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**F/YR23/0696/O**

**Applicant: Barratt David Wilson Homes  
Cambridgeshire**

**Agent : Mr Andrew Hodgson  
Pegasus Group**

**Land South Of Barkers Lane And East Of, Wimblington Road, March,  
Cambridgeshire**

**Outline planning permission (all matters reserved, except for access) for up to 425 dwellings (including affordable housing), formation of 2 x accesses, and a dropped kerb (for 38 Wimblington Road), safeguarded land for grass playing fields, public open space, landscaping, community garden, community orchard, children's play areas, sustainable drainage infrastructure, retention of informal parking area, all other associated infrastructure, and demolition of an existing dwelling (40 Wimblington Road).**

**Officer recommendation:**

Members are recommended to APPROVE the application in accordance with the following terms;

1. The Committee delegates authority to finalise the terms and completion of the S.106 legal agreement and planning conditions to the Head of Planning; and,
2. Following the completion of the S.106, application F/YR23/0696/O be approved subject to the planning conditions set out in principle at section Appendix 1 below; or,
3. The Committee delegates authority to refuse the application in the event that the Applicant does not agree any necessary extensions to the determination period to enable the completion of the S106 legal agreement or on the grounds that the applicant is unwilling to complete the obligation necessary to make the development acceptable.

**Reason for Committee:** Number of representations received and Town Council's recommendation contrary to officer recommendation.

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**Government Planning Guarantee**

**Statutory Target Date For Determination:** 14 November 2023

**EOT in Place:** Yes/No

**EOT Expiry:** 31 August 2024

**Application Fee:** £39170

**Risk Statement:**

**This application must be determined by 31 August 2024 otherwise it will be out of time and therefore negatively affect the performance figures and poses a risk to an appeal against non-determination of the application.**

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## **1 EXECUTIVE SUMMARY**

- 1.1 The site comprises an irregular parcel of land (approx. 22.5ha) located to the south east of March and forms a substantial area (approx. 65%) of the south east March strategic allocation, identified through policy LP9 of the Fenland Local Plan (2014) which seeks to deliver around 600 dwellings and supporting infrastructure.
- 1.2 Policy LP7 sets out that a Broad Concept Plan (BCP) for allocations must be agreed and for future proposals within the site conforming to the BCP. Policy H1 of the March Neighbourhood Plan aligns with Local Plan, identifying this area of March as allocated housing land. A BCP for this site allocation was approved by the Council in June 2023.
- 1.3 The application has undergone several revisions following discussions with consultees to address matters mainly in respect of transport impacts and mitigation, drainage and biodiversity.
- 1.4 Whilst detailed matters of layout, scale, appearance and landscaping are reserved for future consideration, the outline Framework Plan, Parameter Plans and access details are considered to accord with the vision and growth ambitions of the approved BCP and Local Plan policy LP9 respectively.
- 1.5 A comprehensive package of mitigation has been agreed by the applicant, with a mixture of financial contributions and direct delivery of affordable housing and transport infrastructure.
- 1.6 It is recognised that the development will result in some unavoidable landscape harm, however this is localised and inevitable given the development plan allocation. Furthermore, due to known viability constraints with the district, the full amount of infrastructure contributions cannot be secured.
- 1.7 However, it is considered that the proposal would, on balance, amount to sustainable development and would accord with the development plan taken as a whole. There are no material considerations worthy of sufficient weight that indicate that a decision should be made other than in accordance with the development plan.
- 1.8 The recommendation is to approve the application.

## **2 SITE DESCRIPTION**

- 2.1 The site comprises an irregular parcel of land (approx. 22.5ha) located to the south east of March and forms a substantial area (approx. 65%) of the south east March strategic allocation, identified through policy LP9 of the Fenland Local Plan (2014).
- 2.2 Three other parcels of land (outside of the scope of this application) fall within the allocation area (See planning history section below).
- 2.3 To the north the site's boundary is formed, in the main by Barker's Lane (Public Right of Way), beyond which lies the Neale-Wade Academy and existing residential development which back onto Barker's Lane. To the west, in the main,

the site is adjacent to the rear gardens of existing dwellings which front Wimblington Road.

- 2.4 To the south the site is bounded by a minor road known as Lambs Hill Drove, beyond which lies open countryside. To the east the site's boundary is formed by vegetation which lies immediately adjacent to a former railway which is used as a recreation route. The south eastern corner of the site is straddled by an area of hardstanding which is currently used informally for car parking.

### **3 PROPOSAL**

- 3.1 The application seeks outline planning permission for residential development of the site comprising up to 425 dwellings (including affordable housing), formation of 2 x accesses, and a dropped kerb (for 38 Wimblington Road), safeguarded land for grass playing fields/ school pitches, public open space, landscaping, community garden, community orchard, children's play areas, sustainable drainage infrastructure, retention of informal parking area, all other associated infrastructure, and demolition of an existing dwelling (40 Wimblington Road).
- 3.2 Access details are committed, with details of Layout, Scale, Appearance and Landscaping reserved for future submission.

#### *Access*

- 3.3 The development proposes 2 main points of access to the site, both are located along Wimblington Road, one at 40 Wimblington Road and the other at Lambs Hill Drove (give locations relative to house numbers etc. – south of No.38 Wimblington Rd and south of no.72), providing 2-way traffic into the wider site. The accesses are also served by cycle and pedestrian paths to tie into the Wimblington Road network.

#### *Indicative Layout*

- 3.4 A Framework plan Rev X and Parameter Plans (within the Design & Access Statement) accompany the application to indicate how the quantum of development and associated infrastructure could be arranged across the site and essentially comprises 2 main parcels of housing; north and south, with areas of open space and natural greenspace interspersed and a NEAP (neighbourhood equipped area of play) located centrally. The network of pedestrian and cycle paths permeates throughout the development and also leads out north onto Barker's Lane, adjacent to an area of land reserved for future sports pitch provision for the Neale Wade Academy, should the school require this land for expansion in the future. A neighbourhood park, LEAP (locally equipped area of play) and community orchard and garden is also proposed at the north east corner of the site, with a corridor of greenspace leading along the western boundary which also incorporates SuDs attenuation features, providing drainage for the development
- 3.5 The layout also denotes connection points in the wider allocation, to parcels of land outside of the applicant's control.
- 3.6 The application is supported by the following key documents and plans;
- Framework Plan Rev X
  - Design and Access Statement ('DAS') including indicative parameter plans
  - Health Impact Assessment
  - Heritage & Archaeology Statement
  - Landscape Visual Impact Assessment (including Illustrative Landscape Masterplan)

- Transport Assessment (Including the committed Access Plans)
- Travel Plan
- Affordable Housing Statement and Draft Heads of Terms (within this Statement)
- Economic Benefits Statement
- Flood Risk Assessment and Drainage Strategy
- Ecological Assessment (and Suite of Surveys & Biodiversity Net Gain information)
- BNG Metric
- Biodiversity Checklist
- Ground Conditions Report
- Noise Assessment
- Air Quality Assessment
- Tree Survey and AIA
- Statement of Community Involvement
- Lambs Hill Drove access - 19196-WIMB-5-101 REV C
- Wimblington Road Access - 19196-WIMB-5-102 REV C

Reference	Description	Decision
F/YR16/0345/SC	Screening Opinion:- Residential Development (up to 600 dwellings)	Not EIA development. Unlikely to result in significant environmental impacts.
F/YR12/0123/SC	Screening Opinion:- Residential Development (400 dwellings approx)	Determined not EIA development
F/YR10/0021/SC	Screening Opinion:- Residential (up to 960 dwellings) with associated landscaping, sports pitches, open space and infrastructure	Determined not EIA development
<i>Other relevant applications</i>		
F/YR23/0370/O	Erect up to 130no dwellings (outline application with matters committed in respect of access)	Pending Consideration
F/YR23/0426/F	The formation of 2 x accesses at Wimblington Road/Lambs Hill Drove junction and land at 40 Wimblington Road and associated highways works, and relocation of an access involving the formation of a dropped kerb at 38 Wimblington Road	Application withdrawn 18.08.2023
F/YR23/0461/F	Formation of an access and associated highway works	Pending Consideration
F/YR24/0456/O	Erect up to 50 x dwellings involving the demolition of existing dwelling and outbuildings (Outline application with all matters reserved)	Pending Consideration

## 5 CONSULTATIONS (summarised)

### 5.1 March Town Council – 14 May 2024

Recommendation; Refusal – serious flooding and drainage concerns.

### 5.2 March Town Council – 6 February 2024

Objects on the grounds of - Flooding and drainage concerns, conservation and unsatisfactory active travel findings.

### 5.3 March Town Council – 5 September 2023

Recommended approval subject to all access roads being substantial and effective traffic calming measures being put in place. Any archaeology comments/ recommendations to be observed/ implemented.

### 5.4 CCC Highways (Development Management) – 6 August 2024

Requested Conditions;

- Temporary Construction Facilities
- Management of Estate Roads
- Wheel Wash Facilities

**5.5 CCC Highways (Development Management) - 21 June 2024**

[Following the requested amendment to the Framework Plan]

Thank you for the provision of the revised Framework plan. I can confirm that this addresses my final outstanding comment.

**5.6 CCC Highways (Development Management) - 02 June 2024 (summary)**

Confirmed agreement to the site accesses (and works to bus stops) as shown on the drawings 19196-WIMB-5-101 Rev B and 19196-WIMB-5-102 Rev C and addressed previous concerns.

Recommended that the development framework plan is updated to include a 3m wide shared footway / cycleway on the west side of the road opposite the NEAP, to provide comprehensive cycle connectivity across the whole allocated development site and integrate the land being considered under the application F/YR23/0370/O.

**5.7 CCC Highways (Development Management) – 08 February 2024 (summary)**

*Access at no. 40 Wimblington Road and Lambs Hill Drove*

- Requested 3m wide shared use footway/ cycleway to both sides of accesses and continuing along the distributor road
- Notes accesses are not suitable for commercial bus use, should it be needed

*Wimblington Road off-site works*

Indicative traffic calming proposals are shown on the drawings 19196-WIMB-5-105 where the applicant is proposing a new gateway feature with 30mph roundels and the removal of three existing bus stop laybys. No objection to the removal of the bus stop laybys as a bus can safely stop in carriageway when needed and is generally preferred by bus operators on the basis that it is easier for vehicles to safely re-join the traffic flow. Notes the works are not necessary to make the development acceptable, so the provision is at the developer's discretion and that of the LPA. If the bus stop laybys are to be removed, there is opportunity to include Real Time Passenger Information and bus shelter which would improve the attractiveness of the bus services. The 30mph roundels will need to be omitted. Any traffic calming proposals must consider the entire length of impacted highway and single features in isolation can be detrimental. In any case, this is not required.

**5.8 CCC Highways (Development Management) – 18 September 2023**

Requests further details in respect of access locations at 40 Wimblington Road and Lambs Hill Drove geometry and visibility. Also requests details in respect of vehicle tracking to account for different vehicle types/ lengths. Provides advice on achieving tree-lined streets and requirements in respect of cycle/ pedestrian infrastructure shown on the Framework Plan.

**5.9 CCC Highways (Transport Team) – 6 August 2024**

The applicant has submitted a mitigation scheme for the Mill Hill roundabout, which has gone through the safety audit process and has been deemed acceptable by the development management team.

There are 3 live planning applications for this allocation. No occupation of the 75th dwelling would therefore mean that up to 225 dwellings could be built across the whole allocation before any mitigation is delivered at the Mill Hill roundabout.

The Highway Authority does not wish to object to the planning application subject to the [Conditions or S106 agreement securing Mill Hill roundabout mitigation, bus stop improvements/ provision/ maintenance contribution and Travel Plan].

**5.10 CCC Highways (Transport Team) – 11 June 2024**

[Following the response to CCC's 14th May 2024 Highways Consultation Response]

A contribution of £313,846 towards bus service improvements is acceptable.

The modelling is acceptable.

The Signals Team have reviewed the LinSig model and are happy with it.

*Mitigation*

Mill Hill Roundabout

Further design and safety information required.

Peas Hill Roundabout

The Highway Authority would accept a contribution of £637,500 (£1,500 x 425 dwellings).

Given a lot of the capacity issues at the Peas Hill Roundabout are linked to the Hostmoor Avenue junction, any wording in an agreement would be that the money could be spent towards improvements at either junction.

Bus Infrastructure

If a recommendation of approval is given, a condition will be applied for a bus stop with infrastructure to be provided within the site.

The applicant is proposed to upgrade 4 existing bus stops on Wimblington Road and remove the laybys. The purpose of removing the laybys is to enable a shelter to be installed. If a recommendation of approval is given, a condition will be applied to this affect.

A contribution of £313,846 towards bus service improvements is acceptable.

**5.11 CCC Highways (Transport team) – 16 May 2024**

Further information requested over: the Transport Assessment modelling, key junctions and access modelling, lack of appropriate pedestrian/ cycle/ bus infrastructure.

**5.12 CCC Highways (Transport team) – 29 February 2024 [summarised]**

Further information requested over: Traffic calming, bus strategy, forecast growth, committed development, TRIP generation and distribution and consequential highway impacts.

**5.13 CCC Highways (Transport team) – 12 September 2023**

Further information requested over: The study area of the Transport Assessment, proximity to local services, walking and cyclist route availability, public transport, highway network review, background traffic flows, collision analysis, Traffic calming, bus strategy, railway station parking capacity, forecast growth, committed development, TRIP generation and distribution and consequential highway impacts.

**5.14 CCC Definitive Map Team – 30 Jan 2024**

Public Byway No. 24, March runs to the north of the site. To view the location of the Byway please view our interactive map online which can be found at <http://my.cambridgeshire.gov.uk/myCambridgeshire.aspx>.

Whilst the Definitive Map Team has no objection to this proposal, the Byway must remain open and unobstructed at all times.

#### 5.15 CCC Definitive Map Team – 8 Sept 2023

Sets out that there is no legally defined and recorded width for Public Footpath Byway 24, March and therefore are not able to advise what the width would be. As the dimensions are not known, cannot guarantee that the applicant would not be encroaching upon the highway. The applicant therefore would proceed with any development that might affect the highway at their own risk. With regards to the multiple entrance points for pedestrians and cyclists, please be mindful that any proposed change of surface to of any part of a public right of way in Cambridgeshire are now required to follow an authorisation process. No objection noting that the Byway must remain open and unobstructed at all times.

#### 5.16 CCC Growth & Economy - 19 Mar 2024

I can confirm that the education and library contributions are as we have previously requested. We are also seeking land from this development and the adjacent site towards the expansion of the Neale Wade academy.

#### 5.17 CCC Growth & Economy – 19 Oct 2023 [summarised]

Table 1 - S106 contributions – summary table

	Contribution	Project	Indexation date	Trigger
Early Years	£1,023,378* *see Table 9	New early years facility serving March	1Q2020	50% prior to 1st occupation and 50% prior to 20 <sup>th</sup> occupation
Primary	£3,701,580* *see Table 10	New primary facilities serving March	1Q2020	
Secondary	£2,676,818* *see Table 11	Expansion of Neale Wade Academy	1Q2020	
Libraries	£96,733	Enhancement of buildings and facilities at March library	1Q2019	100% prior to occupation of 50% of the development
Strategic Waste	N/A			

The County Council has made separate representations to the applicant regarding the provision of additional land to enable the expansion of Neale Wade. Please refer to the separate note: “Evidence of demand for additional sports pitch land from the South 10 East March allocation to allow for the expansion of Neale-Wade Academy, March”, dated 19th June 2023.

The school site is currently approximately 10.4 hectares. For 1,850 places the BB103 recommended range is 10.15 to 12.76 hectares. Due to the site analysis being high level it is currently unknown whether the school currently has the appropriate breakdown of external play areas and it is also unknown at this stage how feasible it would be to expand the site. The provision of additional capacity would require a building with a significant footprint and additional external areas and parking. Therefore, the Council would look to seek 2.36 hectares as this would mean Neale Wade’s site would meet the maximum range of 12.76 hectares.



#### 5.18 **CCC Archaeology – 31 Jan 2024**

Recommend that an archaeology condition be placed on any outline planning consent.

#### 5.19 **CCC Archaeology – 04 Sept 2023**

Recommend that an archaeology condition be placed on any outline planning consent.

#### 5.20 **CCC Lead Local Flood Authority – 01 May 2024**

We have reviewed the following documents:

- Flood Risk Assessment and Drainage Strategy, Woods Hardwick, 19196/FRA and DS/RevE, November 2023
- Illustrative Master Plan, Pegasus Group, P22-0602\_EN\_21 RevE, March 2024

Based on these, as Lead Local Flood Authority (LLFA) we have no objection in principle to the proposed development. While an updated flood risk assessment has not been provided, the latest illustrative master plan shows no notable changes in layout that could impact previous flood risk and drainage proposals. As such, our previous recommendation is still applicable, which has been reiterated below.

The above documents demonstrate that surface water from the proposed development can be managed through the use of multiple attenuation basins, restricting surface water discharge to the Qbar greenfield runoff rate for proposed impermeable areas.

Surface Water Scheme required to be submitted via a pre-commencement condition.

#### 5.21 **CCC Lead Local Flood Authority – 13 March 2024**

We have reviewed the following documents:

- Flood Risk Assessment and Drainage Strategy, Woods Hardwick, 19196/FRA and DS/Rev E, November 2023

Based on these, as Lead Local Flood Authority (LLFA) we have no objection in principle to the proposed development. The above documents demonstrate that surface water from the proposed development can be managed through the use of multiple attenuation basins, restricting surface water discharge to the Qbar greenfield runoff rate for proposed impermeable areas.

Surface Water Scheme required to be submitted via a pre-commencement condition.

#### 5.22 **CCC Lead Local Flood Authority – 12 Sept 2023**

Objects on the following grounds;

- third party landowners consent has not been provided.
- Requires that the applicant attempts to discharge as much surface water runoff via gravity as possible.
- exceedance flow flood plan requires clarification
- Storm modelling requires amended
- Further capacity detail of storage structures required
- Hydraulic calculations and network calculations to be revised
- Drainage layout to align with hydraulic model
- Clarification on levels detail required.

### 5.23 CCC Minerals & Waste Planning Group – 19 Oct 2023

No objection. Confirms that while the site falls partly within a Sand and Gravel Mineral Safeguarding Area, it is exempt the requirement of Policy 5 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan (July 2021) given its Local Plan allocation status.

Request that the applicant is encouraged to make best use of any sand and gravel that may be incidentally extracted as part of the development (requested to be advised through an informative).

### 5.24 CCC Ecology – 12 Aug 2024

We welcome the additional information submitted regarding peat soils / lowland fen and BNG assessment, which has adequately addressed our previous concerns and therefore, we remove our previous recommendations for refusal.

As such, the proposal is acceptable on ecology grounds, providing that the biodiversity compensation / mitigation measures and enhancements recommended within the Ecological Impact Assessment are secured through a suitable worded condition(s) to ensure compliance with Fenland Local Plan 2014 policies LP16 and LP19 that seek to conserve, enhance and protect biodiversity through the planning process:

We recommend the following planning conditions:

1. Site-wide
  - a. Ecological Design Strategy, to include a BNG strategy
  - b. Construction Ecological Management Plan (CEcMP)
2. Phase / parcel:
  - a. Updated ecology surveys
  - b. Construction Ecological Management Plan, demonstrating compliance with site-wide CEcMP
  - c. Biodiversity Net Gain Plan, demonstrating compliance with EDS BNG Strategy
  - d. Detailed lighting scheme sensitively designed for wildlife, demonstrating delivery of EDS
  - e. Detailed landscape and biodiversity enhancement scheme, demonstrating compliance with EDS (beyond BNG), including highways and building design

#### *Peat soils / Lowland Fen*

We welcome the submission of the Land Research Associates (2024) Agricultural Quality report which confirms there is no peat present at the site and addresses our previous concerns. It should be noted that agricultural assessments are not our specialism and therefore, have assumed the results to be accurate.

We are satisfied that lowland fen will not be impacted by the proposals.

#### *BNG assessment*

We welcome the submission of the updated Biodiversity Metric 4.0 to reflect our position and the Wildlife Trust's position that it is more realistic that "other neutral grassland" of "moderate" condition, rather than good condition, can be delivered as part of the scheme. The updated BNG calculations suggests the development has the potential to deliver 11% Biodiversity Net Gain.

If permission is granted, it will be important that a detailed BNG assessment based on the detailed landscape plans be submitted and a BNG Plan is secured for each reserved matters application to demonstrate how each phase / parcel will contribute to the delivery of proposed BNG.

### 5.25 CCC Ecology – 18 Apr 2024

We have reviewed the applicant's response in relation to our concerns regarding Biodiversity Net Gain assessment, as well as the updated BNG calculations and consultation responses from Natural England and Wildlife Trust.

We recommend refusal of the planning application until further information is provided to demonstrate the impact of the scheme on irreplaceable habitat, to ensure compliance with National Planning Policy Framework paragraph 180 and Fenland Local Plan policies LP16 & LP19. This information shall include:

- Soil assessment of Lowland Fen habitat to confirm whether or not it's irreplaceable Habitat
- Update of ecological assessment (if Lowland Fen has been identified)
- Update of BNG assessment to take account of Lowland Fen (irreplaceable habitat) In addition, prior to determination, the BNG assessment should be updated to show 'moderate' condition of other neutral grassland habitat.

#### *Irreplaceable Habitat*

Natural England have raised concerned that the scheme may impact Irreplaceable Habitat – Lowland Fen.

The impact of a development scheme on irreplaceable habitat is a material consideration in the planning process and could be a recommendation for refusal. It is therefore important that Natural England's concerns are addressed to confirm the presence / absence of Lowland Peat. We recommend that the soil surveys are set out in Catherine Duerden email of 15 March (1:51pm to Mark Russell).

If Lowland Fen is found to be presence at the site, it should be mapped and an Ecological Impact Assessment completed to consider the impact of the scheme on Lowland Fen. This should include assessment of loss and degradation of the scheme, with detailed hydrological assessment and consideration of the impacts of both the built environment and creation of 'dry' grassland habitats at the site. Retention of the Lowland Fen habitat will need to consider how the Lowland Fen will be restored and adequately 'wetted' as part of the scheme.

#### *Biodiversity Net Gain*

If Lowland Fen – Irreplaceable Habitat is recorded on the site, then it's presence should be mapped and the BNG assessment / calculations must be updated to reflect these results.

#### *Other Neutral Grassland*

We welcome further information provided regarding the rationale for classifying 'other neutral grassland' as good condition. However, no soil sampling or technical evidence from a landscape specialist, no outline strategic for removing soil nutrients, or consideration of influence of nitrogen deposition (from agricultural) on the grassland's ability to maintain a low nutrient threshold throughout the 30 years, has been provided to satisfy our concerns.

As a general principle, the BNG assessment typically looks to enhance a habitat condition by 1 category (e.g. poor to medium) through the 30-year term. Given the existing 'other neutral grassland' habitat present has been identified as 'poor' condition, it seems reasonable that the newly created 'other neutral grassland' will only be elevated to a 'moderate' condition. It would take substantial effort, and therefore high-level of risk, to create 'other neutral grassland' of 'good condition'. This is further reflected by the lack of grasslands of high biodiversity value within Fenland (e.g. County Wildlife Sites).

We are in agreement with Wildlife Trust, that it is unlikely that 'good' condition grassland will be delivered as part of this scheme. Therefore, our previous position still stands, that the BNG assessment should be revised to show habitat of moderate condition.

**5.26 CCC Ecology – 27 November 2023**

Concerns over how 10% BNG has been calculated. Recommends further information provided. Planning conditions recommended in the event the application is approved.

**5.27 Natural England – 1 May 2024**

[Following submission of a land quality assessment, updated biodiversity metric and response to NE's advice]

Natural England has previously advised on this proposal and made comments to the authority in our responses dated 08 February 2024 (ref 464723) and 15 March 2024 (ref 468218).

We do not wish to provide further comment and leave it to your Authority to decide whether sufficient soil sampling points have been undertaken within the potential peat area to inform your decisions. The proposed amendments to the original application are unlikely to have significantly different impacts on the natural environment than the original proposal.

Should the proposal be amended in a way which significantly affects its impact on the natural environment then, in accordance with Section 4 of the Natural Environment and Rural Communities Act 2006, Natural England should be consulted again. Before sending us the amended consultation, please assess whether the changes proposed will materially affect any of the advice we have previously offered. If they are unlikely to do so, please do not re-consult us.

**5.28 Natural England – 15 Mar 2024**

Provides follow-up advice on the definition of peat and where this constitutes irreplaceable habitat.

**5.29 Natural England – 9 Feb 2024**

As submitted, the application could have potentially significant effects on the Fenland peat carbon sink. Natural England requires further information in order to determine the significance of these impacts and the scope for mitigation. The following information is required:

- LPA decision about the presence of 'Lowland Fen' Irreplaceable Habitat, and amendment of the BNG Metric if required.
- Accurate mapping of peat in the proposal area.
- Alteration of site and habitat plans to avoid development and inappropriate land use on peat, and consideration of measures to enhance the peat resource.
- Agricultural Land Classification (ALC) survey report to inform a soil management plan.

Without this information, Natural England may need to object to the proposal.

**5.30 Natural England – 20 Oct 2023**

Advises NE has no comments to make on the application.

**5.31 The Wildlife Trust – 22 Mar 2024**

Considers that that a more realistic precautionary approach needs to be taken with the BNG assessment and that the predicted condition for the Neutral Grassland post development should be set as Moderate. The overall BNG should therefore be recorded as only 3%, but as correctly noted by CSA this would still accord with

Fenland DC planning policy requirements at the time of submission of this application.

**5.32 The Wildlife Trust – 6 Sept 2023**

Advises that the submitted Ecological Impact Assessment (EclA) should be fully reviewed by the Fenland DC Ecological Advisor. Considers the application includes a good proportion of green infrastructure, around 40% of the application area, around half of which is natural greenspace. The Wildlife Trust welcomes and supports this amount of green infrastructure.

Considers that that a more realistic precautionary approach needs to be taken with the BNG assessment and that the predicted condition for the Neutral Grassland post development should be set as Moderate. The overall BNG should therefore be recorded as only around 3%, but as correctly noted by CSA this would still accord with Fenland DC planning policy requirements at the time of submission of this application.

The Wildlife Trust requested that the submitted Defra Biodiversity Metric is revised to show a net gain of +3.30%.

**5.33 Environment Agency - 5 Feb 2024**

Advises they have no further comments.

**5.34 Environment Agency – 7 Sept 2023**

We have reviewed the submitted Flood Risk Assessment (FRA) with regard to tidal and designated main river flood risk sources only.

We have reviewed the submitted documentation including the FRA which shows that all development is taking place in Flood Zone 1, with only water compatible development proposed within Flood Zones 2 and 3.

We consider that the main source of flood risk at this site is associated with watercourses under the jurisdiction of the Internal Drainage Board (IDB). As such, we have no objection to the proposed development on flood risk grounds. However, the IDB should be consulted with regard to flood risk associated with watercourses under their jurisdiction and surface water drainage proposals.

In all circumstances where flood warning and evacuation are significant measures in contributing to managing flood risk, we expect local planning authorities to formally consider the emergency planning and rescue implications of new development in making their decisions.

**5.35 Middle Level Commissioners IDB - 06 March 2024**

Please be advised that neither the Middle Level Commissioners nor our associated Boards are, in planning terms, statutory consultees and, therefore, do not actually have to provide a response to the planning authority and receive no external funding to do so.

However, due to the size and location of the development, a response is currently being prepared, which it is hoped will be provided shortly.

**5.36 Anglian Water Services Ltd – 27 Jan 2024**

No further advice from that of 11 September 2023

**5.37 Anglian Water Services Ltd – 11 Sept 2023**

Assets Affected

There are assets owned by Anglian Water or those subject to an adoption agreement within or close to the development boundary that may affect the layout of the site. Anglian Water would ask that the following text be included within your

Notice should permission be granted. Anglian Water has assets close to or crossing this site or there are assets subject to an adoption agreement.

Therefore the site layout should take this into account and accommodate those assets within either prospectively adoptable highways or public open space. If this is not practicable then the sewers will need to be diverted at the developers cost under Section 185 of the Water Industry Act 1991. or, in the case of apparatus under an adoption agreement, liaise with the owners of the apparatus. It should be noted that the diversion works should normally be completed before development can commence.

#### Wastewater Treatment

The foul drainage from this development is in the catchment of March Water Recycling Centre that will have available capacity for these flows

#### Used Water Network

This response has been based on the following submitted documents: Flood risk assessment and drainage strategy part 1 and part 2 There are capacity constraints within the network in Bakers Lane. Consequently, the full development may lead to an unacceptable risk of flooding and/or pollution. Anglian Water is working with the applicant to established a suitable point of connection for the proposed site and to ensure any infrastructure improvements are delivered in line with the development. Anglian Water may need to/planning to/are currently monitor(ing) the network. Further analysis will be required to establish the extent of network reinforcement that may be required to accommodate the full development. We are engaging with the applicant throughout this process to understand timescales. We therefore request a condition requiring phasing plan and/or an on-site drainage strategy.

#### Section 4 - Surface Water Disposal

The preferred method of surface water disposal would be to a sustainable drainage system (SuDS) with connection to sewer seen as the last option. Building Regulations (part H) on Drainage and Waste Disposal for England includes a surface water drainage hierarchy, with infiltration on site as the preferred disposal option, followed by discharge to watercourse and then connection to a sewer.

The applicant has indicated on their application form that their method of surface water drainage is via SuDS. If the developer wishes Anglian Water to be the adopting body for all or part of the proposed SuDS scheme the Design and Construction Guidance must be followed. We would recommend the applicant contact us at the earliest opportunity to discuss their SuDS design via a Pre-Design Strategic Assessment (PDSA). The Lead Local Flood Authority (LLFA) are a statutory consultee for all major development and should be consulted as early as possible to ensure the proposed drainage system meets with minimum operational standards and is beneficial for all concerned organisations and individuals.

#### Suggested Planning Conditions

##### *Used Water Sewerage Network*

Condition Prior to construction above damp-proof course a Phasing Plan setting out the details of the phasing of the development shall be submitted to, and approved in writing by the Local Planning Authority. Thereafter, the development shall be carried out in complete accordance with the approved Phasing Plan. Reason To ensure the development is phased to avoid an adverse impact on drainage infrastructure.

Condition: Prior to construction above damp proof course a Phasing Plan setting out the details of the phasing of the development shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall be carried out in complete accordance with the approved Phasing Plan. Reason: To ensure the development is phased to avoid an adverse impact on drainage infrastructure.

Desktop analysis has suggested that the proposed development will lead to an unacceptable risk of flooding downstream. We therefore highly recommend that you engage with Anglian Water at your earliest convenience to develop in consultation with us a feasible drainage strategy.

#### **5.39 Active Travel England – 13 May 2024**

Conditional approval: ATE recommends approval of the application, subject to the agreement and implementation of planning conditions and/or obligations

*Summary:*

ATE notes the improvements that have been made over the course of the application to the quality of the active travel routes within the site, with the permeability of the network of pedestrian and cycle routes having been significantly improved. ATE notes the applicant's comments on the use of shared use paths for pedestrians and cyclists and while the interpretation of LTN 1/20 is still disputed, it is noted that this approach has been preferred by the local highway authority and if designed well these paths could be positive features.

ATE's primary concern remains the active travel routes from the site to the nearest primary school. The distance and the route is likely to discourage a significant number of parents from walking with children to school; the informal shorter route via Monte Long Close is not guaranteed and would exclude certain pedestrians and cyclists. On this matter ATE's comments have not been addressed and concern remains that this could result in a low active mode share among primary school trips from this development. ATE recognises that the principle of this site is agreed with the local authority, and that the land is outside of the boundary of the site and not within the ownership of the applicant or local authority.

With all of the above in mind, ATE does not wish to object to the application, however it is recommended that the application contribute towards enhancing or delivering a school travel plan at Cavalry Primary School and the local authority should investigate and consider what powers they may have to deliver a formal connection to Monte Long Close.

#### **5.40 Active Travel England – 1 Feb 2024**

Deferral: ATE is not currently in a position to support this application and requests further assessment, evidence, revisions and/or dialogue.

ATE recommend that the Local Planning and Highway Authority considers the following points to discuss with the applicant:

- Removal of shared footways/cycleways on the 'Distributor Road' and 'Major Access Road', to be replaced by an approach compliant with guidance contained within LTN 1/20.
- A qualitative assessment of routes from the development to the nearest primary school(s) remains outstanding, which should provide a more thorough understanding of the potential for primary school pupils living at the development to walk, wheel or cycle to school.
- Consideration to amendments to the Framework Plan to show the formal pedestrian and cycle route having priority where it crosses over the primary

street, and the submission of cross sections of this route to show segregation of pedestrians and cyclists.

#### **5.41 Active Travel England – 11 Sept 2023**

Deferral: ATE is not currently in a position to support this application and requests further assessment, evidence, revisions and/or dialogue.

##### *Summary*

While ATE acknowledges that much of this application is currently at outline stage, there is a need for the application to provide confirmation that active travel journeys to the nearest primary school will be a realistic and attractive option for all. There is also potential for it to contribute more towards encouraging active travel within the site and from the site to nearby amenities and March town centre. ATE would strongly encourage these principles to be agreed at outline stage to ensure walking, wheeling and cycling is given priority, as is required by the National Planning Policy Framework (NPPF), and would recommend that this application should not be determined until further information has been submitted and reviewed to address these concerns.

#### **5.42 Active Travel England – 21 Aug 2023**

Deferral: ATE is not currently in a position to support this application and requests further assessment, evidence, revisions and/or dialogue.

- Limited assessment of routes to the nearest primary school(s), with potential deficiencies on the route to Cavalry Primary School identified by ATE
- The use of shared footways/cycleways
- Improvements to the north-south active travel routes
- Recommended the addition of public/visitor cycle parking

#### **5.43 Sport England – 09 May 2024**

The additional information submitted confirms that the safeguarded land for sports pitches is to provide potential replacement playing field provision if the Neale Ward Academy's future expansion plans were to involve building on existing playing field. As such, this safeguarded provision would not be new provision but replacement provision. There is also no certainty at this stage that the land would be subject to a community use agreement.

As discussed in Sport England's consultation response dated 25 January 2024, the Planning Statement submitted with the application confirms that there is a policy requirement for 1.8 hectares of land for outdoor sports to be provided on the site. The letter from Andrew Hodgson and the amended Illustrative Landscape Masterplan both confirm that no land for outdoor community sports provision would be provided as part of the proposal. Based on this information, the proposal would not meet Sport England's planning objective of 'provide' – to provide new opportunities for sport to meet the needs of current and future generations or paragraphs 102 and 103 of the NPPF which require that new provision of sport and recreation facilities should be provided where a need has been identified by a robust and up-to-date assessment. The findings of the PPS and the comments made by the Football Foundation and the Rugby Football Union (in letter dated 25 January 2024) confirm that there is a deficiency of playing pitches in the area and this deficiency would be exacerbated by the increase in population in March as proposed by this residential scheme.

In light of the additional information submitted by the agent which confirms that no land for outdoor community sports provision would be provided as part of the proposal, Sport England is unable to support this application. We are concerned that the proposal does not provide any new provision for sport and recreation



facilities as required by Policy LP7 in the Fenland Local Plan (2014) and fails to meet Sport England's objective of providing new opportunities for sport to meet the needs of current and future generations. The proposal would also fail to meet the requirements of paragraphs 102 and 103 of the NPPF which requires that new provision of sport and recreation facilities are provided where there is an identified need.

**5.44 Sport England – 25 Jan 2024**

Objects to the development on the basis that the sports pitches would not be reserved for community use and therefore does not provide any new provision for sport and recreation facilities as required by Policy LP7 in the Fenland Local Plan (2014) and fails to meet Sport England's objective of providing new opportunities for sport to meet the needs of current and future generations. The proposal would also fail to meet the requirements of paragraphs 102 and 103 of the NPPF which requires that new provision of sport and recreation facilities are provided where there is an identified need.

**5.45 Sport England – 8 Sep 2023**

Potential for the pitches to be used for rugby union. Require a condition requiring the submission of a scheme for the implementation of an approved scheme for implementing the playing fields. The proposal could help address established playing pitch deficiencies, the proposal would meet objective 3, and therefore Sport England supports this application in principle.

Recommends that a ground conditions assessment is undertaken by a sports turf specialist/agronomist who can recommend a scheme for preparing the playing fields to the required specification. The recommended scheme should then be implemented.

**5.46 NHS Estates – 13 Sept 2023**

Joint response on behalf of Cambridge and Peterborough Integrated Care System (C&PICS) as local primary healthcare commissioners on the position of Primary Health Care provision

The ICB has identified that the development is most likely to impact on the 3 services of Cornerstone & Mercheford Practice: Mercheford House Surgery, Cornerstone & Mercheford Practice: Cornerstone Practice and Riverside Practice

C&P ICS note that the S106 contribution secured from this development would fund the development of a new healthcare facility that would serve the future residents of this development

The site-specific capital cost required to deliver the needed additional floorspace via new built premises (build cost of £6,700/sqm) within the locality...which identifies the need for a capital contribution of £561,364.

**5.47 East Of England Ambulance Service NHS Trust – 29 July 2024**

This development will affect March ambulance station and Wisbech, St Ives and Ely ambulance stations and the Peterborough Hub which respond to emergency incidents within the local area as well as impact on the regional call centres.

Travel times from March Ambulance Station in rush hour traffic to the development location are circa 10 minutes and 30 minutes from form other nearby ambulance stations and Peterborough Hub (Reference ShapeAtlas) (NB this is a standard reference point and does not mean ambulances come from these locations in

order to respond to calls nor does it take into consideration responses will be made under blue light conditions).

For these reasons, in order to make this development acceptable it is requested a capital contribution from developers is made towards the provision Emergency Ambulance Service Infrastructure which may be the nearest Hub, local ambulance station(s), provision of additional ambulance vehicles to support the population growth from this development.

Capital Cost calculation of additional emergency ambulance health services arising from the development proposal;

No. Dwellings	Infrastructure Cost*	Total
425	£327	£138,975

\* Adjusted pro-rata for 2.4 person per dwelling. EEASTs baseline infrastructure cost\* calculation of £300 is based on 2.2 persons per dwelling as submitted to Fenland IDP Regulation 18 consultation October 2022

[Subsequently confirmed with the officer that the financial contribution is intended for upgrades and enhancements to Peterborough Hub e.g., EV charging points and associated infrastructure and/ or new ambulances.

**5.48 East Of England Ambulance Service NHS Trust – 5 Jan 2024**

Advises the development will affect March Ambulance station and mitigation required.

**5.49 Cambridgeshire Fire & Rescue Service – 22 Jan 2024**

Requests that adequate provision be made for fire hydrants, which may be by way of Section 106 agreement or a planning condition.

**5.50 Cambridgeshire Fire & Rescue Service – 23 Aug 2023**

Requests that adequate provision be made for fire hydrants, which may be by way of Section 106 agreement or a planning condition.

**5.51 Cambs Police - Designing Out Crime Officers – 19 Jan 2024**

I have viewed the documents and note my previous comments dated 7th September 2023, these comments still stand. I withhold further comment for full planning or reserved matters application.

**5.52 Cambs Police - Designing Out Crime Officers – 7 Sept 2024**

Advises that based on crime and incident systems covering March Ward for the last 2 years a two-year period, considers this to be an area of medium risk to the vulnerability to crime at present.

Would like further details of;

- External lighting
- Cycle sheds
- Window positions i.e., surveillance
- Footpath/Open Space/ Landscaping

Would encourage the applicant considers submitting a “Secured By Design” (SBD) residential 2023 application.

**5.53 Historic England – 23 Jan 2024**

Does not wish to offer any comments. Suggest seeking the views of the Council's specialist conservation and archaeological advisers.

**5.54 Historic England – 13 Sep 2023**

Suggest seeking the views of the Council's specialist conservation and archaeological advisers.

**5.55 FDC Conservation Officer – 23 Jan 2024**

The map below shows limited development beyond the Town End core surrounding the GI listed St Wendendra's Church at the turn of the C20 with the area laid out to agricultural fields. Other than C20 ribbon development along Wimblington Road, the views of Town End and St Wendendra's Church are largely unaltered from the late C19. It should be noted that the former railway line that bounds the east of the site is now a positive tree lined PROW and is a heritage asset in its own right.

Owing to the edge of countryside nature of this development, it is imperative that considerations are given to the long distant views towards the site. All efforts should be made to retain the existing vegetation and trees along the boundaries of the site and add to them substantially where possible. There should be no presence of hard boundary treatments on the edges of the site. Dwellings should either face outward, addressing the open countryside, or where side and rear elevations are unavoidable, soft landscaping used rather than hard and unrelieved fencing. This will ensure that views towards the site from the open countryside are softened and do not result in incongruous hard landscaping features on the edges of the site. The presence of good planting will also act to screen generic modern development, lacking in local distinctiveness that this site will invariably possess. From the indicatives, there appears to have been some consideration given to respecting the character of Barkers Lane, Lambs Hill Drove and the Railway Line Footpath, in that the development is shown to have landscaped buffer areas on the edges of the site.

There are distant views across the site of the spire of the GI listed St Wendendra's across the Fenland agrarian landscape. This is an historic landmark and wayfinding feature of an historic settlement. These are positive views and whilst some will be retained, every effort should be made to soften the transition from built to rural with high quality planting and landscaping of the boundaries to preserve the character of the retained views.

I come to the same conclusion as the author of the HIA in that the development will result in less than substantial harm (lower end of the spectrum).

**5.56 FDC Conservation Officer – 19 Oct 2023**

Objects on the basis of less than substantial harm (lower end of the spectrum) on the wider setting and views of the GI listed St Wendendra's Church. Case Officer needs to consider whether the harm is outweighed by deemed public benefits of the development. The advice and considerations above need to be taken into consideration at later stages.

**5.57 FDC Trees Officer – 23 Oct 2023**

I have reviewed the submitted AIA and have no objections to the classification and condition assessment of the trees on or adjacent to the site. I note that it is planned to retain much of the boundary vegetation with the majority of the losses for the access to the site. The illustrative masterplan shows substantial planting and green infrastructure and this is welcomed particularly the street tree planting.

Details of species selection and long-term management can be dealt with at a later date and should include screening to existing residential properties

**5.58 FDC Housing – 16 Feb 2024**

Affordable Housing required - 70% affordable rented tenure and 30% shared ownership. If the applicant chooses to provide a financial contribution rather than seek an RP partner to deliver the on-site affordable housing, the affordable housing financial contribution will be calculated in accordance with the mechanism provided in the Local Plan.

**5.59 FDC Environment & Health Services – 20 May 2024**

Accepts the findings of the ground investigation report GRM Phase II Appraisal (P10224/PIISAR.1) dated April 2024, subject to the measures set out in the Summary of Recommendations being applied in full.

**5.60 FDC Environment & Health Services – 4 Oct 2023**

Accepts the findings of the air quality assessment, noise assessment and the Phase 1 Site Appraisal Desk Study and recommend the following conditions be imposed in the event that planning permission is granted.

- 1 Construction Environmental Management Plan
- 2 Construction Hours Condition
- 3 Contaminated Land
- 4 Unexpected Contamination

**5.61 FDC Open Spaces & Leisure – 3 Jan 2024**

Identifies that there is a need for Rugby pitches in the March area.

**5.62 FDC Assets & Major Projects – 24 Oct 2023**

Advises no comments to make and that they “now have a proposal for CPCA funding to bring the disused railway / footpath up to a useable standard which we will explore further”

**Local Residents/Interested Parties**

**5.63 Objectors**

26 objections received all from residents within March at;

- Wimblington Road
- Barkers Lane
- Elwyn Court
- Sherbrooke Close
- Cavalry Drive
- Robingoodfellows Lane
- Berryfield
- Fairfax Way
- Fleetwood Close
- Atlantic Close

with the following comments (summarised);

- Surface Water drainage/ flooding
- Foul drainage issues
- Insufficient capacity for schools, doctors, elderly support, public amenities

- Transport infrastructure inadequate/ congestion
- Loss of green space/ rambling areas
- Higher quality homes should be provided to attract a wealthier demographic
- Environmental harm
- Harm/ loss to wildlife/ biodiversity/ habitat
- Highways safety
- Requirement to protect privacy and right to light
- Informal car park on Lambs Hill Drive is being maintained
- Pollution during construction
- Pollution from the development e.g., noise, air quality, light
- Unsustainably located
- Crime
- Overdevelopment
- Impact on the school
- Loss of tranquility
- Loss of views
- Loss of trees
- Out of character/ harm to the character of Town End
- Loss of agricultural land
- The proposed sports pitches will take revenue from Neale Wade school
- Other sites available at lower risk of flooding
- Will not provide economic benefits
- Housing not required
- Land outside applicant's ownership
- Removal of bus laybys will cause congestion

#### 5.64 **Supporters**

One resident (two representations) in support of the scheme with the following comments (summarised);

- Fits with the Local Plan
- Will bring vital development to the town
- Increased population will help rejuvenate the town's economy/ will bring diversity

#### 5.65 **Other Representations**

Two representations received neither supporting nor objecting but with the following comments (summarised).

- Need to consider infrastructure demands e.g., schools, healthcare, water and electricity.
- Provides stats for housebuilding in Peterborough in comparison to March
- Flooding needs to be considered and existing sewage issues

## **6 STATUTORY DUTY**

- 6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires a planning application to be determined in accordance with the Development Plan unless material planning considerations indicate otherwise. The Development Plan for the purposes of this application comprises the adopted Fenland Local Plan (2014), the March Neighbourhood Plan (2017) and the Cambridgeshire and Peterborough Minerals and Waste Local Plan (2021).

## **7 POLICY FRAMEWORK**

### **7.1 Fenland Local Plan 2014**

- LP1 – A Presumption in Favour of Sustainable Development
- LP2 – Facilitating Health and Wellbeing of Fenland Residents
- LP3 – Spatial Strategy, the Settlement Hierarchy and the Countryside
- LP4 – Housing
- LP5 – Meeting Housing Need
- LP6 – Employment, Tourism, Community Facilities and Retail
- LP7 – Urban Extensions
- LP8 – Wisbech
- LP9 – March
- LP10 – Chatteris
- LP11 – Whittlesey
- LP12 – Rural Areas Development Policy
- LP13 – Supporting and Managing the Impact of a Growing District
- LP14 – Responding to Climate Change and Managing the Risk of Flooding in Fenland
- LP15 – Facilitating the Creation of a More Sustainable Transport Network in Fenland
- LP16 – Delivering and Protecting High Quality Environments across the District
- LP17 – Community Safety
- LP18 – The Historic Environment
- LP19 – The Natural Environment

### **7.2 Cambridgeshire and Peterborough Minerals and Waste Local Plan 2021**

- Policy 5: Mineral Safeguarding Areas
- Policy 14: Waste Management Needs
- Policy 16: Consultation Areas
- Policy 20: Biodiversity and Geodiversity

### **7.3 March Neighbourhood Plan 2017**

- H1 – Large Development Sites
- H3 – Local Housing Need
- OS1 – Open Space

### **7.4 National Planning Policy Framework (NPPF)**

Para. 2 - Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

Para. 10 - So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development

Para. 12 - The presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision-making.

Para. 47 - Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

Para. 135 - Planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Chapter 14 – Meeting the challenge of climate change, flooding and coastal change

## 7.5 National Planning Practice Guidance (NPPG)

Determining a Planning Application

## 7.6 National Design Guide 2021

Context

Identity

Built Form

Movement

Nature

Public Spaces

Uses

Homes and Buildings

Resources

Lifespan

## 7.7 Emerging Local Plan

The Draft Fenland Local Plan (2022) was published for consultation between 25th August 2022 and 19 October 2022, all comments received will be reviewed and any changes arising from the consultation will be made to the draft Local Plan. Given the very early stage which the Plan is therefore at, it is considered, in accordance with Paragraph 48 of the NPPF, that the policies of this should carry extremely limited weight in decision making. Of relevance to this application are policies:

LP1: Settlement Hierarchy

LP2: Spatial Strategy for the Location of Residential Development

LP4: Securing Fenland's Future

LP5: Health and Wellbeing

LP7: Design

LP8: Amenity Provision

LP11: Community Safety

LP12: Meeting Housing Needs

LP17: Culture, Leisure, Tourism and Community Facilities

LP19: Strategic Infrastructure

LP20: Accessibility and Transport

LP21: Public Rights of Way

LP23: Historic Environment

LP24: Natural Environment

LP25: Biodiversity Net Gain

- LP27: Trees and Planting
- LP28: Landscape
- LP29: Green Infrastructure
- LP30: Local Green Spaces and Other Existing Open Spaces
- LP31: Open Space and Recreational Facilities
- LP32: Flood and Water Management
- LP33: Development on Land Affected by Contamination
- LP34: Air Quality
- LP39: Site allocations for March

## 7.8 Supplementary Planning Documents

### Delivering and Protecting High Quality Environments in Fenland SPD 2014

DM2 – Natural Features and Landscaping Schemes

DM3 – Making a Positive Contribution to Local Distinctiveness and character of the Area

DM4 – Waste and Recycling Facilities

DM6 – Mitigating Against Harmful Effects

### Developer Contributions SPD 2015

### Cambridgeshire Flood and Water SPD 2016

## 7.9 Other documents of material relevance

March South East Broad Concept Plan: Vision Document Ref:P22-0602\_14B

## 8 KEY ISSUES

- Principle of Development
- Access, Highways and Transport impacts
- Landscape & Character impacts
- Flood risk and drainage
- Heritage impacts
- Residential amenity
- Biodiversity
- Community Infrastructure

## 9 BACKGROUND

### *EIA*

9.1 As set out in the history section, the application has previously been screened for significant environmental effects under the framework of the Environmental Impact Assessment regulations, the most recent screening being in 2016. At no time was the development considered to constitute EIA development.

9.2 This latest application has also been screened under the latest 2017 Regulations. Again, it is considered that while the development may result in localised impacts to the settlement, the development would not result in significant environmental effects for the purposes of EIA developments.

## 10 ASSESSMENT



## **Principle of Development**

- 10.1 The site is located within the Market Town of March, whereby market towns form the main focus for growth, as set out in the Council's settlement hierarchy and under Policy LP3 and through policy LP4 targets March as delivering around 4,200 new homes within the plan period. Furthermore, Local Plan policy LP9 identifies the site as forming part of the Council's allocated housing growth land, with around 600 dwellings anticipated in this location, along with supporting infrastructure including land reserved for potential sports pitches for Neale Wade Academy, surface water attenuation and pedestrian and cycle infrastructure. Policy LP7 sets out that a Broad Concept Plan (BCP) for allocations must be agreed and for future proposals within the site conforming to the BCP. Policy H1 of the March Neighbourhood Plan aligns with Local Plan, identifying this area of March as allocated housing land.
- 10.2 A BCP for this site allocation was approved by the Council in June 2023. The submitted Framework Plan and supporting information sets out an intention to safeguard a proportionate amount of land for potential sports pitch provision for Neale Wade Academy, located at the far north of the site and adjacent to land subject to separate planning application (F/YR23/0370/O) – but which also reserves a section of land for the same. Cumulatively, these parcels would provide for around 2.1Ha of land safeguarded for future sports pitch expansion for the school.

### *The BCP*

- 10.3 The adopted Broad Concept Plan ('BCP') vision document indicates 2 primary points of access into the allocation directly from Wimblington Road which leads to a spine road through the site, connecting to parcels of housing land and supporting infrastructure. Across the site, a network of pedestrian and cycle paths permeate through and lead up to Barker's Lane Byway. The BCP also denotes potential for links to the disused railway track along the eastern boundary (subject to input from Highways). Also along the eastern boundary is an area of continuous greenspace incorporating indicative locations of SuDs attenuation basins.
- 10.4 The framework plan, parameter plan and supporting information submitted with the application closely follows the BCP vision. In this regard, the principle of the development is acceptable as it aligns with the ambitions of the relevant allocations policies and the adopted BCP for this site.

## **Access, Highways and Transport impacts**

- 10.5 Access is the only committed detail of this application. The application is supported by a Transport Assessment (committing access details) and Travel Plan. The applicant has undertaken detailed discussion with the County Council's Transport and Highways Development Management teams, with amendments to the access arrangements, highways mitigation and transport assessment agreed during the life of this application.

### *Access*

- 10.6 The Highways Authority are satisfied that the primary accesses can both achieve safe and suitable access to the wider allocation, accommodating sufficient visibility and encouraging non-car modes of travel by incorporating connectivity to the wider pedestrian/ cycle network along Wimblington Road. Furthermore, the framework plan shows that sustainable travel is also encouraged throughout the site and northwards onto Barker's Lane, which follows the BCP approach and is

acceptable in principle, with detailed matters of this expected to come forward at future detailed layout stages.

- 10.7 The site access strategy proposed by this application is capable of serving all land parcels in the allocation area and the Framework Plan shows indicatively highway connections which the applicant is expected to deliver up to their site boundaries.

*Bus Infrastructure*

- 10.8 The applicant has undertaken detailed discussion about the supporting travel plan, in particular securing a new demand-responsive bus service. The cost of delivering this service has been confirmed as £96,000 per year by the Cambridgeshire and Peterborough Combined Authority (CPCA). A proposed contribution of £313,846 has been calculated at pro-rata rate based on the capacity of the approved Southeast March Broad Concept Plan and the number of dwellings proposed by this planning application (425 out of the 600-650 envisaged for the allocation). The contribution covers a five-year period at the pro-rata rate i.e., if combined with proportionate contributions gained from other development parcels within the allocation. This contribution is also capable of delivering the bus service on its own for just over three years.
- 10.9 A new bus stop for this service would also be provided by the applicant within the site including a maintenance contribution, with details to be agreed. In addition, the applicant has agreed, as a minimum to provide Real Time Passenger Information ('RTPI') boards to each stop and, subject to confirmation that bus shelters will be adopted by an appropriate body, to reconfigure four existing bus stops along Wimblington Road, closest to the accesses. This would involve removing the bus laybys so that drivers would not have to pull in and pull out of the stops. The reconfigured bus stops whilst providing general enhancement are considered necessary here in view of the uncertainty over the longer-term provision of the on-site bus stop usage and given the limitations associated with only being able to confirm a three-year service at this time.
- 10.10 Concerns have been raised by a resident that removal of the lay-bys will cause congestion. Whilst these works are not yet fixed (as they are subject to long-term bus shelter adoption yet to be secured), they have been proposed at the request of the LHA who have identified that bus service providers find lay-bys inefficient to their service. No concerns have been raised by the LHA in respect of congestion issues arising through the bus stop reconfiguration.
- 10.11 The proposal and the allocation as a whole has also been considered in respect of its impacts on the wider transport network around March. It is known that Peas Hill roundabout (circa 3km north west of the site) is already at or over capacity and the LHA, through the March Area Transport Study (MATS), has identified a strategic project to increase capacity. The contributions toward this have been set at £1,500 per dwelling which would be pooled toward the capital project and would be used across either Peas Hill roundabout improvements and/ or Hostmoor Avenue improvements. It is understood that this levy is to be applied to all major strategic allocation developments in the March area.
- 10.12 Notwithstanding this, the applicant's transport assessment has also identified that improvements to Mill Hill roundabout (circa 1.3km south west of the site) at the north of Wimblington is required and design proposals have put forward to directly deliver this in the absence of a capital project, which would result in a

widening of the approaching northbound arm, to reduce lane starvation for those turning right and into March.

- 10.13 The improvement scheme has been safety audited and checked by the county Council's transport team and the County Council has suggested that the improvements should be delivered prior to 225 occupations of the wider strategic allocation. They have also agreed that the cost of delivering this scheme can be offset against the £1,500 per dwelling levy. It is considered that, given the financial contributions sought associated with transport mitigation and enhancement, the above measures are best secured via a S106 agreement, as there are other parcels within the allocation which may also chose to deliver some of the mitigation and or/ may ultimately, in combination with this application site meet the triggers requiring delivery of the mitigation. As such, a holistic approach to said mitigation is required, which is best captured in a legal agreement(s).

*Active Travel England ('ATE')*

- 10.14 ATE has noted that the improvements that have been made over the course of the application to the quality of the active travel routes within the site, with the permeability of the network of pedestrian and cycle routes having been significantly improved. ATE notes the applicant's comments on the use of shared use paths for pedestrians and cyclists and while the interpretation of LTN 1/20 (cycleway design) is still disputed, it is noted that this approach has been preferred by the local highway authority and if designed well these paths could be positive features.
- 10.15 ATE's primary concern remains the active travel routes from the site to the nearest primary school (Cavalry Park). The distance and the route is likely to discourage a significant number of parents from walking with children to school; the informal shorter route via Monte Long Close is not guaranteed and would exclude certain pedestrians and cyclists.
- 10.16 ATE's concerns are noted and it is acknowledged that opportunities at this time to encourage sustainable travel means to local schools is somewhat constrained, due mainly to the distance of the site from the nearest primary school and land ownership issues in respect of forging better links. However, and as ATE recognises, the principle of this site is agreed and has formed a strategic allocation since the adoption of the Local Plan, with such constraints existing at that time. As such, it has to be acknowledged that current circumstances are not optimum. However, opportunities may exist to encourage cycle use, for example through bike vouchers as part of a Travel Plan. Notwithstanding, having regard to the vision and requirements of the West March allocation, up to two new primary schools are envisioned here, with the first school anticipated to be delivered fairly early on in the phasing. This school would likely to be closer than Cavalry School and would therefore likely be the preferred catchment school in time.
- 10.17 Furthermore, the Council may wish to look at what opportunities exist to connect Barker's Lane to Monte Long Close. However, at present there is no evidence to indicate this is possible and therefore this application should be determined giving very little weight to this option.
- 10.18 In conclusion, the development demonstrates that it would be served by safe and suitable accesses and the wider development would broadly encourage and

facilitate non-car modes of travel, taking into account the intention to secure a network of interlinking cycle and pedestrian infrastructure and bus infrastructure. Furthermore, projects have been identified to mitigate the transport impacts of the development which the applicant has agreed to contribute toward or deliver directly. As such, as far as transport related matters is concerned and subject to delivering the above measures, the development broadly complies with the transport sustainability aims of policy LP15 of the Fenland Local Plan, the March Neighbourhood Plan and the NPPF.

### **Landscape & Character impacts**

- 10.19 Whilst detailed matters of layout, scale, appearance and landscaping are reserved for future consideration, the Framework Plan, Parameter Plans and access details are considered to accord with the vision and growth ambitions of the approved BCP and Local Plan policy LP9 respectively.
- 10.20 Policy LP16 requires developments to make positive contributions to the local distinctiveness and character of the area, enhancing local setting and responding to the character of the local built environment. Schemes should not adversely impact, either in design or scale, upon the street scene, settlement pattern of the landscape character of the surrounding area.
- 10.21 Maintaining Fenland landscapes forms a key part of the Council's Local Plan objective (in particular, policies LP3, LP12 and LP16). The Plan seeks to preserve landscapes which are designated or locally valued and retain the distinctive character of Fenland's landscapes. That said, it is inevitable that some of the district's landscape will alter within the plan period, in order to meet the Council's growth aspirations including housing delivery requirements and therefore that some character harm will occur. Notwithstanding and in respect of the proposed development, the framework plan sets out that a key feature is to retain the natural boundaries currently found along the eastern boundary, where the development would transition to open countryside and the disused railway track and that along this boundary development will mainly comprise pockets of open space, SuDS features and footway and this would therefore limit any hard urban edges and aid with the rural transition. Furthermore, development at the northern part of the site will also be mostly set back, owing to the area of reserved land for school sports pitches, formal and informal open space which are proposed to occupy the northern section of the development site. In addition, the indicative densities and storey-heights plan (within the DAS) denotes that housing will be less dense and at a lower scale at the edges of the development which again will soften its impact on the south east rural edge of March. Maximum dwellings heights are proposed to be 2 to 3-storey – but with a majority being 2-storey.
- 10.22 The application is supported by a Landscape and Visual Impact Assessment (LVIA) which demonstrates that the scheme will not have a significant adverse impact upon the surrounding landscape. The LVIA considers the development to have an overall negligible effect on the Fens National Character Area. At the county level, it is considered that landscape effects upon the Fenlands would be no worse than minor adverse at a local scale and negligible at a wider scale. In the longer term, once planting is established and matured, providing some minor beneficial effects for the area and helping to offset the adverse effects of the change of use, the magnitude of change is judged to be low-negligible (at a local scale) with effects assessed as Minor Adverse-Negligible at a local scale and negligible at a wider scale.

- 10.23 In respect of visual amenity; a limited number of the visual receptors in close proximity to the site will experience major to moderate impacts, which is to be expected given the change of use. Over time it is anticipated that the maturing of the perimeter landscaping and structure planting will assist in assimilating the proposed development with the existing surrounding landscape setting and that overall landscape and visual effects would be reduced. The Framework Plan provides around 30m of landscape buffer to the site's southern boundary to allow the delivery of a new defensible edge to the town. The detailed landscape treatment of this area would come forward at the Reserved Matters stage.
- 10.24 In conclusion, despite the inevitable adverse effects of built development upon the local landscape character and on a limited number of visual receptors immediately adjacent or overlooking the site, it is considered that there would be no unacceptable adverse effects that should preclude a sensitively designed proposed development in landscape and visual terms. The proposals are therefore in accordance with development plan policies LP16 and H1.

### **Flood Risk and Drainage**

- 10.25 The majority of the site lies in an area at low flood risk from fluvial flooding (Flood Zone 1) and generally at low risk of surface water flooding, having regard to the Environment Agency's latest flood maps. The eastern edge of the site is affected by Flood Zone 2 & 3 designations. Accordingly, the Framework Plan locates new homes away from these areas. The areas of the site located within Flood Zone 2 & 3 form part of the proposed public open space provision, which is an acceptable land use for a Flood Zone, given its allocation status.

#### *Surface Water drainage*

- 10.26 The application is supported by a flood Risk Assessment (FRA) and site-wide drainage strategy which details the approach taken to reducing on and off-site flood risk in accordance with the requirements of the NPPF and local policy. In summary; surface water will be attenuated on site via SuDS before discharging to the on-site ditch network, running to the north east corner of the site adjacent to Barker's Lane before joining March East IDB drain further east, and the ditch that runs alongside the old railway embankment to the east which joins a March East IDB drain further south. Surface water runoff will be discharged within the site via two outfalls, ultimately discharging onto the March East IDB network at a greenfield run-off rate.
- 10.27 Cambridgeshire County Council's Lead Local Flood Authority (LLFA) has considered the site wide drainage strategy for the development and following points of clarification and amendment are content that the principles as set out in the strategy can achieve sustainable drainage for the development and would not result in increased flood risks elsewhere, achieving greenfield run-off to essentially mimic the current drainage characteristics of the site. A condition requiring a detailed design for the surface water would be necessary and for this detail to be submitted along with the future reserved matters.
- 10.28 Whilst the Middle Level Commissioners Internal Drainage Board ('IDB') have been consulted on the application and indicated that they would be providing advice, at this time no further comments have been received. Utilising IDB drains to ultimately manage surface water drainage would require consent from the IDB and the applicant has advised that they are engaging with the IDB and will aim to accommodate their requirements into the final drainage designs for the development. Notwithstanding, it is anticipated that any run-off into these drains would mimic current greenfield run-off rates and would not increase volumes.

### *Foul drainage*

- 10.29 Anglian Water has been consulted on the application and have advise that they are satisfied that they can accommodate flows from this development. Through discussions, the applicant is proposing to install new foul drainage infrastructure along Barker's Lane, heading west into Wimblington Road, which will by-pass the existing infrastructure where there are known existing issues with surcharging and flooding and will instead direct flows away from this area. Discussions with Anglian Water are currently on going to confirm the most suitable discharge point for the development. Anglian Water has sought to secure this detail via condition and subsequent consents would be required for any connection to Anglian Water's network. Further details can therefore be reasonably secured via condition and this detail would be expected to be received at reserved matters stages, once layout and phasing arrangements have been agreed.
- 10.30 In conclusion, whilst a detailed drainage scheme is yet to be agreed, the in-principle strategy put forward by the applicant has raised no technical objections by statutory consultees and it is anticipated that a robust drainage scheme can be delivered which would adequately manage flows from the development and would not increase flooding elsewhere in accordance with Local Plan policy LP14. A detailed drainage scheme and phasing plan to come forward with future reserved matters can be reasonably secured via planning condition.

### **Heritage impacts**

- 10.31 The site lies on to the south-east of March and has a semi-rural, edge of settlement position forming the transition between a settlement and the open countryside. Much of the development surrounding the site dates from the mid to late C20. The map below shows limited development beyond the Town End core surrounding the GI listed St Wendendra's Church at the turn of the C20 with the area laid out to agricultural fields. Other than C20 ribbon development along Wimblington Road, the views of Town End and St Wendendra's Church are largely unaltered from the late C19. The former railway line that bounds the east of the site is now a positive tree lined PROW and is considered by the Council's heritage officer as a heritage asset in its own right.
- 10.32 As noted above, the application is supported by a Landscape Visual Impact Assessment which considers the impact of the development on the wider Fenland landscape but also considers St Wendendra's Church. In this regard, the recommendation in the LVIA to ensure additional landscape buffer at the north, in the interests of preserving views of the church has been translated in the indicative site plans. The Council's Conservation Officer's considers that the development will result in less than substantial harm to the historic environment, wherein such harm is to be weighed against public benefits that would accrue from the development as set out in the NPPF.
- 10.33 In this regard, the development would result in the delivery of a site allocation for housing which would assist in the district's vision for housing growth which in turn would yield social and economic benefits, helping to support local facilities and services aiding the vitality and viability of March and the wider district. The scheme would also yield benefits in terms of improved bus infrastructure and the provision of affordable housing. These benefits are deemed to outweigh the less than substantial harm to the identified heritage assets. This is subject to a final design and layout which responds positively to the LVIA recommendations.

10.34 The Archaeology team at the County Council have assessed the site location and consider it necessary to secure a written scheme of investigation to ensure that the site is fully evaluated for potential historic value prior to intrusive ground works commencing. This can be reasonably secured via planning condition.

### **Residential amenity**

10.35 Local Plan Policies LP2 and LP16 seek to secure high quality living environments for both future users and existing residents, avoiding adverse impacts such as loss of light, overbearing and loss of privacy.

10.36 Whilst the scheme is in outline only, with matters of layout, scale and appearance yet to be considered, some concerns have been raised as to the potential impacts on residential amenity. These include general concerns over pollution e.g., noise, light, odour and construction nuisance. In this regard, the Council's Environmental Health team has requested that a construction management Plan is submitted prior to works commencing. Furthermore, the local Highway Authority has sought to secure road sweeping and temporary construction facilities details. These matters can be reasonably secured through Construction Management Plans which would follow phasing arrangements for the development., with a phasing plan to be secured at the initial stage i.e., with the first reserved matters application.

10.37 The general residential use of the land is not anticipated to result in significant acoustic changes once completed, with the use compatible with surrounding uses. The detailed design elements of future reserved matters will ensure that matters of lighting impacts, overlooking, overbearing and overshadowing are carefully considered, in-line with local policies. Nonetheless, local residents may observe a degree of change to the visual and acoustic character of the area as a result of the development. However, the site is allocated in the Local Plan to deliver a substantial amount of housing and therefore this change in character is inevitable, albeit it is not anticipated to result in any significant adverse impacts to existing residents.

10.38 Concerns have also been raised over potential crime and fear of crime, with the area of existing car parking along Lambs Hill Drive being identified as a potential area of ASB. The police's designing out crime team has considered the application and conclude that the site falls within an area with moderate risk of crime and has offered advice in respect of tackling potential risks of crime through design. The Lambs Hill Drive parking area has not been identified as a problem area by the police and it would be expected that, through the introduction of housing at the south east of the site, resulting in more movement and potentially greater natural surveillance, this may assuage any intensification of ASB in this location.

10.39 Some residents have raised concerns over loss of views, however it is an established position that a private right to a view is not a material planning consideration, notwithstanding the aforementioned inevitable character change to the site that would occur as a result of the development. Matters of scale and any potential visual dominance/ overbearing would however be matters of be addressed through detailed design.

10.40 In summary, the development raises no immediate concerns over potential harm to residential amenity and subject to detailed design has potential to deliver a high quality living environment for both future occupiers and existing residents.

## **Biodiversity & Ecology**

- 10.41 Local Plan Policy LP16 seeks to protect and enhance biodiversity on and surrounding the proposal site and seeks to retain and incorporate natural and historic features of the site such as trees, hedgerows, field patterns, drains and water bodies. Policy LP19 seeks to take opportunities to incorporate beneficial features for biodiversity in new developments, including, where possible, the creation of new habitats that will contribute to a viable ecological network extending beyond the District into the rest of Cambridgeshire and Peterborough, and other adjoining areas. It also sets out that permission should be refused for development that would cause demonstrable harm to a protected habitat or species, unless the need for and public benefits of the development clearly outweigh the harm and mitigation and/or compensation measures can be secured to offset the harm and achieve, where possible, a net gain for biodiversity.
- 10.42 Chapter 15 of the NPPF amongst other things, broadly sets out that development should seek to take opportunities for secure net gain in biodiversity and as a minimum should not result in net loss. This approach has changed in recent months with the introduction of statutory 10% biodiversity net gain, however for this application which was submitted prior to this change, the baseline aim is in essence to achieve biodiversity net gain where possible.

### *Biodiversity Net Gain*

- 10.43 The application is supported by a preliminary ecological appraisal (PEA) and biodiversity net gain assessment. The Council's Ecologist has confirmed that the site supports nesting birds, foraging / dispersing badger and reptiles were recorded in nearby locations and therefore advises that adequate mitigation measures will be required during the construction phase to protect these species. In addition, mitigation and enhance for biodiversity should be secured through the detailed design, including built environment (e.g. bird/bat boxes, hedgehog fencing), hard/soft landscape scheme, long-term management and sensitive lighting scheme, informed by a site-wide Ecological Design Strategy (EDS), with a Biodiversity Management Plan provided for each phase of the development to provide an update of the ecological survey work and demonstrate compliance with the EDS. The Council's Ecologist has provided planning conditions to address these matters.
- 10.44 Throughout the assessment of this application, advice from the Wildlife Trust and The Council's Ecologist has been that the net gain envisioned through the development is likely to be lower than set out by the applicant. The applicant originally asserted that over 10% could be achieved, whereas consultees advise that this ought to be revised down to around 3%. This is primarily due to how the value of grassland is interpreted, which the Wildlife Trust asserts is at the lower end of value, as these are mainly found in gardens or useable open space where higher value cannot be controlled in the longer term and generally yield lower value than, for example unmanaged grassland.
- 10.45 The applicant has subsequently updated their net gain assumptions which has been lowered to accord with the advice provided, although the applicant has indicated their commitment to secure between 3% and 11% biodiversity net gain. Notwithstanding, it is generally agreed that opportunities to secure net gain exists through this development and the development overall will not result in net loss, subject to securing an appropriate scheme and long-term management arrangements. As such, the development in this regard accords with aims of the NPPF and Local policy.



### *Lowland Peat*

- 10.46 Natural England, whilst initially raising no objections to the proposal subsequently raised concerns that the development may impact on 'irreplaceable habitat' through the loss of Lowland Peat. Natural England requested that further surveys were undertaken to assess the presence and scale of peat across the site, in order to evaluate the impact of the scheme. The value of soils is a material consideration and Natural England advised they are keen to ensure that significant areas of high-value soils are managed appropriately. This prompted a further objection from the Council's Ecology consultant, as the loss of lowland peat may directly impact on the aforementioned BNG assumptions.
- 10.47 The applicant subsequently undertook further field surveys (an intrusive Phase II Ground Investigation; and an Agricultural Land Classification Survey (ALC)). The conclusions of the ALC report found that no peat soils were present and the phase II ground investigation found a small pocket of 'friable, black gravelly clayey amorphous peat', but ultimately concluded that there is no 'Lowland Fen' Irreplaceable Habitat at the application site. The ALC found that 71% of the site (c15.5ha) was Subgrade 3b agricultural land, with the remaining 29% (c6.3ha) being Subgrade 3a. Only the Subgrade 3a land would be classed as falling with the Best and Most Versatile definition as set out in the NPPF (2024). As such, the applicant has set out that they do not feel that a soil management plan is warranted in this instance and that the loss of c6.3ha of the Subgrade 3a land would be weighed up against the benefits of the scheme, noting that the Council have allocated this site for development through the adopted Local Plan
- 10.48 Natural England has been consulted on these findings but advises that they do not wish to comment further, leaving it to the LPA to determine whether they are satisfied with the findings and proposals.
- 10.49 The Council's ecologist has confirmed that they are satisfied with the update to BNG assumptions and lowland peat considerations raised by Natural England. Natural England no longer maintain an objection on the basis of the ground investigations evidence, and the applicant has revised their BNG assumptions which in any case met with national and local policy in respect of providing opportunities for net gain. In this regard it can reasonably be concluded that these matters have been resolved.
- 10.50 The Council's Ecologist has set out planning conditions to address the future detailed design of the site and these are considered appropriate and will ensure broad compliance with Local Plan policies LP16 and LP19 and the aims of NPPF Chapter 15.

### **Community Infrastructure & Planning Obligations**

- 10.51 Local Plan policy LP13 sets out that planning permission will only be granted if it can be demonstrated that there is, or will be, sufficient infrastructure capacity to support and meet all the requirements arising from the proposed development. Conditions or a planning obligation are likely to be required for many proposals to ensure that new development meets this principle. Developers will either make direct provision or will contribute towards the provision of local and strategic infrastructure required by the development either alone or cumulatively with other developments. Where a planning obligation is required, in order to meet the above principles of infrastructure provision, this will be negotiated on a site-by-site basis. This will be required in addition to the affordable housing requirement as set out in Policy LP5.

10.52 Statutory tests set out in the Community Infrastructure Regulations 2010 (Regulation 122) requires that S106 planning obligations must be necessary to make the development acceptable in planning terms, directly related to the development and fairly and reasonable related in scale and kind to the development. S106 obligations are intended to make development acceptable which would otherwise be unacceptable in planning terms.

10.53 Having regard to the scale and nature of the proposal and further to consultation with statutory bodies to establish infrastructure requirement, in summary the following is sought through this development;

- Affordable Housing
- Healthcare
- Education & Libraries
- Sports Pitches
- Open Space
- Transport Infrastructure

10.54 The Council's own Local Plan & CIL Viability Assessment (HDH, December 2019) sets out expectations of viability for sites across the district. For sites south of the A47 highway, the conclusions advise that schemes should be able to achieve 20% affordable housing and £2,000 per dwelling in financial contributions. Whilst this is lower than set out in Local Plan policy LP5 (affordable housing) it is a material consideration which the Council has previously given significant weight to, and which has been used to set the viability expectations for many other developments in the district. The applicant has confirmed their agreement to this provision.

*Affordable Housing*

10.55 As set out by the Council's Housing Team, based on the quantum proposed, an on-site affordable housing scheme for 85 dwellings would be expected to be secured and would provide 70% (60no.) affordable rented units and 30% (25no.) shared ownership units which would align with the Council's current housing tenure demands. The specific mix would be expected to be secured as part of the agreed scheme and phasing of the development. Subject to this, the scheme would accord with the requirements of Local Plan policy LP5.

10.56 *Healthcare*

Requests for financial contributions have been received from both NHS and East of England Ambulance service, to provide upgraded surgery facilities (total £561,364) and enhancements to Peterborough ambulance hub (£138,975) respectively.

10.57 *Education & Libraries*

Cambridgeshire County Council as the education and libraries authority seek contributions towards;

- Early Years (£1,023,378),
- Primary school (£3,701,580),
- Secondary school (£2,676,818) and,
- Libraries (£96,733)

10.58 In addition, due to the anticipated need to extend the existing secondary school provision at Neale Wade Academy, the expansion would result in the loss of

around 2.36Ha of existing sports pitch. As such CCC are requesting that land within the development area is reserved to offset this loss of sports pitch. The applicant is proposing to set aside 1.59Ha of land at the north of the site. The adjacent parcel currently under consideration proposes to set aside an area of land around 0.5Ha immediately adjacent to this, meaning a total of around 2.1ha is proposed to be safeguarded. This is considered to broadly meet CCC requirements, with final details to be secured through reserved matters submission and S106 agreement.

### *Sports Pitches*

10.59 Sport England have raised an objection to the development as it does not propose to provide formal sports pitches and need for pitches has been identified, in particular with rugby ground provision. At this time, it is unknown exactly how the pitches proposed for Neale Wade will function i.e., whether these will be multi-use, open for public use outside of school times or ultimately whether they will be required to support the school in the longer term.

10.60 The adopted Broad Concept Plan for South East March did not make provision for formal sport pitches, with policy LP9 identifying the South East March allocation to provision for new sports pitches for Neale Wade Academy, if required. As such, whilst Sport England object on the basis that sports pitches other than those for Neale Wade will not be provided, there is no specific policy relating to this allocation which indicates it should. Notwithstanding this, the adopted Development Contribution SPD (2016) sets out that Outdoor Sports provision should be secured through developments of this scale and as such, notwithstanding that land is reserved for school use, should it not be required by the school, then an option to use it for alternative sports recreation can be considered. This detail can be secured in a S106 agreement.

10.61 In summary, whilst Sport England's concerns are noted, the proposal to offer land for school sports pitches broadly accords with the specific policy of the development plan for this strategic allocation. However, opportunities may exist in the future to address these concerns should the school ultimately not wish to take the reserved land.

### *Open Space*

10.62 The scheme will be expected to provide a variety of formal and informal open spaces throughout the site. The Council is not currently seeking to adopt such areas and it would therefore be expected that unless the Town Council wish to take on future management of these spaces, a long-term management and maintenance scheme would be provided by the developer. Given the scale of the site and the ability to deliver a wide range of open spaces, including equipped areas of play, it is not considered necessary to seek off-site contributions in this instance.

### *Transport Infrastructure*

10.63 The application has undergone significant discussion with regards to transport mitigation and general requirements. The following key infrastructure is agreed to be secured;

- Financial contribution of £1,500 per dwelling for MATS scheme mitigation
- RTP1 signs at 4 bus stops along Wimblington Road
- Four new bus shelters on Wimblington Road with associated removal of existing bus laybys (subject of confirmation of adoption of shelters).

- Delivery of scheme to improve Mill Hill roundabout (costs to be offset against MATS scheme contribution if delivered)
- Provision of 1 on-site bus stop
- Contribution of £313,846 towards a new demand responsive bus service

10.64 The Transport financial contributions equate to £951,346 plus the cost of direct delivery works (Mill Hill roundabout costs to be deducted from the MATS contribution if delivered). The applicant has agreed to meet these costs in addition to the wider £2,000 per dwelling contribution which itself totals up to £850,000.

10.65 It is proposed to share the circa £850,000 across the education and healthcare requirements (which total £8,198,848) on a proportionate, pro-rata basis, which would work out as follows, based on a quantum of 425 dwellings;

<b>Provider</b>	<b>% of Total contributions</b>	<b>Amount proposed based on 425 dwellings (£850,000)</b>
NHS Estates	6.85	£58,225
EEAST (Ambulance)	1.7	£14,450
Early Years	12.47	£105,995
Primary school	45.15	£383,775
Secondary school	32.65	£277,525
Libraries	1.18	£10,030

10.66 It is acknowledged that this will not meet the whole needs of these services, however viability is a material consideration in decision making. It is an accepted point that the District has issues regarding viability and that this constraint has resulted in other sites, that have been granted planning permission, providing limited financial contributions. The shortfall in financial contributions will result in an additional burden on the existing facilities. However, the site is allocated within the current local plan and bringing forward the site results in benefits including the delivery of housing, including a significant proportion of affordable housing units.

10.67 In summary, it is concluded that the above infrastructure requirements are necessary to make the development acceptable and would meet the tests of CIL regulations in that they are, i) necessary to make the development acceptable in planning terms; ii) directly related to the development; and, iii) fairly and reasonably related in scale and kind to the development.

### **Other Matters**

10.68 One resident has suggested that higher quality homes should be provided to attract a wealthier demographic. In this regard, one aim of the development plan and guidance contained within the NPPF is to provide mixed communities and housing that caters for a range of incomes. The application proposes a mix of affordable and market homes, the quality of which is required to be of a high standard as set out in national and local policy.

## **11 SUMMARY & CONCLUSIONS**

11.1 The policies in the NPPF when taken as a whole constitute the Government's view of what sustainable development means. Paragraph 8 of the NPPF lists the three dimensions to sustainable development; the economic, social and environment objectives, and sets out that these roles should not be undertaken in

isolation. Therefore, to achieve sustainable development a proposed development should jointly and simultaneously deliver net gains across each of these key objectives.

- 11.2 To be sustainable, development must strike a satisfactory balance between the applicable economic, environmental and the social considerations.
- 11.3 It is recognised that the development will result in some unavoidable landscape harm, however this is localised and inevitable given the development plan allocation. Furthermore, due to known viability constraints with the district, the full amount of infrastructure contributions cannot be secured. These matters are afforded moderate negative weight.
- 11.4 However, subject to the satisfactory completion of a S106 agreement, to ensure necessary infrastructure is secured to support this development, it is considered that:
- the principle of development is acceptable in this location and compliant with the Development Plan and the NPPF,
  - the proposed parameters of development are acceptable and demonstrate the site can appropriately accommodate the development as described,
  - the proposed development will contribute to the creation of a mixed community including affordable homes and integrating homes and facilities,
  - it will promote healthy, active lifestyle through green space and recreation facilities,
  - it will maximise opportunities for use of public transport, walking and cycling
  - it will minimise pollution,
  - it will manage flood risk and drainage effectively,
  - it will result in no significant harm to heritage assets,
  - it will have no significant adverse impacts on features of landscape or ecological value,
  - the loss of high grade agricultural land is limited and justified in this instance
  - it will provide appropriate infrastructure to meet the needs generated by the development.
- 11.5 Having regard to national and local planning policies, and all comments received, and subject to the resolution of the S106 agreement, it is considered that the proposal would amount to sustainable development and would accord with the development plan taken as a whole. There are no material considerations worthy of sufficient weight that indicate that a decision should be made other than in accordance with the development plan. Accordingly, the development should be approved.

## **12 RECOMMENDATION**

- 12.1 Members are recommended to APPROVE the application in accordance with the following terms;
1. The Committee delegates authority to finalise the terms and completion of the S.106 legal agreement and planning conditions to the Head of Planning; and,
  2. Following the completion of the S.106, application F/YR23/0696/O be approved subject to the draft planning conditions set out Appendix 1; or,

3. The Committee delegates authority to refuse the application in the event that the Applicant does not agree any necessary extensions to the determination period to enable the completion of the S106 legal agreement or on the grounds that the applicant is unwilling to complete the obligation necessary to make the development acceptable.

## Appendix 1 - Proposed Draft Conditions

1	<p>Approval of the details of:</p> <ul style="list-style-type: none"> <li>i. the layout of the site</li> <li>ii. the scale of the building(s);</li> <li>iii. the external appearance of the building(s);</li> <li>iv. the landscaping</li> </ul> <p>(hereinafter called "the Reserved Matters") shall be obtained from the Local Planning Authority prior to the commencement of development.</p> <p>Reason - To enable the Local Planning Authority to control the details of the development hereby permitted.</p>
2	<p>Application for approval of the Reserved Matters shall be made to the Local Planning Authority before the expiration of 5 years from the date of this permission.</p> <p>Reason - To ensure compliance with Section 92 of the Town and Country Planning Act 1990.</p>
3	<p>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.</p> <p>Reason - To ensure compliance with Section 51 of the Planning and Compulsory Purchase Act 2004.</p>
4	<p><i>Quantum</i></p> <p>The residential elements of the development shall not exceed 425 dwellings (Use Class C3).</p> <p>Reason - For the avoidance of doubt and to ensure a satisfactory standard of development.</p>
5	<p><i>Phasing Plan</i></p> <p>With the exception of the approved accesses, the development shall be undertaken in phases in accordance with a phasing plan to be submitted to and approved in writing by the Local Planning Authority prior to or concurrently with the submission of the first reserved matters. The phasing plan will need to demonstrate through supporting evidence that the phasing approach proposed will not result in severe harm in highway, amenity, drainage and biodiversity terms. With the exception of the approved accesses, development shall not commence on each development phase until all reserved matters for that phase have been submitted to and approved in writing by the Local Planning Authority.</p> <p>Reason - For the avoidance of doubt and to allow development to be undertaken and conditions to be discharged on a phased basis.</p>
6	<p><i>Conformity</i></p> <p>Development shall be in broad conformity with the Development Framework Plan (Drawing No. P22-0602_01 REV X), and the spatial principles of the Parameter Plans submitted within the Design and Access Statement (P22-0602_23C), save for minor</p>

	<p>variations where such variations do not substantially deviate from these details.</p> <p>Reason: For the avoidance of doubt and to ensure that the details of the development are acceptable to the Local Planning Authority.</p>
7	<p><i>Archaeology</i></p> <p>No development shall commence in any phase until the applicant, or their agents or successors in title, has implemented a programme of archaeological work for that phase, that has been secured in accordance with a Written Scheme of Investigation (WSI) that has been submitted to and approved by the Local Planning Authority in writing. For land that is included within the WSI, no development shall take place other than under the provisions of the agreed WSI, which shall include:</p> <ol style="list-style-type: none"> <li>a. the statement of significance and research objectives;</li> <li>b. The programme and methodology of investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works;</li> <li>c. The timetable for the field investigation as part of the development programme;</li> <li>d. The programme and timetable for the analysis, publication &amp; dissemination, and deposition of resulting material and digital archives.</li> </ol> <p>Reason: To safeguard archaeological assets within the approved development boundary from impacts relating to any demolitions or groundworks associated with the development scheme and to ensure the proper and timely preservation and/or investigation, recording, reporting, archiving and presentation of archaeological assets affected by this development, in accordance with national policies contained in the National Planning Policy Framework (MHCLG 2019).</p>
8	<p><i>Phase drainage</i></p> <p>Concurrently with the submission of the each reserved matters development phase application a detailed design of the surface water drainage of that development phase shall be submitted to and approved in writing by the Local Planning Authority. Those elements of the surface water drainage system not adopted by a statutory undertaker shall thereafter be maintained and managed in accordance with the approved management and maintenance plan.</p> <p>The scheme shall be based upon the principles within the agreed Flood Risk Assessment and Drainage Strategy prepared by Woods Hardwick (ref: 19196/FRA and DS/RevE) dated 29 November 2023 and shall also include:</p> <ol style="list-style-type: none"> <li>a) Full calculations detailing the existing surface water runoff rates for the QBAR, 3.3% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) storm events;</li> <li>b) Full results of the proposed drainage system modelling in the above-referenced storm events (as well as 1% AEP plus climate change), inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep, together with an assessment of system performance;</li> <li>c) Detailed drawings of the entire proposed surface water drainage system, attenuation and flow control measures, including levels, gradients, dimensions and pipe reference numbers, designed to accord with the CIRIA C753 SuDS Manual (or any equivalent guidance that may supersede or replace it);</li> <li>d) Full detail on SuDS proposals (including location, type, size, depths, side slopes and cross sections);</li> <li>e) Site Investigation and test results to confirm infiltration rates;</li> <li>f) Temporary storage facilities if the development is to be phased;</li> <li>g) A timetable for implementation if the development is to be phased;</li> <li>h) Details of overland flood flow routes in the event of system exceedance, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants;</li> <li>i) Demonstration that the surface water drainage of the site is in accordance with DEFRA non-statutory technical standards for sustainable drainage systems;</li> <li>j) Full details of the maintenance/adoption of the surface water drainage system;</li> <li>k) Measures taken to prevent pollution of the receiving groundwater and/or surface water.</li> <li>l) Demonstration of how the drainage strategy for the development phase relates to</li> </ol>

	<p>other development phases within the application site.</p> <p>The drainage scheme must adhere to the hierarchy of drainage options as outlined in the NPPF PPG.</p> <p>The scheme shall be fully implemented in accordance with the approved details and subsequently maintained, in accordance with the timing/phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed in writing by the Local Planning Authority.</p> <p>Reason: To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site in accordance with Policy LP14 of the Local Plan.</p>
9	<p><i>Foul Drainage</i></p> <p>Prior to the commencement of development in each phase, a scheme and timetable for the provision and implementation of foul water drainage for that phase shall be submitted and approved in writing by the Local Planning 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.</p> <p>Reason: To prevent environmental and amenity problems arising from flooding and to provide a satisfactory means of sanitation in accordance with Policies LP2, LP14 and LP16 of the Fenland Local Plan, 2014.</p>
10	<p><i>EDS</i></p> <p>No development shall take place until a site wide ecological design strategy ('EDS') addressing mitigation, compensation, enhancements and restoration for (breeding bird, badger, reptiles and habitat loss) has been submitted to and approved in writing by the local planning authority.</p> <p>The EDS shall include the following (unless otherwise agreed in writing by the Local planning Authority):</p> <ol style="list-style-type: none"> <li>a) Purpose and conservation objectives for the proposed works.</li> <li>b) Review of site potential and constraints.</li> <li>c) Detailed design(s) and/or working method(s) to achieve stated objectives.</li> <li>d) Extent and location/area of proposed works on appropriate scale maps and plans.</li> <li>e) Type and source of materials to be used where appropriate, e.g. native species of local provenance</li> <li>f) Delivery of measurable Biodiversity Net Gain, (including Biodiversity Gains Plan and Habitat Mitigation and Monitoring Plan).</li> <li>f) Timetable for implementation demonstrating that works are aligned with the proposed phasing of development</li> <li>g) Persons responsible for implementing the works, such as Ecological Clerk of Works</li> <li>h) Details of initial aftercare and long-term maintenance</li> <li>i) Details for monitoring and remedial measures.</li> <li>j) Details for disposal of any wastes arising from works.</li> </ol> <p>The EDS must include off-site compensation measures (if required). The EDS shall be implemented in accordance with the approved details and all features shall be retained in the manner thereafter in perpetuity.</p> <p>Reason: To ensure biodiversity is protected and enhanced in accordance with policies LP16 and LP19 of the Fenland Local Plan, 2014.</p>
11	<p><i>CEMP</i></p> <p>No development shall take place (including demolition, ground works and vegetation clearance) until a Construction Ecological Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority.</p> <p>The CEMP shall incorporate recommendations of the Ecological Impact assessment</p>

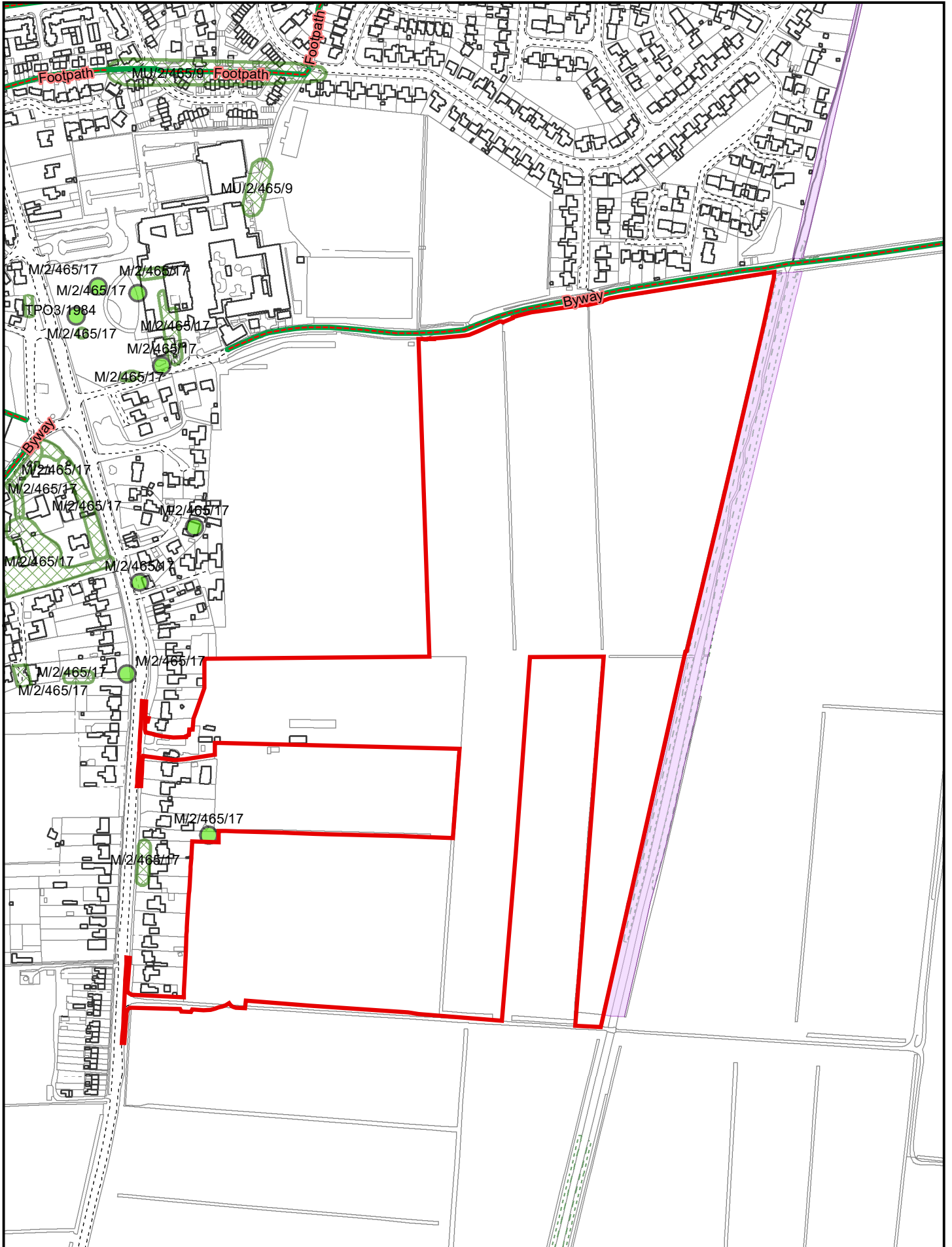


	<p>and must include the following:</p> <ul style="list-style-type: none"> <li>a) Risk assessment of potentially damaging construction activities.</li> <li>b) Identification of 'biodiversity protection zones'.</li> <li>c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements)</li> <li>d) The location and timings of sensitive works to avoid harm to biodiversity features.</li> <li>e) The times during which construction when specialist ecologists need to be present on site to oversee works.</li> <li>f) Responsible persons and lines of communication.</li> <li>g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.</li> <li>h) Use of protective fences, exclusion barriers and warning signs if applicable.</li> </ul> <p>The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.</p> <p>Reason: To ensure biodiversity is protected in accordance with policies LP16 of the Fenland Local Plan, 2014.</p>
12	<p><i>LEMP</i></p> <p>A landscape and ecological management plan (LEMP) shall be submitted to and be approved in writing by the local planning authority prior development proceeding above slab level for each development phase. The content of the LEMP shall include the following:</p> <ul style="list-style-type: none"> <li>a) Description and evaluation of features to be managed.</li> <li>b) Ecological trends and constraints on site that might influence management.</li> <li>c) Aims and objectives of management.</li> <li>d) Appropriate management options for achieving aims and objectives (including biodiversity net gain).</li> <li>e) Prescriptions for management actions</li> <li>f) Preparation of the work schedule (including an annual work plan capable of being rolled forward over a 30-year period and BNG audit)</li> <li>g) Details of the body or organisation responsible for implementation of the plan</li> <li>h) Ongoing monitoring and remedial measures</li> </ul> <p>The LEMP shall also include details of the legal and funding mechanism(s) by which the long term implementation of the plan will be secured by the development with the management body(ies) responsible for its delivery.</p> <p>The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme.</p> <p>A 5 yearly report shall be submitted to the LPA confirming the progress of the LEMP and results of any monitoring work.</p> <p>The LEMP shall be implemented in accordance with the approved details and all features shall be retained in the manner thereafter in perpetuity.</p> <p>Reason: To ensure biodiversity is protected and enhanced in accordance with policies LP16 and LP19 of the Fenland Local Plan, 2014.</p>
13	<p><i>Lighting</i></p> <p>Each reserved matters submission shall be supported by a "lighting design strategy for biodiversity" in accordance with ILP Publications' "Guidance Note 8 Bats and artificial lighting" to be approved in writing by the Local Planning Authority.</p>

	<p>The strategy shall:</p> <ol style="list-style-type: none"> <li>a. identify those areas /features on site that are particularly sensitive for bats and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging; and,</li> <li>b. show how and where external lighting will be installed (through the provisions of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places.</li> </ol> <p>All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy. Under no circumstances should any other external lighting be installed without prior consent from the Local Planning Authority.</p> <p>Reason: To ensure biodiversity is protected in accordance with policies LP16 of the Fenland Local Plan, 2014.</p>
14	<p><i>CMP</i></p> <p>No development shall commence in each phase until a Construction Management Plan (CMP) for that phase has been submitted to and approved in writing by the Local Planning Authority. The CMP shall include the consideration of the following aspects of construction:</p> <ol style="list-style-type: none"> <li>a) Construction programme;</li> <li>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;</li> <li>c) Details of a temporary facilities area clear of the public highway for the parking, turning, loading and unloading of all vehicles visiting the site during the period of construction;</li> <li>d) Details of restricted Construction hours;</li> <li>e) Details of restricted Delivery times and collections;</li> <li>f) Noise impact assessment methodology, mitigation measures, noise monitoring and recording statements in accordance with the provisions of BS 5228-1:2009+A1:2014 Code of Practice for noise and vibration control on construction and open sites;</li> <li>h) Vibration impact assessment methodology, mitigation measures, monitoring and recording statements in accordance with the provisions of BS 5228-2:2009+A1:2014 Code of Practice for noise and vibration control on construction and open sites. Details of any piling construction methods / options, as appropriate;</li> <li>i) Dust mitigation, management / monitoring and wheel washing measures in accordance with the provisions of Control of dust and emissions during construction and demolition, and road sweepers to address depositing of mud on immediate highways;</li> <li>j) Use of concrete crushers;</li> <li>k) Prohibition of the burning of waste on site during demolition/construction;</li> <li>l) Site artificial lighting including hours of operation, position and impact on neighbouring properties;</li> <li>m) Drainage control measures including the use of settling tanks, oil interceptors and bunds.</li> <li>n) Screening and hoarding details;</li> <li>o) Access and protection arrangements around the site for pedestrians, cyclists and other road users;</li> <li>p) Procedures for interference with public highways, including permanent and temporary realignment, diversions and road closures;</li> <li>q) External safety and information signing and notices;</li> <li>r) Implementation of a Stakeholder Engagement/Residents Communication Plan, Complaints procedures, including complaints response procedures; and</li> </ol> <p>The approved CMP shall be adhered to throughout the construction period and must</p>

	<p>demonstrate the adoption of best practice.</p> <p>Reason: In the interests of protecting highway safety and residential amenity in accordance with policies LP2, LP15 and LP16 of the Fenland Local Plan, 2014.</p>
15	<p><i>Fire Hydrants</i></p> <p>No development above slab level within a development phase shall take place until details for the provision of fire hydrants has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented before any dwelling within the respective development phase is occupied.</p> <p>Reason - To ensure a satisfactory form of development and in accordance with Policy LP16 of the Local Plan.</p>
16	<p><i>Contaminated Land</i></p> <p>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 and obtained written approval from the Local Planning Authority for, and amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with. The development shall then be carried out in full accordance with the amended remediation strategy.</p> <p>Reason: To control pollution of land and controlled waters in the interests of the environment and public safety in accordance with policies LP2, LP14 and LP16 of the Fenland Local Plan, 2014.</p>
17	<p><i>Management of Estate Roads</i></p> <p>Prior to the occupation of the first dwelling within each phase, full details of the proposed arrangements for future management and maintenance of the proposed streets within the development phase shall be submitted to and approved in writing by the Local Planning Authority. The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an Agreement has been entered into unto Section 38 of the Highways Act 1980 or a Private Management and Maintenance Company has been established.</p> <p>Reason: To ensure satisfactory development of the site and to ensure estate roads are managed and maintained thereafter to a suitable and safe standard, in accordance with policy LP15 of the Fenland Local Plan, adopted May 2014.</p>
18	<p><i>Travel Plan</i></p> <p>Prior to the first occupation of any dwelling within each development phase, a Travel Plan detailing suitable measures and incentives inclusive of bus vouchers and/or active travel vouchers to promote sustainable travel shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>The Travel Plan for each development phase shall thereafter be monitored annually with all measures reviewed to ensure targets are met. The travel plan shall be active for a year post occupation of the last dwelling of that development phase.</p> <p>Reason: To encourage sustainable modes of travel in accordance with policy LP15 of the Fenland Local Plan, 2014.</p>
19	<p><i>Welcome Pack</i></p> <p>Prior to the first occupation of any dwelling within each phase, a welcome pack detailing sustainable travel for each dwelling within that phase shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>The welcome pack shall include the following unless otherwise agreed in writing by the Local Planning Authority;</p>

	<p>i) bus vouchers for use with the relevant local public transport operator,  ii) Bike vouchers,  iii) Other such incentives for sustainable travel where evidence supports this.</p> <p>The approved welcome packs shall be issued to occupiers upon occupation of each dwelling within the relevant phase.</p> <p>Reason: To encourage sustainable modes of travel in accordance with policy LP15 of the Fenland Local Plan, 2014.</p>
20	<p><i>Approved Plans</i></p> <p>The development hereby permitted shall be carried out in accordance with the following approved plans and documents</p> <ul style="list-style-type: none"> <li>• Site Location Plan P22-602_02 05 Rev F</li> <li>• General Arrangement Lambs Hill Drove 19196-WIMB-5-101 Rev C</li> <li>• General Arrangement Wimblington Road 19196-WIMB-5-102 Rev C</li> <li>• Framework Masterplan P22-0602_01 Rev X</li> <li>• Tree Survey &amp; AIA March 2024 5426 (Rev F)</li> <li>• Flood Risk Assessment and Drainage Strategy (Rev E) (29.11.23 update)</li> </ul>



Created on: 12/08/2024

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**F/YR23/0696/O**

Scale = 1:5,000





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**KEY**

SITE LOCATION (22.51HA)	INDICATIVE PROPOSED FORMAL EQUIPPED CHILDREN'S PLAY AREA (NEAP)	EXTENT OF FLOOD ZONE 2 AND 3 (AS IN THE ENVIRONMENT AGENCY FLOOD MAP)	PROPOSED FORMAL CYCLE AND PEDESTRIAN ROUTE	VEHICULAR ACCESS POINT (SUBJECT TO DETAILED PLANNING APPLICATION)
INDICATIVE RESIDENTIAL AREA	INDICATIVE COMMUNITY GARDEN AND COMMUNITY ORCHARD	RETAINED / DIVERTED DITCHES SUBJECT TO SPECIALIST INPUT	PROPOSED FORMAL PEDESTRIAN ROUTE	POTENTIAL PEDESTRIAN AND CYCLE ACCESS
INDICATIVE PUBLIC OPEN SPACE - INCLUDING PLAY AREAS, STRATEGIC LANDSCAPE BUFFERS, DRAINAGE ATTENUATION AND OTHER FORMS OF ACTIVE AND PASSIVE RECREATION	INDICATIVE ATTENUATION BASINS (SUBJECT TO SPECIALIST INPUT)	EXISTING FOOTPATH (DISUSED RAIL TRACK)	PROPOSED RECREATIONAL CYCLE AND PEDESTRIAN ROUTE	INDICATIVE LOCATION FOR LANDMARK BUILDING
INDICATIVE PRIMARY ROUTE (TREE LINED WITH GREEN VERGES; A SHARED CYCLE/FOOTPATH ON ONE OR BOTH SIDES)	EXISTING VEGETATION (SUBJECT TO SURVEY)	EXISTING PUBLIC RIGHT OF WAY (BARKER'S LANE BRIDLEWAY)		

**STOW FEN MEADOWS - LAND AT SE MARCH, MARCH, CAMBRIDGESHIRE - FRAMEWORK PLAN**



**NOTES**

- Contractors must check all dimensions on site. Only figured dimensions are to be worked from. Discrepancies must be reported to the Architect or Engineer before proceeding. © This drawing is copyright.
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**SAFETY, HEALTH AND ENVIRONMENTAL**

In addition to the hazards, risks normally associated with the type of work detailed on this drawing, note the following significant risks and information.

**Construction:**

- Existing overhead and underground services and utilities.

For information relating to end use, maintenance, demolition, see the health and safety file.

It is assumed that all works will be carried out by a competent Contractor, where appropriate, to an approved method statement.

**KEY**

- Existing Highway Boundary
- Proposed Development Boundary
- Proposed Carriageway
- Proposed Footway
- Proposed or adjusted Vehicular Crossing
- Proposed Verge
- Refer to AIA and Tree Survey for details of removals
- 2.0m x 2.0m Pedestrian Visibility Splay

C	DEVELOPMENT BOUNDARY LINE AMENDED	DSH	GBR	17.06.24
B	BUS STOP ARRANGEMENTS AMENDED	DSH	GBR	16.04.24
A	BUS SHELTER LOCATIONS SHOWN	DSH	GBR	15.04.24
REV	DESCRIPTION	DRN	CHD	DATE

	PRELIMINARY		INFORMATION		TENDER
	CONSTRUCTION		AS BUILT		

SCALE 1:500 @ A1      DATE NOVEMBER 2023

DRAWN DSH      CHK SD

DRAWING NO. 19196-WIMB-5-101      REV C

TITLE MARCH EAST  
LAMBS HILL DROVE

DETAILS GENERAL ARRANGEMENT  
LAMBS HILL DROVE (PLANNING)

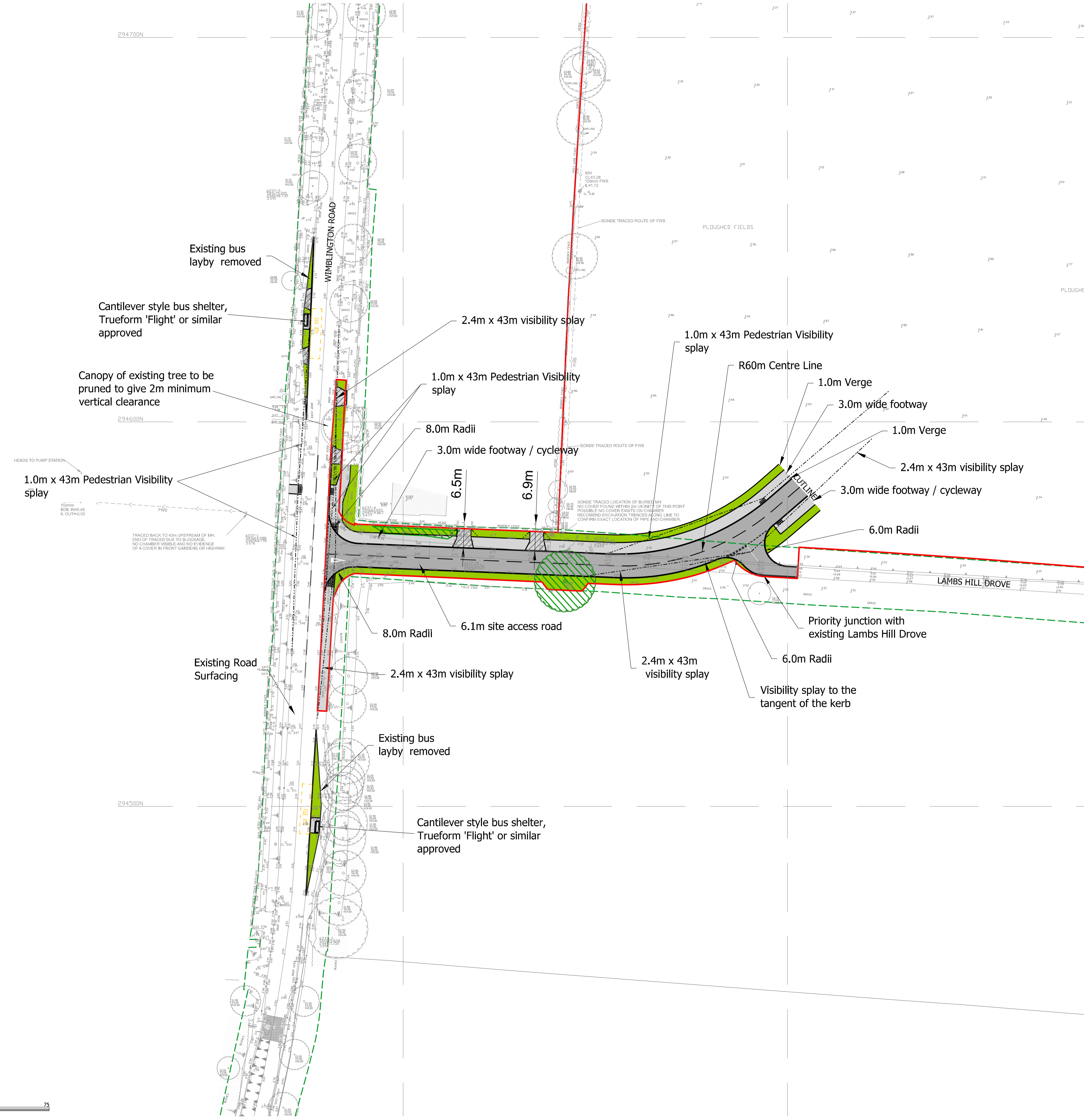
**Woods Hardwick**  
Architecture | Engineering | Planning | Surveying

**BEDFORD : HEAD OFFICE**  
15-17 Goldington Road  
Bedford MK40 3NH  
T: +44 (0) 1234 268862

**BIRMINGHAM**  
Fort Dunlop, Fort Parkway  
Birmingham B24 9FE  
T: +44 (0) 121 6297784

ONLINE: mail@woodshardwick.com | woodshardwick.com

PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS DRAWING



Existing bus layby removed

Cantilever style bus shelter, Trueform 'Flight' or similar approved

Canopy of existing tree to be pruned to give 2m minimum vertical clearance

1.0m x 43m Pedestrian Visibility splay

Existing Road Surfacing

Existing bus layby removed

Cantilever style bus shelter, Trueform 'Flight' or similar approved

2.4m x 43m visibility splay

1.0m x 43m Pedestrian Visibility splay

8.0m Radii

3.0m wide footway / cycleway

6.5m

6.9m

8.0m Radii

6.1m site access road

2.4m x 43m visibility splay

2.4m x 43m visibility splay

Visibility splay to the tangent of the kerb

1.0m x 43m Pedestrian Visibility splay

R60m Centre Line

1.0m Verge

3.0m wide footway

1.0m Verge

2.4m x 43m visibility splay

3.0m wide footway / cycleway

6.0m Radii

Priority junction with existing Lambs Hill Drive

6.0m Radii

LAMBS HILL DROVE

WIMBINGTON ROAD

SONDE TRACED LOCATION OF BURIED MH  
NO COVER FOUND WITHIN 20 METRES OF THIS POINT  
POSSIBLE NO COVER EXISTS ON CHAMBER  
RECOMMEND EXCAVATION TRENCHES ALONG LINE TO  
CONFIRM EXACT LOCATION OF PIPE AND CHAMBER.

TRACED BACK TO 43m UPSTREAM OF MPH  
END OF TRACED DUE TO BLOCKAGE  
NO CHAMBER VISIBLE AND NO EVIDENCE  
OF A COVER IN FRONT GARDENS OR HIGHWAY.

HEADS TO PUMP STATION

150mm

RDAL R=40.48

L OUT=4.02

294600N

294700N

294500N

SONDE TRACED ROUTE OF FWS

PLOUGHED FIELDS

PLOUGHED

**NOTES**

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**SAFETY, HEALTH AND ENVIRONMENTAL**  
 In addition to the hazards, risks normally associated with the type of work detailed on this drawing, note the following significant risks and information.

- Construction:**
1. Existing overhead and underground services and utilities.
- For information relating to end use, maintenance, demolition, see the Health and Safety File.
- It is assumed that all works will be carried out by a competent Contractor, where appropriate, in an approved method statement.

**KEY**

- Existing Highway Boundary
- Proposed Development Boundary
- Proposed Carriageway
- Proposed Footway
- Proposed or adjusted Vehicular Crossing
- Proposed Verges
- Refer to AIA and Tree Survey for details of removals
- Existing vehicular crossing to be removed

REV	DESCRIPTION	DATE	BY	CHK	DATE
C	BUS STOP ARRANGEMENTS AMENDED	16.04.24	DSH	DSH	16.04.24
B	BUS SHELTER LOCATION SHOWN	15.04.24	DSH	DSH	15.04.24
A	PROPOSED CONSTRUCTION WIDENED TO 3m	20.03.24	DSH	DSH	20.03.24

SCALE: 1:500 @ A1  
 DATE: NOVEMBER 2023  
 DRAWN: DSH  
 CHECKED: SD  
 DRAWING NO.: 191796-WIMB5-102  
 REV: C

TITLE: MARCH SOUTH-EAST  
 WIMBLINGTON ROAD  
 DETAILS: GENERAL ARRANGEMENT  
 WIMBLINGTON ROAD (PLANNING)

**Woods Hardwick**  
 Architecture | Engineering | Planning | Surveying

**BIRMINGHAM**  
 BEFORD : HEAD OFFICE  
 15-17 Goldington Road  
 Beford B64 3NH  
 T: +44 (0) 121 268862  
 ONLINE: mail@woodsardwick.com | woodsardwick.com

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