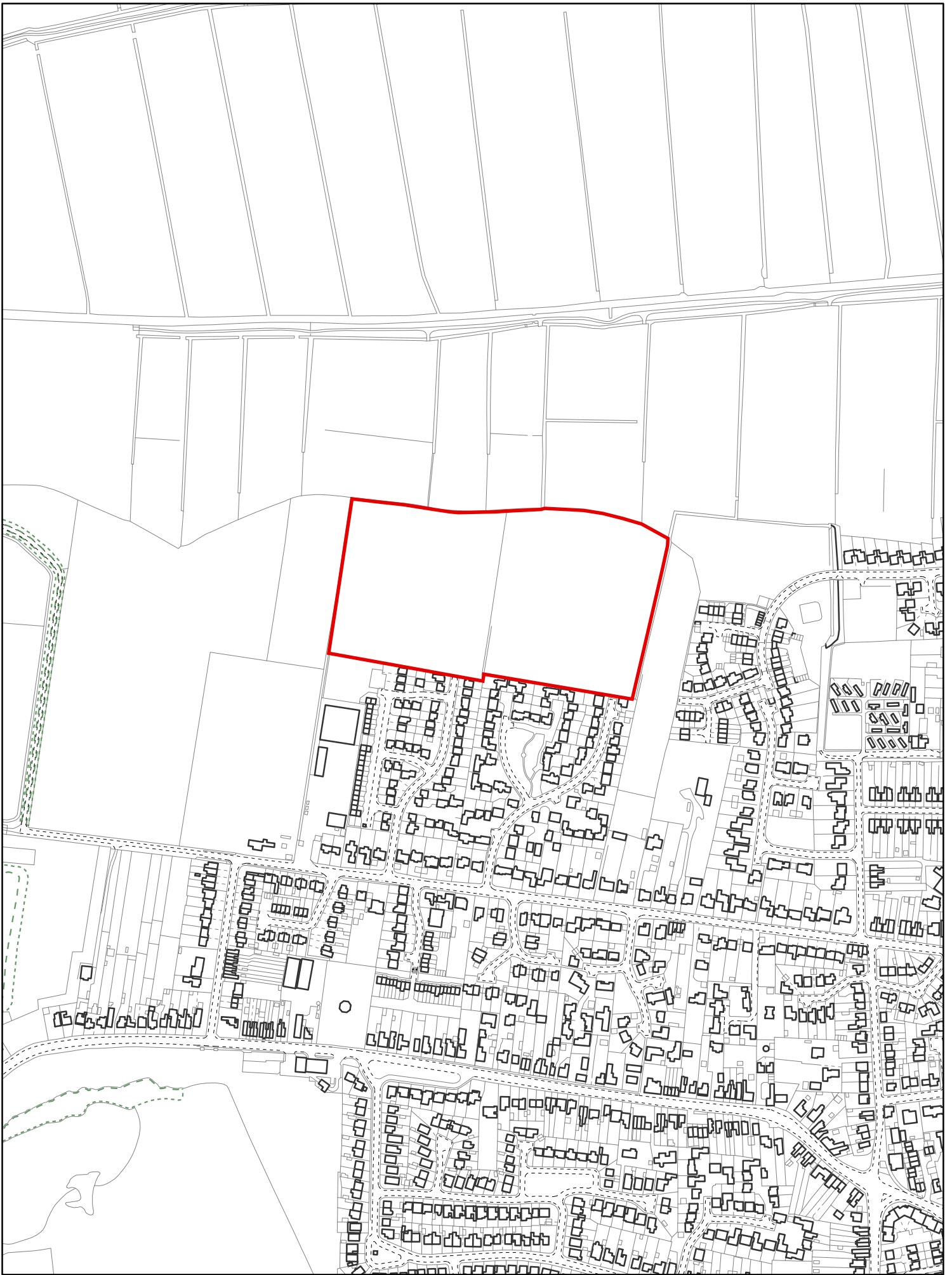
*Reason – To reduce the need for private travel in order to achieve sustainable development.*

23. No development shall commence until a scheme detailing the range and positioning of bird nesting boxes has been submitted to, and approved in writing by, the Local Planning Authority. The boxes shall be installed as approved prior to the completion of the development and thereafter retained in perpetuity.

*Reason – To ensure appropriate habitats are provided on site in accordance with paragraph 118 of the National Planning Policy Framework.*

23. Approved Plans





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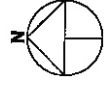
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Non-Residential Space Provision			
Type	Policy Requirements	Proposed	Compliance
Informal Public Open Space	When considering applications for residential developments of 15 or more dwellings, the local council will seek public open space provision at the rate standard of 2.41ha per 1,000 population. With 375 residents based on 2.4 people per dwelling x 150 houses, the POB requirement is 0.91ha.	1.70ha	✓
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	✓
Balancing Ponds	N/A	0.07ha	N/A
		<b>Total Non-Residential Space</b>	<b>1.81ha</b>



5.8 Ha

3.89 Ha

Site Boundary

Residential  
Upto 150 dwellings @ 38dph

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