

**PLANNING COMMITTEE DATE: 12<sup>th</sup> September 2018**

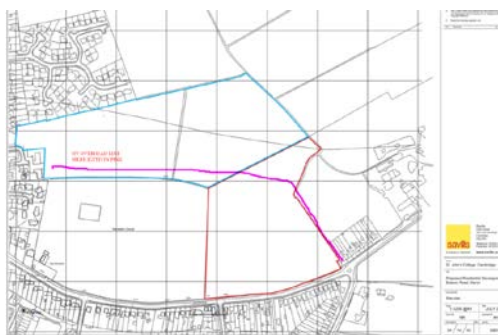
**APPLICATION NO: F/YR15/0668/O**

**SITE LOCATION: Land North of 75 – 127 Estover Road, March**

## **UPDATES**

### **Further correspondence received as follows:**

- **FDC Housing Strategy Team:** Have clarified that 'although no CPCA funding has been committed to this scheme yet, there is significant CPCA funding available and Fenland schemes have had very few allocations to date'
- **Combined Authority:** The Combined Authority is keen to work with landowners, developers and housing providers to accelerate housing delivery across Cambridgeshire and Peterborough and specifically to deliver new additional affordable homes. In the case of Estover Road, March the Combined Authority's Housing and Development Team would be pleased to consider an application for grant or other form of investment to enable an increased level of affordable housing on this site. Note that every scheme is considered on its own merits, and is subject to due diligence, appraisal and Combined Authority Board approval.
- **UK Power Networks:** Note that high voltage overhead cables exists on the site area that is intending to have work commence on it and may present a serious risk to life if approached or contacted. It is important that all proposed works should comply with the requirements of Health & Safety Executive Document GS6 "Avoidance of danger from overhead electric lines". It may be necessary for the above to be diverted to enable your works to proceed. Extract of annotated plan below, HV cable shown pink



- Further letter from earlier contributor maintaining objection to the scheme on the grounds that:
  - It is inconsistent with the strategic plan and uses the legal cap on windfall housing rather than the strategic plan for guidance.
  - Existing volume of traffic on Elm Road - and the speeding of many motorists there - already create hazards for pedestrians and also congestion at the level crossing. The number of trains is increasing and hence the congestion will increase if this proposal goes ahead. There is also no footpath on the Creek Road level crossing which would become more hazardous as a result.
  - The land is currently top grade farming land which would be lost with the loss also of long term employment.

**Table 3.4: Access Mode Share – March Railway Station**

Mode	Mode Share	
	Number	Percentage
Driving a Car or Van	3	6%
Passenger in a Car or Van	9	18%
Bus, Minibus, Coach	4	8%
Taxi or Minicab	6	12%
Train	2	4%
On Foot	21	41%
Bicycle	5	10%
Motorcycle, Scooter or Moped	0	0%
Underground, Metro, Light Rail or Tram	0	0%
Other Method of Travel to Work	1	2%
<b>Total</b>	<b>51</b>	<b>100%</b>

Source: National Travel Survey (January 2014)

- 3.7.3 Abello Greater Anglia, East Midlands and Cross Country serve March as an intermediate point between Ely and Peterborough. Table 3.5 below summarises the services running from March directly with the number of trains operating in the AM and PM peak periods during the weekday. Trains take approximately 20 minutes to travel between March and Peterborough, and approximately 18 minutes to travel between Ely and March.

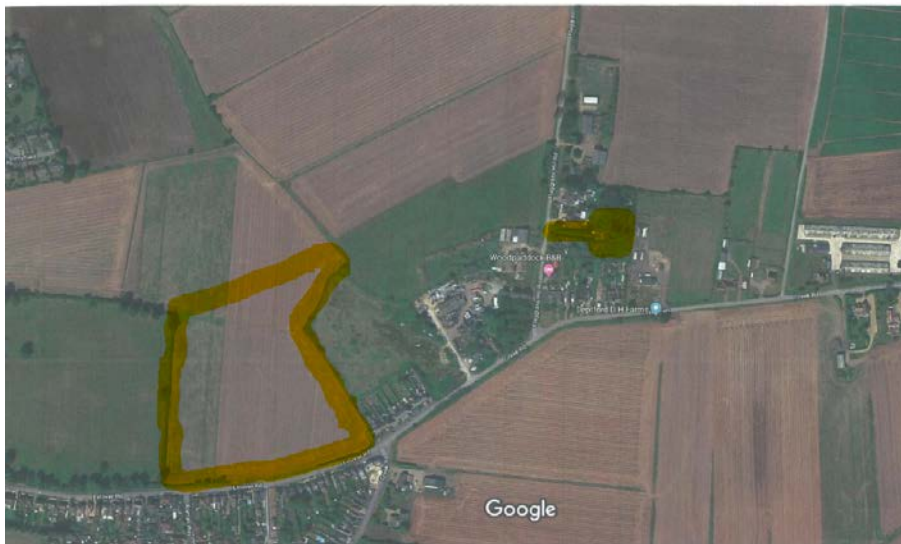
**Table 3.5: Rail Services from March Railway Station**

Service	Frequency of Services (Number of Trains per Hour)			
	Weekday		Weekend	
	AM Peak 08:00 – 09:00	PM Peak 17:00 – 18:00	Daytime 10:00 – 16:00	Daytime 14:00 – 15:00
March to Ely	2	1	1	1
Ely to March	3	2	1	2
March to Peterborough	2	2	2	1
Peterborough to March	1	2	2	1

Source: National Rail Enquiries (November 2014)

- 3.7.4 The relevant timetables for train services from March Railway Station including services to Ely and Peterborough are included in Appendix D.
- 3.7.5 Similar to the exercise in relating to walking, cycling and public transport (bus), CCC has requested an analysis to determine the proportion of residents at the proposed development likely to work in destinations served by rail services that operate from the Station.

Again, where OA and MSOA data is not available for this area of Fenland, it is considered that information outlined in Table 5.4, based upon key Neighbourhood Statistics travel for work data, and demonstrating that 3% of residents use the train to travel work, represents the best available information available in relation to the proposed development (equating to around only 4 trips in the AM peak hour and 3 trips in the PM peak hour).



- Neighbour/contributor has asked that the above items be tabled at the Planning Committee Meeting

Agent has confirmed acceptance of pre-commencement conditions relating to conditions relating to archaeology, foul water drainage and construction management but has raised certain issues with the detailed wording of the surface water drainage strategy condition, (Condition 12) . Their comments have been raised with the LLFA and the following revised condition has been agreed as acceptable to all parties:

(Amended condition 12)

Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details prior to occupation of the first dwelling.

The scheme shall be based upon the principles within the agreed Surface Water Management Note prepared by Cannon Consulting Engineers dated 20 July 2018 and shall also include:

- 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;
- 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;
- c) Detailed drawings of the entire proposed surface water drainage system, including levels, gradients, dimensions and pipe reference numbers;
- d) Full details of the proposed attenuation and flow control measures;
- e) Temporary surface water storage facilities during construction;
- f) Details of overland flood flow routes where the design storm is exceeded
- g) Details of the maintenance/adoption of the surface water drainage system;
- h) Measures taken to prevent pollution of the receiving groundwater and/or surface water;
- i) A timetable for implementation;

Reason - To ensure that the proposed development can be adequately drained and to ensure that there is no flood risk on or off site resulting from the proposed development

**Recommendation:** remains as per Pages 54-58 of the Agenda subject to a revised condition 12 as above.