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F/YR17/1127/O

**Applicant: Mr T Knowles**

**Agent : Mr Chris Walford  
Peter Humphrey Associates Ltd**

**Land North of The Green And North Of 145-159, Wisbech Road, March,  
Cambridgeshire**

**Erection of up to 118no dwellings (outline application with matters committed in  
respect of access) involving demolition of 147a Wisbech Road**

**Reason for Committee:** More than 5 letters of local objection received contrary to  
Officer's recommendation.

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## **1 EXECUTIVE SUMMARY**

This proposal is in outline form with the detail of access only for up to 118 dwellings on land to the rear of properties on Wisbech Road in March. The land is partly in agricultural use and partly unused made up ground. The northern boundary of the site abuts the Ely-Peterborough Railway line.

The proposed access off Wisbech Road involves the demolition of No 147a and seeks to provide an adoptable access road. The application includes an indicative layout to demonstrate that up to 118 dwellings may be accommodated on the site which also indicates a SuDS drainage area and public open space.

Objections from residents on Wisbech Road include concerns over traffic safety and congestion, visual and ecological impact arising from the development and drainage issues.

Local Plan Policy LP3 defines March as a Market Town where the majority of the district's new housing, employment growth, retail growth and wider service provision should take place. The site is considered to satisfy the criteria set out in Local Plan Policy LP4 Part B inasmuch as it is on the edge of March. It is therefore an appropriate site to deliver additional housing within the town subject to acceptable impacts.

The illustrative masterplan satisfactorily indicates how the site could be laid out in order to achieve both the quantum of development and necessary supporting infrastructure. The proposal would make the required contributions toward education, transport, Healthcare, open space and would provide a policy compliant level of affordable housing.

Having fully assessed all three dimensions of sustainable development it is concluded that there are no overriding technical objections or material considerations that indicate that permission should not be granted in this instance and the application should therefore be approved subject to the required planning obligations and conditions.

**Recommendation – Approve subject to S106 & conditions**

## **2 SITE DESCRIPTION**

- 2.1 The application site is 4.85 hectares of land north of Wisbech Road (the B1099) in the western side of March. It is to the rear of houses on Wisbech Road, The Green, West Close and Meadowlands and abuts properties on Meadowlands Retail Park and the Ely-Peterborough railway line.
- 2.2 The land appears to be partly in agricultural use (to the east) and the remainder unused or used as paddocks with some horses grazing. There is a line of small trees separating an existing field access from the paddock area, and hedgerows/trees abutting the edge of the agricultural area. The site includes that occupied by No 147a Wisbech Rd a bungalow with rear garden.

## **3 PROPOSAL**

- 3.1 The proposal is in outline for up to 118 dwellings with only access being committed at this stage. Layout, Scale, Appearance and Landscaping are 'Reserved Matters' to be considered at a future date (should outline permission be granted). An illustrative layout has been submitted which is not necessarily the way the development will be carried out, it is provided to demonstrate that up to 118 dwellings could be accommodated on this site. Following consultee comments, additional details/ evidence has been provided including further transport assessment evidence and modelling, bat surveys and drainage information.
- 3.2 The application includes the following supporting documents:
  - Transport Assessment and Framework Travel Plan
  - Water Vole Survey
  - Reptile Survey
  - Great Crested Newt Survey
  - Bat emergence survey
  - Reptile Survey
  - Geo Environmental Desk Study (contaminated land)
  - Flood Risk Assessment
  - Drainage Strategy
  - Indicative Layout
  - Design and Access Statement
- 3.3 The applicant has agreed a draft heads of terms for financial and open space contributions against the proposal and these are set out below at sections 9.46 to 9.55 below.
- 3.4 Full plans, associated documents and consultee comments for this application can be found at:

<https://www.fenland.gov.uk/publicaccess/applicationDetails.do?activeTab=documents&keyVal=P032R7HE01U00>

- 3.5 It is noted that the Design and Access Statement refers to an indicative housing mix drawn from the Cambridgeshire Sub regional Strategic Housing Market Assessment. The indicative layout would provide the following mix to meet housing need:

No of beds	No of properties
1	8
2	29
3	58
4	23

- 3.6 The application does not include a viability assessment and is therefore intended to meet infrastructure requirements and affordable housing provision in accordance with policy requirements.

#### 4 SITE PLANNING HISTORY

Reference	Description	Decision	Date
F/95/0502/O	Erection of food store (Class A1) together with petrol filling station car parking servicing landscaping and access Land North West Of Meadowlands, Wisbech Road, March, Ca	Refused	23/02/1996
F/0828/88/O	Residential development - 4.885 ha Land to rear of 145A Wisbech Road (to be demolished) March Land To Rear Of 145A Wisbech Road (To Be Demolished) Ma	Refused	10/08/1989
F/0079/84/F	Extension to bungalow and erection of a garage 147A Wisbech Road March 147A Wisbech Road March Cambridgeshire PE15 8EY	Granted	05/03/1984
F/0445/78/F	Layout of land for Industry/Warehousing/Storage by the construction of roads and sewers David Brown Tractors Ltd Wisbech Road March	Refused	18/08/1978

#### 5 CONSULTATIONS (summarised)

##### March Town Council

- 5.1 Recommend approval.

##### CCC Highways

- 5.2 No highways objections subject to provision of flare at Peas Hill roundabout, financial contribution toward cycle infrastructure project and conditions securing the following;

- Provision of access prior to the first occupation of the development
- Provision of Peas Hill roundabout flare prior to first occupation
- Details of the proposed arrangements for future management and maintenance of the proposed streets within the development until adopted.
- Provision of the road(s), footway(s) and cycleway(s) to at least binder course surfacing level prior to first occupation.

##### CCC Infrastructure Contributions

- 5.3 CCC identifies contributions are required for the following:
- Early years

- Primary School
- Libraries and Lifelong Learning

#### **Anglian Water Services Ltd**

- 5.4 Advises that Anglian Water has assets close to or crossing this site or there are assets subject to an adoption agreement. The site layout should take this into account and accommodate those assets within either prospectively adoptable highways or public open space or is not practicable then the sewers will need to be diverted at the developers cost under Section 185 of the Water Industry Act 1991.
- 5.5 The foul drainage from this development is in the catchment of March Water Recycling Centre that will have available capacity for these flows.
- 5.6 Requests a condition requiring compliance with the agreed drainage strategy and details of a foul water strategy pre-commencement.

#### **FDC Environmental Health**

- 5.7 Raises no objection to contaminated land report subject to conditions securing a remediation scheme.
- 5.8 Raises concerns over potential noise impacts from the adjacent railway line but consider that this could be addressed at design stage under reserved matters application.

#### **Strategic Housing Officer**

- 5.9 Raises no objection given the proposal is for policy compliant levels (25%) of affordable housing. Would prefer to see a tenure mix as follows:

##### Affordable Rent

- 8 x 1 bed dwellings
- 10 x 2 bed dwellings
- 4 x 3 bed dwellings
- 1 x 4 bed dwelling

##### Shared Ownership

- 2 x 2 bed dwellings
- 8 x 3 bed dwellings

#### **Peterborough City Council Ecologist**

- 5.10 Satisfied no evidence of reptiles, great crested newts, water voles and roosting bats found. Advises that the recommendations in section 5 of the ecology report are implemented/ secured by condition to include the following:
- 1) provision of bat boxes in the new development;
  - 2) Sensitive lighting scheme to avoid disturbance to foraging and commuting bats;
  - 3) Building to be re-surveyed for bats should it not have been demolished by two years from date of survey (i.e. June 2020).
- 5.11 Would particularly advise the retention of the mature southern boundary hedgerow alongside The Green in the site layout. Recommends that a suitably worded condition be attached requiring the avoidance of site clearance works during nesting/ breeding season, or where this is not possible, that a suitably qualified ecologist first carries out a survey to establish that nesting birds are not present or

that works would not disturb any nesting birds. Requests that a range of bird nest boxes are installed that cater for a number of different species such as House Sparrow, Starling & Swift.

- 5.12 All construction trenches should be covered overnight or a means of escape provided for any mammals that may have become trapped. In addition recommends that impenetrable barriers are avoided by allowing adequate gaps to be retained under any new fencing.

**Environment Agency**

- 5.13 No objection provided the development is sequentially located, with dwellings in Flood Zone 1. No further comments provided.

**Natural England**

- 5.14 Considers the proposal does not impact on any designated environmentally sensitive sites. It points to standing advice regarding protected species but does not object.

**Cambs Police - Designing Out Crime Officers**

- 5.15 Requests that they are consulted at reserved matters stage in order to mitigate against vulnerability to crime. Would also like to see consideration be given to principles of Secured by Design, as they believe this development could make Gold standard.

**Cambs Fire & Rescue**

- 5.16 No objections subject to securing provision of fire hydrants

**NHS England**

- 5.17 The proposed development will be likely to have an impact on the NHS funding programme for the delivery of primary healthcare provision within this area and specifically within the health catchment of the development. NHS England would therefore expect these impacts to be fully assessed and mitigated.
- 5.18 The existing GP practices do not have capacity to accommodate the additional growth resulting from the proposed development. The development could generate approximately 269 residents and subsequently increase demand upon existing constrained services.
- 5.19 The development would give rise to a need for improvements to capacity, in line with emerging CCG estates strategy; by way of refurbishment, reconfiguration, extension, or potential relocation, for the benefit of the patients at Mercheford House Surgery; a proportion of the cost of which would need to be met by the developer - £42,435

**CCC Lead Flood Authority (LLFA)**

- 5.20 Raises no objection subject to securing a site wide surface water drainage scheme based on sustainable drainage principles prior to development commencing.

**Senior Archaeologist (CCC)**

- 5.21 The site should be subject to a programme of archaeological investigation secured through the inclusion of a pre-commencement condition.

**Network Rail:**

- 5.22 Formally consulted however no response received

## **Local Residents/Interested Parties**

### **Neutral**

- 5.23 1 resident letter received raising concerns over drainage and outlook impacts but welcomes the roundabout improvement and S106 contributions

### **Objectors**

- 5.24 Objections received from 14 local households referring to the following:
- Highway safety concern regarding the proposed access and its poor accessibility at peak traffic times. Existing residents state that they are often unable to exit their property to turn right due to traffic backing up to the roundabout with the A141.
  - Concern regarding traffic safety and speeding referring to numbers of accidents,
  - The proposed access will increase problems of visibility for immediately neighbouring access points,
  - Concerns of increased likelihood of flooding and drainage issues,
  - Increased noise to nearby neighbours impacting on enjoyment of existing garden areas,
  - Anti-Social behaviour
  - Density/Over development
  - Poor Design/Appearance
  - Impact on Local services/schools which are unable to cope,
  - Loss of view/Outlook
  - Likelihood of overlooking/loss of privacy
  - Ecology impacts
  - Loss of property value
  - Impact on local services and facilities
  - Construction nuisance
  - Ground contamination
  - Visual harm
  - Queries why the dwelling needs to be demolished
  - Occupant of dwelling proposed for demolition concerned over being homeless

## **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 and the March Neighbourhood Plan, 2017.

## **7 POLICY FRAMEWORK**

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

### **National Planning Practice Guidance (NPPG)**

### **Fenland Local Plan 2014 (FLP)**

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 & retail
- LP12 – Rural Area Development Policy
- LP13 – Supporting and Mitigating the Impact of a Growing District
- LP14 – Climate Change and Flood Risk
- 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

### **March Neighbourhood Plan 2017 (MNP)**

- H2 – Windfall Development
- H3 – Local Housing need

### **Supporting/ Supplementary Planning Documents (SPD)**

- Delivering & Protecting High Quality Environments in Fenland SPD (2014)
- FDC Developer Contributions SPD (2015)
- Resource Use & Renewable Energy SPD (2014)
- Cambridgeshire Flood & water SPD (2016)
- The Cambridgeshire and Peterborough Minerals and Waste Core Strategy (2011) which includes the RECAP CCC Waste Management Design Guide SPD (2012)

## **8 KEY ISSUES**

- **Principle of Development**
- **Biodiversity & Ecology**
- **Loss of Agricultural land**
- **Access, Highways and Transport**
- **Flood Risk & Drainage**
- **Ground conditions (contamination)**
- **Noise**
- **Planning Obligations**
- **Resident Comments**

## **9 ASSESSMENT**

### **Principle of Development**

- 9.1 Local Plan Policy LP3 defines March as a Market Town where the majority of the district's new housing, employment growth, retail growth and wider service provision should take place. The site is considered to satisfy the criteria set out in Local Plan Policy LP4 Part B inasmuch as it is on the edge of March. It is therefore an appropriate site to deliver additional housing within the town (towards the 4,200 new homes target set out in Part A of Policy LP4). Further criteria to be met by any such development are set out in Policy LP16 including that the development should, amongst other things, not adversely impact on the amenity of neighbouring users. The delivery of housing on this site would form a logical extension of existing development to the south-west of March in a sustainable location. The site is located within walking distances of the train station, shopping, employment, recreation and other community facilities.
- 9.2 The development will result in the permanent loss of 4.85Ha of High Grade agricultural land. In order to achieve the objectives of the Council's Local Plan

policies it was always likely that the loss of such land would result. The amount of land being lost for agricultural purposes does not require any consultation with Natural England, as required by Schedule 5 of the Town and Country Planning (Development Management Procedure) (England) Order 2010 (as amended), as the threshold for such consultation is 20 hectares or more. Accordingly whilst the loss of 4.85 hectares of land is unfortunate, it is not, in this instance, considered unacceptable as the policy direction within the Local Plan would have required the use of sites at the periphery of the market towns and the amount of land being lost is not of a scale which requires consultation with Natural England.

- 9.3 The March Neighbourhood Plan allows for Windfall development subject to proportionate pre-application community consultation being undertaken. However, this application was submitted in advance of the MNP being adopted and as such no community consultation was undertaken.

*Indicative layout and scale parameters*

- 9.4 Whilst the application is in outline only, to allow full evaluation and consideration of the development to determine whether the proposed amount of development can be satisfactorily accommodated on the site, an indicative layout plan is required detailing the potential location of buildings, routes and open spaces, and scale parameters for upper and lower limits for the dimensions of the buildings and detail on the use of development.
- 9.5 The submitted illustrative masterplan indicates how the site could be laid out in order to achieve both the quantum of development and necessary supporting infrastructure e.g. roads, open space, drainage. Although only indicative at this time, the layout plan shows a mix of detached and semi-detached properties accessed mainly via adopted (or adoptable standard) roads. Private roads generally serve small pockets of units at the perimeters of the site. As mentioned, a large area of open space is proposed at the western corner which incorporates an attenuation pond to facilitate surface water drainage of the site. The open space occupies the area of Flood Zone 2 and 3. It is noted that approximately 12 of the dwellings enter into the area of FZ2 with one in FZ3. Naturally this would not accord with the sequential test and it would be expected that the final layout would see all dwellings within Flood Zone 1. Officers have no reason to believe that this couldn't be achieved through a revised layout secured at future reserved matters.
- 9.6 The indicative layout proposes approximately 0.65Ha (6,500m<sup>2</sup>) of public open space (excluding the area of SuDS). The FDC Developer Contributions SPD requires development of sites over 2Ha (as in this case) to secure 0.4Ha of land per 10Ha of development site for equipped play area along with an un-prescribed level of general green amenity space. In this case therefore approximately 0.2Ha (2000m<sup>2</sup>) of play area would be required to be equipped. Whilst the indicative layout provided doesn't specify this, it is recognised that a large area of amenity greenspace is proposed and Officers consider that the policy compliant level of equipped play area could be provided alongside the proposed quantum of development with a substantial area of amenity green space, the precise details of which would be secured at reserved matters stage. Furthermore, biodiversity enhancements could also be secured within the open space and around the perimeter of the site utilising new and existing hedgerows and trees.
- 9.7 As such, whilst the layout is only indicative at this time and would require some amendments in order to mitigate the effects of noise (see 'Noise' section below), improve road alignment and avoid flood risk, Officers consider that the proposed



quantum of development could be delivered within the site area along with the policy compliant level of open space including the equipped play area and supporting infrastructure.

### **Access, Highways & Transport**

- 9.8 Policies LP15 and LP16 of the FLP seek to ensure that development can be served by adequate highways infrastructure – avoiding identified risks, maximises accessibility and helps to increase the use of non-car modes by giving priority to the needs of pedestrians, cyclists, people with impaired mobility and users of public transport. Paragraph 108 of the NPPF requires development to take account of opportunities for sustainable transport modes, provide safe and suitable access for all people and that any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.
- 9.9 The scheme is proposed to be served by 1 main vehicular access leading off Wisbech Road (B1099) and this detail is committed as part of this application. The access is located between No's 149 and 145a Wisbech Road, requiring the demolition of no. 147a. The access a 5.5m wide sealed surface with 2.0m wide footpaths on either side connecting the existing infrastructure along Wisbech Road. Drop kerb crossing points either side of the access mouth are proposed.

#### *Transport Assessment*

- 9.10 The application is supported by a Transport Assessment which includes the most recent 60 months accident data, current bus service and assessments of various junctions in March that are likely to be affected by the development which includes;
- Junction of the A141 Wisbech Road/ Isle of Ely Way/ Wisbech Road/ Whittlesey Road
  - Junction of the A141 Isle of Ely Way/ Gaul Road;
  - Junction of the A141 Isle of Ely Way/ Burrowmoor Road;
  - Junction of the B1099 Dartford Road/ Robingoodfellow's Lane/ B1101 Creek Road/ Broad Street; and
  - Junction of the B1101 High Street / Burrowmoor Road
  - Junction of March Road with A47
  - Junction of A141 Isle of Ely Way with March Road and B1101
- 9.11 Based on the analysis that has been undertaken in this TA the key points are summarised below:
- The proposed development is well located to existing amenities and services that encourage travel by active modes of travel such as walking and cycling;
  - There is a good range of local amenities and services within walking and cycling distance of the proposed development that would cater for the day-to-day needs of future residents;
  - The existing pedestrian infrastructure in the vicinity of the proposed development provides good accessibility to and from the site by walking;
  - The local area is well served by a network of footpaths, and there are positive opportunities for walking within the vicinity of the proposed development; and
  - Cycling infrastructure in the vicinity of the proposed development is limited, however, the site is accessible via cycling along the B1099 Wisbech Road, and quieter cycle routes are available via a comprehensive permeable network of local streets, providing good connectivity to all areas of March.
  - That the existing bus services stop close to the site and enable access to key towns and cities

### *Mitigation*

- 9.12 The LHA in their assessment of the TA identified that the existing capacity problems at Peas Hill Roundabout would be further impacted upon via the development – most likely through additional queue lengths along Wisbech Road on the approach to the roundabout. Following detailed discussion with the LHA, the applicant has agreed to deliver additional infrastructure by way of a flare to the Wisbech Road approach onto Peas-Hill roundabout (to the west of the access). It is considered that this infrastructure is a necessary transport mitigation measure designed to reduce congestion along Wisbech Road on the approach to the roundabout. The flare will enable traffic to filter left more effectively joining the southbound carriageway of the A141. The flare has undergone a Stage 1 safety audit process with the LHA and is confirmed to be acceptable.
- 9.13 In addition the LHA are seeking a financial contribution to secure enhanced cycle infrastructure along Wisbech Road to improve more sustainable modes of transport. The LHA considers this is a necessary mitigation measure.

### *Indicative Road Layout*

- 9.14 Although illustrative at this time, the internal road configuration comprises mainly of standard gauge road and footways indicating that this could be adoptable subject to final specification and approved construction design. The current arrangement comprises a looped road with runs of straight roads which may result in speed issues and therefore this detail may require attention e.g. introducing some bends or speed reducing measures, however this detail would be determined via future Reserved Matters for layout. A small number of properties are accessed via tertiary private drives and again the exact detail would be considered at reserved matters stage. Notwithstanding this, the general indicative layout is considered to demonstrate that adequate access could be provided within the site to serve the quantum of development proposed.

### *Resident Concerns*

- 9.15 Whilst residents' comments which raise concerns in respect of congestion, speeding and safety of pedestrians have been noted, Officers have been provided no clear evidence to substantiate this, with the TA and proposed mitigation demonstrating that the development would not lead to severe impacts on the transport network of road safety and therefore would be unable to robustly defend a refusal on this basis.

### *Transport Conclusions*

- 9.16 The LHA has confirmed their acceptance of the overall scheme having regard to the scale of the development, proposed access arrangement, proposed Peas Hill Roundabout flare arrangement and the supporting Transport Statement (and subject to the aforementioned contribution toward cycle infrastructure). The enhancement to the roundabout should be provided prior to the first occupation of the development and would be subject to final design under S278 of the Highway Act i.e. the final specification is to be agreed with the LHA. The trigger for the cycle infrastructure contribution would be agreed through the s106 negotiation process.
- 9.17 As such it is concluded that, subject to the delivery of the mitigation package requested by the LHA, the development would not give rise to any severe, cumulative transport impacts, that safe and suitable access can be delivered and

that sustainable modes of transport can be secured through the development thereby satisfying policies LP15 and LP16 of the FLP.

### **Biodiversity & Ecology**

- 9.18 Natural England has confirmed that the development is unlikely to adversely affect the Nene Washes SSSI European designated (Natura 2000) site.
- 9.19 However, due to the specific site conditions and surrounding environment, the applicant has undertaken Phase 1 habitat surveys for Reptiles, Great Crested Newts (GCN) and Water Voles given the presence of adjacent ditches. In addition, following recommendations from the Council's Wildlife Officer, the applicant has subsequently undertaken emergence surveys for Bats.
- 9.20 The applicant's Ecologist surveys conclude that there was no evidence of either species being present at the site but recommends that a condition is secured that in the unlikely event that water voles or evidence of their presence is found during works, all works must immediately cease and a suitably qualified ecologist should be contacted.
- 9.21 The Council's Wildlife officer makes recommendations arising from the survey work including a condition securing the provision of bird and bat boxes, a lighting scheme to prevent disturbance to foraging and commuting bats and the dwelling to be re-surveyed for bats should it not have been demolished by June 2020. In addition, it is recommended to secure the retention of the southern hedgerow in view of its ecological importance. This would require a slight layout change and possible reduction in dwelling numbers which would be considered at reserved matters stages.
- 9.22 The proposal involves the removal of a number of trees and shrubs which are likely to support nesting birds during the nesting season (1st March to 31<sup>st</sup> August). It is therefore recommend that a condition be attached requiring the avoidance of such site clearance works during this period, or where this is not possible, that a suitably qualified ecologist first carries out a survey to establish that nesting birds are not present or that works would not disturb any nesting birds.
- 9.23 Suitable habitat is present within the application site to support foraging mammals some of which are Species of Principle Importance under s41 of the NERC Act 2006. It is therefore recommended that as a precaution, all construction trenches are covered overnight or a means of escape provided for any mammals that may have become trapped. In addition impenetrable barriers should be avoided by allowing adequate gaps to be retained under any new fencing. The Councils' Wildlife Officer has also made recommendations regarding additional native planting.
- 9.24 It is concluded that subject to the recommendations set out above the proposal is anticipated to result in no net loss to biodiversity.

### **Loss of Agricultural Land**

- 9.25 The site comprises 4.86Ha of a mixture of low grade and high Grade 2 agricultural land (data taken from DEFRA 'magic' mapping, 2019) although it

borders with generally low grade land due to the urban development surrounding it and therefore the exact mix is difficult to establish.

- 9.26 The NPPF, paragraph 171(footnote 53) advises that the economic and other benefits of best and most versatile agricultural land (BMV land) should be taken into account and that where significant development of agricultural land is demonstrated to be necessary, areas of poorer quality land should be preferred to those of a higher quality. Annex 2 of the NPPF defines BMV land to be land in Grades 1, 2 and 3a of the Agricultural Land Classification.
- 9.27 Therefore, the site is identified as comprising some 'high grade' (BMV) agricultural land. Having regard to the wider DEFRA mapping site, it is notable that a significant majority of Fenland District falls within the BMV land with only the main Market towns, the Kings Delph and Morton's Leam areas and the north of March including the prison area falling within the lower grades (3b and below). As such, it is recognised that there are very few areas of poorer quality agricultural land and it would not be possible therefore for Fenland to achieve its housing targets without developing areas of BMV land. It is also important to note that the Council's housing target is not a ceiling and opportunities to deliver housing in places outside of those allocated through the development plan should be favourably considered where they comply with the development plan when taken as a whole.
- 9.28 Notwithstanding this, the site area is not considered to be 'significant' having regard to para 171 of the NPPF and the extent of remaining BMV land in the district.

#### **Flood Risk & Drainage**

- 9.29 Policies LP14 and LP16 of the FLP seek to ensure that development can be served by adequate surface and waste water infrastructure, avoids identified risk e.g. flooding, and uses sustainable drainage systems which should be designed to contribute to improvement in water quality in the receiving water course.
- 9.30 The site lies in Flood Zones 1, 2 and 3. Given the scale of the development with a site area of over 1Ha, a site specific flood risk assessment (FRA) and drainage strategy has been provided which indicates that Sustainable Drainage Systems (SuDS) can be used at the proposed development to successfully restrict discharge rates in line with the Lead Local Flood Authority's requirements. The surface water is proposed to eventually discharge into the adjacent Internal Drainage Board controlled assets.

#### *Surface water*

- 9.31 The County Council's Lead Local Flood Authority has considered the FRA and drainage approach and is generally supportive of the scheme. Whilst they disagree with the approach by the applicant in respect of arranging the SuDS around the layout rather than the other way round, they consider this could be satisfactorily addressed through the reserved matters submission. They also raise question with the accuracy of the reporting of internal ditches but conclude that the attenuation and conveyance of surface water would not increase the risk of surface water flooding. Finally, they question the applicant's assertion that permeable paving is not an effective method of surface water management – advising that there are several examples where this has been employed locally with success. Again, they conclude that this is a matter that can be appropriately dealt with at reserved matters stage.

- 9.32 In summary therefore, the LLFA consider that the development could adequately manage surface water within the site without posing a risk of flooding within or outside the development subject to conditions securing a detailed surface water drainage scheme for the site, based on sustainable drainage principles and using infiltration where ground conditions are conducive to this and/or attenuation. Furthermore, the LLFA require details for the long term maintenance arrangements of the surface water drainage system (including all SuDS features). This could also be reasonably secured via planning condition.

#### *Waste Water*

- 9.33 Anglian Water advises that the foul drainage from this development is in the catchment of March Water Recycling Centre that will have available capacity for these flows. Anglian Water raises no concerns over any existing problems and indicates that the development could be suitably accommodated subject to an agreed foul water strategy – acknowledging that a development impact assessment has been prepared by the applicant in consultation with Anglian Water to determine a feasible mitigation strategy with no requests for any improvements that would be required to existing infrastructure. Anglian Water are content to secure a condition requiring details of a foul water strategy prior to the commencement of development.
- 9.34 Notwithstanding this, the development would be required to provide adequate waste water infrastructure under Part H of the Building Regulations 2010 and this would need to be satisfied and 'signed off' through Building Control/ Approved Inspector prior to occupation of the development. The applicant would need to liaise with Anglian Water in agreeing this infrastructure and connection methods.
- 9.35 In conclusion, the dwellings would lie in an area at lowest risk of flooding and could be served by sustainable surface water and waste water drainage systems which would avoid any potential increase in flood and pollution risk from the development in accordance with Policies LP14 and LP16 of the FLP.

#### **Ground conditions (contamination)**

- 9.36 The applicant has prepared a ground investigation report (a Phase 2 geo-environmental assessment) which involved intrusive ground investigation and laboratory analysis of samples. This was deemed necessary given that material has recently been imported onto the site whereby the material was not fully understood.
- 9.37 The findings of the report indicate whilst some evidence of Asbestos Containing Material (ACM) was encountered, associated with the imported material, laboratory analysis has not shown concentrations of contaminants to be present, which could pose a significant risk to future site users. However, the report states that as a precautionary recommendation, a layer of clean imported topsoil at a minimum depth of 150mm should be installed within garden and landscaped areas, where these coincide with the recently imported material.
- 9.38 The Council's Environmental Protection team has reviewed the report and concur with the findings and recommendations, concluding that the development could be made acceptable subject to conditions securing a written method statement for remediation of the site followed by a completion report confirming that the contaminated areas have been fully remediated. It is also recommended that a standard unsuspected contaminated land condition is secured given the historical use of the site in the interests of human health.

## **Noise**

- 9.39 The application site lies immediately south of the railway line. The indicative layout denotes a row of dwellings set back approximately 25 – 30m from the line. The Council's Environmental Protection team raised concerns over the potential for noise to adversely affect the living conditions of future occupiers due to the unknown levels of noise that would be experienced. Following this, the applicant commissioned a noise assessment from a qualified consultant who assessed the noise and likely impacts of the development and any proposed mitigation.
- 9.40 The report indicates that unacceptable levels of noise would be experienced from properties at the north of the site and that mitigation is therefore necessary. The proposal put forward includes the erection of a 3m high acoustic fence.
- 9.41 The Council's Environmental Protection team consider that this may not be sufficient to overcome noise at 1<sup>st</sup> floor level and does not take into account vibration that may also be experienced from the rail activity. They conclude that the scheme requires re-designing in order to demonstrate that these concerns can be overcome. Notwithstanding this, the erection of a 3m high fence or similar structure may adversely affect outlook for future residents, creating an undue sense of enclosure thereby harming residential amenity.
- 9.42 Following further information provided by the applicant's noise consultant, in noting that the application is outline at this stage, with matters of scale, layout, appearance and layout reserved, the Council's Environmental Protection team concludes that with possible mitigation (as set out the consultant's report) to be implemented in the design scheme could alleviate their concerns, especially in the area layout redesign and designation of exclusion zones. All proposed mitigation will be reviewed as part of the reserved matters application.
- 9.43 As such, it is considered that there are design and layout solutions which could effectively mitigate the noise impacts from the adjacent railway line – for example, this could be in the way of low-rise flats with winter-gardens (enclosed glazed patios/ balconies) facing onto the railway line which would act as a buffer for the rest of the development combined with acoustic fencing for ground floor noise mitigation. Such detail can be effectively secured at reserved matters stage and it would be expected that this would be supported by technical evidence of its effectiveness against noise and vibration impacts.

## **Planning Obligations**

- 9.44 Policy LP5 of the FLP seeks to secure appropriate housing to meet the needs of the district including affordable housing as well as meeting the particular needs of all sectors of the community. Policy LP13 sets out the Council's approach to securing appropriate infrastructure to mitigate the impact of development and a growing district. LP15 seeks to ensure that all development contributes to the delivery of transport related infrastructure. LP16(g) seeks to ensure that development provides publicly accessible open space and access to nature.
- 9.45 Officers have carried out consultation with Cambridgeshire County Council's Education, Waste and Transport teams, NHS England, the Council's Housing team, March Town Council and the Developer Contributions SPD; which amongst other things sets out open space and outdoor sports contributions. Following this, a draft S106 Heads of Terms has been generated and shared with the applicant who has subsequently agreed with the contributions and obligations sought which are as follows;

### *Affordable housing*

- 9.46 LP5 sets out that developments of 10 or more dwellings would require 25% of housing within that development to comprise affordable housing – therefore affordable housing **30 units** for this development of 118 dwellings. Furthermore, the Council's housing team has advised that based on the Strategic Housing Market Assessment (SHMA) an affordable tenure mix of 70% affordable rented and 30% intermediate tenure is considered appropriate for this development. Therefore for this application, 21 dwellings should be for affordable rent and 9 dwellings for an intermediate tenure.

### *Education*

- 9.47 Cambridgeshire County Council has identified that mitigation is required for the development in respect of Early Years and Primary school where all are at capacity and projects have been identified. In addition they seek a contribution for libraries and lifelong learning and transport improvements.
- 9.48 They have confirmed that a contribution towards Secondary Schools and Strategic Waste will not be sought in this instance due to there being existing capacity. The County Council contributions are as follows;

#### Early Years

- 9.49 Project: Expansion of Westwood Community Early Years facility by 52 places. The total cost of the project is £1,300,000 and contributions will be sought on the basis of £25,000 per place (£1.3m/52 places). Therefore a contribution of **£700,000** (subject to final housing mix) is sought as the development is expected to generate 28 places.

#### Primary Education

- 9.50 Project: Expansion of Westwood Community primary school by 90 places (3 classrooms). The total cost of the project is £1,530,000 and contributions will be sought on a basis of £17,000 per place (£1,530,000 /90 places). Therefore a total contribution of **£799,000** is sought as the development is expected to generate 47 places.

- 9.51 *Libraries & Lifelong Learning*

Project: To enhance the existing library facilities in March e.g. books, resources and equipment.  
A tariff-based charge of £42.17 per head (based on 2.5 persons per dwelling) is sought. Therefore a total contribution of **£12,440.15** based on a quantum of 118 dwellings.

### *Transport*

- 9.52 Project: Cycle infrastructure improvement scheme from Peas Hill Roundabout to Marylebone Road and March Town Centre involves on-road cycle lanes and removal of centre line on Wisbech Road (as identified in the March Town Strategy). Project cost £15,000.  
Contribution sought: **Up to £15,000 depending on existing pooled contributions.**

Planning conditions would also secure direct delivery of the Peas Hill roundabout flare which would be delivered by the developer and therefore no financial contribution is sought for this.

#### *Healthcare*

- 9.53 NHS England has carried out a health impact assessment and advises that the existing GP practices do not have capacity to accommodate the additional growth resulting from the proposed development. The development could generate approximately 269 residents and subsequently increase demand upon existing constrained services. The intention of NHS England is to promote Primary Healthcare Hubs with co-ordinated mixed professionals. This is encapsulated in the strategy document: The NHS Five Year Forward View.
- 9.54 The development would give rise to the need for the reconfiguration of internal space at Riverside Practice to provide increased capacity for the benefit of the patients in the March area.

As such the following project has been identified to mitigate this impact;  
Project: reconfiguration of internal space at Riverside Practice; a proportion of the cost of which would need to be met by the developer.

**Amount requested: £42,435**

#### *Open Space & Sports*

- 9.55 In accordance with FDC Developer Contributions SPD 2015 the open spaces and sports obligations can be broken down as follows: (site area is 2.73 hectares)
- Neighbourhood Park – £ 19,440 off site contribution
  - Natural greenspace – £ 24,300 off site contribution
  - Allotments – £ 4,860 off site contribution
  - Outdoor Sports contribution – £ 38,880 off site contribution
  - Children’s Play – on-site delivery equating to minimum 0.2Ha in area.
- 9.56 The development would also be expected to provide an area(s) of amenity greenspace to enable free-play which would be considered at reserved matters stages.
- 9.57 These above contributions/ obligations are all considered to meet the statutory tests under Regulation 122(2) of the Community Infrastructure Levy Regulations 2010 as they are required to mitigate the impacts of this development i.e. to make the development acceptable.
- 9.58 The applicant has confirmed their agreement to enter into a S106 obligation for the above and has not challenged this on viability grounds. As such it is assumed that the development is viable to deliver along with the above mitigation.

#### **Resident Comments**

- 9.59 Whilst it is considered that most comments and concerns raised have been addressed in this report the following matters require consideration;

#### *Noise and Pollution*

- 9.60 Concerns have been raised by residents that the development would give rise to amenity harm through the construction process in respect of noise dirt and dust. It is recommended that a Construction Management Plan (CMP) is secured detailing as a minimum;



- Working days/times
- Noise levels of any mechanical plant e.g. piling machines.
- Estimated duration of use mechanical plant.
- Techniques proposed to reduce noise from the site.
- Techniques proposed to reduce dust from the site and around any access roads.

9.61 A wheel wash (or other facility) could also be secured through this scheme to ensure that mud is not tracked onto the highway in the interests of highway safety.

9.62 It is considered that the use of appropriate conditions would ensure that the construction of the development would not result in adverse impacts on noise and air quality, notwithstanding the developers requirements to comply with health and safety law.

#### *Residential Amenity*

9.63 Notwithstanding the requirement for a CMP to control noise and pollution from the development of the site, the indicative layout demonstrates suitable separation for existing dwellings adjacent with hedgerow and other landscaping that could be secured to act as a buffer. Future reserved matters would secure appropriate scale, layout and appearance to ensure that residential amenity of existing and future occupiers would be carefully considered, for example overlooking, overshadowing and overbearing impacts.

9.64 Whilst it is likely that the acoustic environment will change through the introduction of this development, the detailed matters of layout, and landscaping (which would need to include boundary treatments, hard surfacing and lighting) would need to consider the impact of the development on neighbouring properties and how this could be managed e.g. acoustic boundary treatments where necessary, bound surfaces rather than loose gravel and the locations of internal roadways and footpaths and respective lighting. At this time therefore, there is no evidence to suggest that such impacts which could arise as a result of the development, couldn't otherwise be mitigated through detailed design.

9.65 It is considered therefore that subject to appropriate detailed design secured through future reserved matters, residential amenity would not be significantly compromised through the development.

#### *Increase in ASB*

9.66 The Police have been consulted on the application and has raised no objection to the proposals. The Police would be consulted on future reserved matters submissions with an approach to designing out crime.

#### *Loss of view/Outlook/ visual impact*

9.67 The planning system operates in the public interest and there is no right to a private view within planning legislation. However matters of outlook are a material consideration but are not considered as part of this outline application. They would instead be considered at design submission stage under reserved matters. Likewise concerns raised over visual impact would be considered at reserved matters stage.

#### *Devaluing property/ loss of sale*

- 9.68 The planning system does not exist to protect private interests such as value of land or property and as such no weight can be afforded to this concern.

*Waste/ Litter*

- 9.69 Waste produced and removed off-site during the construction of the development would be controlled under license through the Environment Agency. The County Council confirms that a contribution towards strategic waste infrastructure will not be sought through this development. Furthermore, the district council has a statutory duty to collect household waste and already operates in the March area. The future layout reserved matters detail would be expected to provide details of adequate household waste collection arrangements.

*Not a site allocated for development*

- 9.70 The district has an identified need to deliver housing through the plan period up to 2031 which is achieved through larger allocated sites and unallocated (windfall) sites such as this and as set out through Spatial strategy policy of the Fenland Local Plan. This development would assist with meeting that need.

*Why does 147a need to be demolished?*

- 9.71 One resident queries the need for the demolition of 147A when an access track exists directly adjacent. The access track is single track and would not achieve the required visibility or adoptable standards and as such it is necessary to demolish the property in order to achieve safe and effective access onto Wisbech Road.

*An application for development of the site was previously refused.*

- 9.72 It is noted that planning permission for development on the site was previously refused in 1989 (see history section above) due to inadequate sewerage systems and the development at that time being outside of the developable area of March. Both local and national policy have changed significantly since that time and the current development plan does not exclude the application site from development and Anglian Water has confirmed that the current sewerage systems have capacity to deal with the development.

*Occupant of dwelling proposed for demolition concerned over being homeless*

- 9.73 Based on these comments, the property appears to be privately rented at present. Whilst the comments from the current occupier of 147a are noted, this ultimately constitutes a civil matter for the owner and occupier to resolve. Notwithstanding this, it is likely that a number of alternative properties for private rent would be available in the March area should this be required.

## **10 Summary and Conclusions**

- 10.1 Paragraph 11 of the NPPF states that a presumption in favour of sustainable development lies at the heart of the Framework.
- 10.2 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 dimensions, and says how these roles should not be undertaken in isolation, and therefore to achieve sustainable development a proposed development should jointly and simultaneously deliver gains that are economic, social and environmental.

- 10.3 In respect of the application site and its suitability for housing development, the site has a number of factors in its favour in terms of potential suitability for residential development as follows;
- The developable area for housing will be in flood zone 1, the lowest risk category for fluvial flooding and that to which the development plan directs residential development in preference,
  - can be served by safe and effective access,
  - is accessible to natural green space and play space and incorporates sustainable links to wider leisure networks thereby promoting leisure and health opportunities,
  - is remote enough from heritage assets above ground so as not to result in substantial harm,
  - is in suitable proximity of local services which can be accessed on foot and via public transport,
  - is of sufficient scale to incorporate affordable housing within the site.

In terms of constraints to the potential suitability of the site for development (especially for residential purposes), it is:

- located in an area of archaeological potential which may ultimately limit the quantum of or locations of development dependant on subsequent findings at investigation stage,
  - is adjacent to the railway line thereby restricting some design and layout opportunities,
  - the site currently comprises some grade 2 agricultural land which is defined as good to moderate land by Natural England and BMV land as per the NPPF.
- 10.4 In terms of sustainability, the proposal would contribute towards economic growth, including job creation both during the construction phase and in the longer term through the additional population assisting the local economy through spending on local services/facilities. Furthermore, the scale of the development (as opposed to smaller sites of less than 11 dwellings) would yield financial contributions e.g. towards securing an expansion/ alterations of local schools, healthcare and transport improvements . Environmentally; the proposal offers potential for the incorporation of additional planting and habitat enhancement and the visual impacts of the development are considered to be acceptable given the limited harm and net benefits arising from additional landscaping. Finally, it would increase the supply of housing - including a policy compliant provision of affordable housing homes to aid in addressing the identified shortfall which has social benefits.

- 10.5 Having fully assessed all three dimensions of sustainable development and in applying the planning balance it is concluded that the benefits of the proposal outweigh the identified harm. In summary, there are no overriding technical objections that indicate that permission should not be granted and the application should be approved subject to the recommended obligations as set out in 9.46 to 9.55 above and the conditions as listed below.

## **11 RECOMMENDATION**

1. That the Committee delegates authority to finalise the planning conditions and terms of the S.106 agreement to the Head of Planning, and

2. Following completion of the S106 obligation to secure the necessary education and health contributions, policy compliant levels of affordable housing and open space as detailed in this report, application F/YR17/1127/O be approved subject to conditions listed below.

OR

3. Refuse the application in the event that the obligation referred to above has not been completed and the applicant is unwilling to agree to an extended period of determination of 4 months, or on the grounds that the applicant is unwilling to complete the obligation necessary to make the development acceptable.

1.	<p>Details of the appearance, landscaping, layout, and scale, (hereinafter called "the reserved matters") shall be submitted to and approved in writing by the local planning authority before any development begins and the development shall be carried out as approved.</p> <p>Reason: To enable the Local Planning Authority to control the development in detail and to comply with Section 92 of the Town &amp; Country Planning Act 1990.</p>
2.	<p>Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission. The development to which this permission relates shall be begun no later than the expiration of two years from the final approval of the reserved matters.</p> <p>Reason: To enable the Local Planning Authority to control the development in detail and to comply with Section 92 of the Town &amp; Country Planning Act 1990.</p>
3.	<p>The development hereby permitted shall be carried out in accordance with the approved plans listed in the table below insofar as they relate to site access.</p> <p>Reason: For the avoidance of doubt to ensure that the development is carried out in accordance with the approved plans.</p>
4.	<p>The residential elements of the development shall not exceed 118 dwellings (Use Class C3).</p> <p>Reason: For the avoidance of doubt and to ensure a satisfactory standard of development.</p>
5.	<p>No demolition/ development shall take place until a written archaeological scheme of investigation (WSI) has been submitted to and approved by the Local Planning Authority in writing. For land that is included within the WSI, no demolition/development shall take place other than in accordance with the agreed WSI which shall include:</p> <ul style="list-style-type: none"> <li>i) The statement of significance and research objectives;</li> <li>ii) The programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works;</li> <li>iii) The programme for post-excavation assessment and subsequent analysis, publication &amp; dissemination, and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI.</li> </ul> <p>Reason: In order to ensure the preservation of the historic environment in accordance with policy LP16(a) and LP18 of the Fenland Local Plan, 2014. A pre-commencement</p>

	<p>condition is necessary in order to ensure irreversible loss to the historic environment is avoided.</p>
6.	<p>Prior to the commencement of any development, a Construction Environmental Management Plan (CEMP), shall be submitted to and approved in writing by the Local Planning Authority. The CEMP shall accord with and give effect to the waste management principles set out in the adopted Cambridgeshire &amp; Peterborough Minerals and Waste Core Strategy (2011) and Waste Hierarchy when completed. The CEMP shall include the consideration of the following aspects of construction:</p> <ol style="list-style-type: none"> <li>a) Site wide construction programme.</li> <li>b) Contractors' access arrangements for vehicles, plant and personnel including the location, design and specification of construction access and the traffic routes to, from and within the site, details of their signing, monitoring and enforcement measures, along with location of parking for contractors and construction workers,</li> <li>c) Construction hours</li> <li>d) Delivery times for construction purposes</li> <li>e) Soil Management Strategy including a method statement for the stripping of top soil for reuse; the raising of land levels (if required); and arrangements (including height and location of stockpiles) for temporary topsoil and subsoil storage to BS3883:2007</li> <li>f) Noise monitoring method including location, duration, frequency and reporting of results to the LPA in accordance with the provisions of BS:5228</li> <li>g) Maximum noise mitigation levels for construction equipment, plant and vehicles</li> <li>h) Vibration monitoring method including location, duration, frequency and reporting of results to the LPA in accordance with the provisions of BS:5228</li> <li>i) Setting maximum vibration levels at sensitive receptors</li> <li>j) Dust suppression management and wheel washing measures to prevent the deposition of debris on the highway and the general environment</li> <li>k) Site lighting</li> <li>l) Drainage control measures including the use of settling tanks, oil interceptors and bunds</li> <li>m) Screening and hoarding details</li> <li>n) Liaison, consultation and publicity arrangements including dedicated points of contact</li> <li>o) Location of Contractors compound and method of moving materials, plant and equipment around the site.</li> </ol> <p>The Construction Environmental Management Plan shall be implemented in accordance with the agreed details, unless minor variations are otherwise agreed in writing by the Local Planning Authority.</p> <p>Reason: In the interests of safe operation of the highway and protection of general residential amenity in accordance with policy LP15 and LP16 of the Fenland Local Plan, 2014. A pre-commencement condition is required in order to ensure that any operational development does not cause harm to the amenity of the area of users of the adjoining highway.</p>
7.	<p>No development excluding the demolition and enabling or site-wide infrastructure works shall begin until details of the finished floor level of all buildings in that plot or phase and associated external ground levels have been submitted to and approved in writing by the Local Planning Authority.</p> <p>The development shall be implemented in accordance with the approved details.</p> <p>Reason: In the interests of visual and residential amenity in accordance with policy LP16 of the Fenland Local Plan, 2014.</p>
8.	<p>Prior to or concurrently with the submission of the reserved matters layout application the following detail shall be submitted;</p> <ol style="list-style-type: none"> <li>(i) a plan showing the extent of the road and cycle network which is to be adopted by</li> </ol>

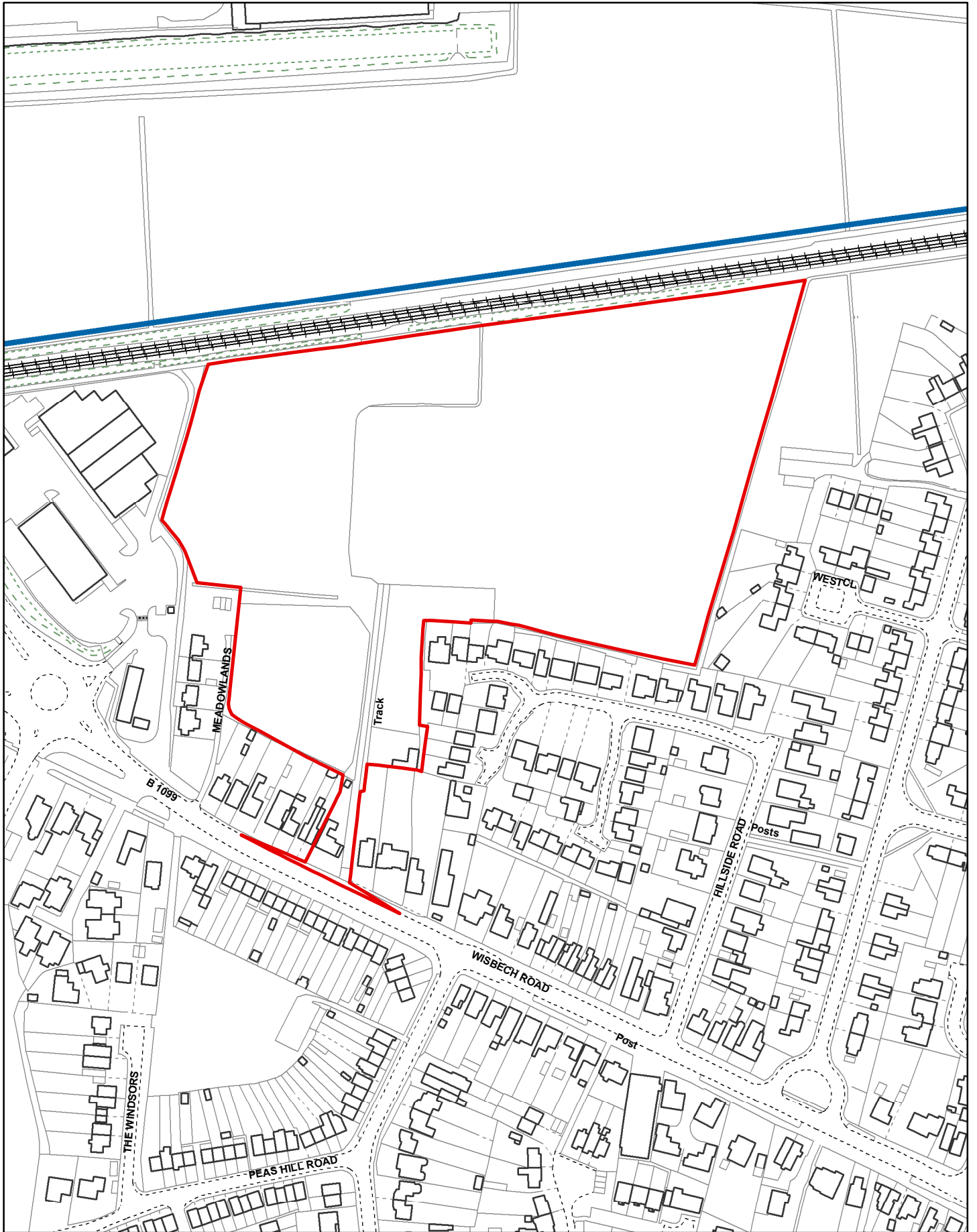
	<p>the local highway authority, and</p> <p>(ii) a scheme for the construction and long term management of any development roads, parking courts and footpaths/ cyclepaths within that phase which are not to be publicly adopted has been submitted to and approved in writing by the local planning authority.</p> <p>The scheme shall include:</p> <ul style="list-style-type: none"> <li>- road and footway cross-sections showing their levels and construction;</li> <li>- details of lighting (identify illumination levels within those areas and the style of any lighting columns and luminaires to be used);</li> <li>- the provision to be made for access to these roads by local authority refuse collection vehicles or alternative arrangements for collection.</li> </ul> <p>The development shall be carried out in accordance with the approved details.</p> <p>Reason: In the interests of highway safety and to ensure that roads are managed and maintained thereafter to a suitable and safe standard with adequate highway infrastructure provided in accordance with policy LP13, LP15 and LP16 of the Fenland Local Plan, 2014.</p>
9.	<p>All roads and footways linking the dwellings to the adopted highway shall be constructed to at least binder course level prior to the first occupation of any dwelling unless an alternative timetable and scheme has been approved in writing by the local planning authority.</p> <p>Reason: In the interests of highway safety and to ensure that roads are managed and maintained thereafter to a suitable and safe standard with adequate highway infrastructure provided in accordance with policy LP13, LP15 and LP16 of the Fenland Local Plan, 2014.</p>
10.	<p>Prior to or concurrently with the submission of the reserved matters layout and landscape applications a surface water drainage scheme for the site, based on sustainable drainage principles, shall be submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before development is completed.</p> <p>The scheme shall 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, including levels, gradients, dimensions and pipe reference numbers</li> <li>d) Full details of the proposed attenuation and flow control measures</li> <li>e) Temporary storage facilities;</li> <li>f) 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>g) Full details of the long-term maintenance/adoption of the surface water drainage system. The details shall identify runoff sub-catchments, SuDS components, control structures, flow routes and outfalls. In addition, the plan must clarify the access that is required to each surface water management component for maintenance purposes;</li> <li>h) Measures taken to prevent pollution of the receiving groundwater and/or surface water;</li> <li>i) A timetable for implementation.</li> </ol> <p>Reason: To ensure that the proposed development can be adequately drained and to</p>

	ensure that there is no flood risk on or off site resulting from the proposed development in accordance with LP14 of the Fenland Local Plan 2014.
11.	<p>With the exception of the demolition element of this permission, no development shall commence until a foul water strategy has been submitted to and approved in writing by the Local Planning Authority. No dwellings shall be occupied until the works have been carried out in accordance with the foul water strategy so approved unless otherwise approved in writing by the Local Planning Authority.</p> <p>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 in accordance with LP14 of the Fenland Local Plan 2014.</p>
12.	<p>Prior to or concurrently with the submission of the layout and landscape reserved matters applications a scheme shall be submitted to and approved in writing by the Local Planning Authority detailing the biodiversity enhancements and protection measures commensurate to the recommendations as laid out within the submitted Ecology surveys;</p> <ul style="list-style-type: none"> <li>- Middlemarch Environmental: Nocturnal Emergence and Dawn re-entry Bat Surveys, Report No: RT-MME-127765, June 2018</li> <li>- Middlemarch Environmental: Great Crested Newt Habitat Suitability Index Assessment, Report No: RT-MME-123012-01, August 2017.</li> <li>- Middlemarch Environmental: Water Vole Survey, Report No: RT-MME-123012-02, August 2017</li> <li>- Middlemarch Environmental: Reptile Survey, Report No: RT-MME-123012-03, August 2017</li> </ul> <p>The scheme shall include the following;</p> <ol style="list-style-type: none"> <li>1. How site clearance and construction works will be undertaken having regard to the protection of reptiles, birds, hedgehogs and other mammals which may be present</li> <li>2. Details regarding numbers, designs and locations for a range of bat boxes/ bat tiles to be incorporated into the new dwellings</li> <li>3. Avoidance of site clearance works during breeding/ nesting season, or that a suitably qualified ecologist first carries out a survey to establish that nesting birds are not present or that works would not disturb any nesting birds.</li> <li>4. Details regarding numbers, designs and locations for a range of bird nest boxes to be installed that cater for a number of different species such as House Sparrow, Starling &amp; Swift.</li> <li>5. Details of fencing which shall incorporate gaps for ground foraging mammals.</li> </ol> <p>The development shall be carried out in accordance with the approved details.</p> <p>Reason: In order to ensure that biodiversity and ecology in and around the site is preserved and where possible enhanced in accordance with policy LP16 and LP19 of the Fenland Local Plan, 2014.</p>
13.	<p>Prior to or concurrently with the submission of the layout and landscape reserved matters application a scheme, including dimensioned plans for the protection of retained trees and hedgerow, shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include:</p> <ol style="list-style-type: none"> <li>(a) a layout plan which shows the position, crown spread and Root Protection Area of all trees and hedgerow to be retained and which also shows those proposed to be removed;</li> <li>(b) a Tree and hedgerow Constraints Plan showing the Root Protection Area/s (RPA) and the crown radius of all retained trees and hedgerow in relation to the proposed development layout;</li> <li>(c) a schedule of works for those trees and hedges to be retained, specifying pruning and other remedial or preventative work, whether for physiological, hazard</li> </ol>

	<p>abatement, aesthetic or operational reasons;</p> <p>(d) the location, alignment and specification of tree and hedgerow protective barriers, the extent and type of ground protection, and any other physical protection measures. The Tree and hedgerow protection must be erected/installed prior to work commencing with that plot or phase and shall remain in place for the duration of construction works;</p> <p>(e) details of the alignment and positions of underground service runs;</p> <p>(f) any proposed alteration to existing ground levels, and of the position of any proposed excavations, that occurs within the root protection area of any retained tree or retained hedgerow.</p> <p>The development shall be undertaken in accordance with the approved details.</p> <p>Reason: In the interests of visual amenity and environmental quality in accordance with policy LP16 and LP19 of the Fenland Local Plan, 2014.</p>
14.	<p>Prior to the first occupation of the development hereby permitted an additional approach lane at Peas Hill Roundabout along Wisbech Road shown in principle on Plan No 2429-SK-04 Rev P04 shall be provided.</p> <p>Reason: To ensure that sufficient capacity is available within the highway network to cater for the development proposed.</p>
15.	<p>Prior to the first occupation of the development hereby approved, a scheme for the provision of fire hydrants or equivalent emergency water supply shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented and made available for use prior to the occupation of the first dwelling.</p> <p>Reason: In the interests of the safety of the occupiers and to ensure there are available public water mains in the area to provide for a suitable water supply in accordance with infrastructure requirements within Policy LP13 of the Fenland Local Plan 2014.</p>
16.	<p>The access to Wisbech Road as detailed on plan ref: Site Access Arrangement 2429-SK-02 Revision A shall be provided and completed to Cambridgeshire County Council Highways construction specification prior to the first occupation of the development.</p> <p>Reason: In the interests of highway safety in accordance with policy LP13 and LP15 of the Fenland Local Plan 2014.</p>
17.	<p>The following steps (a and b) shall be carried out and completed prior to the first occupation of the development;</p> <p>(a) A written method statement for the remediation of land and/or groundwater contamination affecting the site shall be submitted to and approved in writing by the local planning authority. This shall be based upon the findings of the site investigation and results of the risk assessment. No deviation shall be made from this scheme without the express written agreement of the Local Planning Authority.</p> <p>(b) The provision of two full copies of a completion report confirming the objectives, methods, results and conclusions of all remediation works, together with any requirements for longer-term monitoring proposals shall be submitted to and approved in writing by the Local Planning Authority. This should also include any contingency arrangements.</p> <p>Reason: To control pollution of land or water in the interests of the environment and public safety in accordance with LP2 and LP16 of the Fenland Local Plan 2014.</p>



18.	<p>If, during development, contamination not previously identified is found to be present at the site:</p> <ul style="list-style-type: none"> <li>(i) it shall be reported to the local planning authority within 1 working day;</li> <li>(ii) no further development (unless otherwise agreed in writing by the local planning authority) shall be carried out until site investigations have been carried out and a remediation strategy has been submitted to and approved in writing by the local planning authority detailing how this unsuspected contamination will be dealt with;</li> <li>(iii) the remediation strategy shall be implemented as approved;</li> <li>(iv) no occupation of any part of the development identified in the remediation strategy as being affected by the previously unidentified contamination shall take place until: <ul style="list-style-type: none"> <li>a. the approved scheme has been implemented in full and any verification report required by the scheme has been submitted to and approved in writing by the local planning authority;</li> <li>b. if required by the local planning authority, any proposals for long-term monitoring of pollutant linkages, maintenance and arrangements for contingency action have been submitted to and approved in writing by the local planning authority.</li> </ul> </li> <li>(v) the long-term monitoring and maintenance plan shall be implemented as approved.</li> </ul> <p>Reason: To control pollution of land or water in the interests of the environment and public safety in accordance with LP2 and LP16 of the Fenland Local Plan 2014.</p>
19.	<p>Approved Plans:</p> <p>Location Plan: 5127-03d  Site Access Arrangement: 2429-SK-02 Revision A</p>



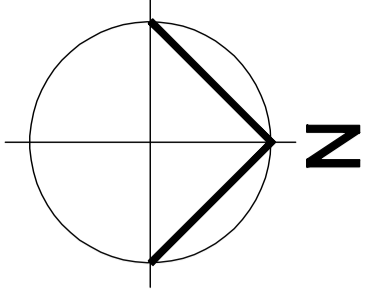
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**F/YR17/1127/O**

Scale = 1:2,500





SITE PLAN (SHOWING INDICATIVE SITE LAYOUT) 1:500

House Type Schedule

- 101 - 1 Bedroom 11/12/13
- 102 - 2 Bedroom 14/15/16/17/18/19/20/21/22/23/24/25/26/27/28/29/30/31/32/33/34/35/36/37/38/39/40/41/42/43/44/45/46/47/48/49/50/51/52/53/54/55/56/57/58/59/60/61/62/63/64/65/66/67/68/69/70/71/72/73/74/75/76/77/78/79/80/81/82/83/84/85/86/87/88/89/90/91/92/93/94/95/96/97/98/99/100
- 103 - 3 Bedroom 101/102/103/104/105/106/107/108/109/110/111/112/113/114/115/116/117/118/119/120/121/122/123/124/125/126/127/128/129/130/131/132/133/134/135/136/137/138/139/140/141/142/143/144/145/146/147/148/149/150/151/152/153/154/155/156/157/158/159/160/161/162/163/164/165/166/167/168/169/170/171/172/173/174/175/176/177/178/179/180/181/182/183/184/185/186/187/188/189/190/191/192/193/194/195/196/197/198/199/200
- 104 - 4 Bedroom 201/202/203/204/205/206/207/208/209/210/211/212/213/214/215/216/217/218/219/220/221/222/223/224/225/226/227/228/229/230/231/232/233/234/235/236/237/238/239/240/241/242/243/244/245/246/247/248/249/250/251/252/253/254/255/256/257/258/259/260/261/262/263/264/265/266/267/268/269/270/271/272/273/274/275/276/277/278/279/280/281/282/283/284/285/286/287/288/289/290/291/292/293/294/295/296/297/298/299/300
- 105 - 2 Bedroom Apartment 301/302/303/304/305/306/307/308/309/310/311/312/313/314/315/316/317/318/319/320/321/322/323/324/325/326/327/328/329/330/331/332/333/334/335/336/337/338/339/340/341/342/343/344/345/346/347/348/349/350/351/352/353/354/355/356/357/358/359/360/361/362/363/364/365/366/367/368/369/370/371/372/373/374/375/376/377/378/379/380/381/382/383/384/385/386/387/388/389/390/391/392/393/394/395/396/397/398/399/400

11/04/2017 - Topographical survey overlaid on site layout  
 15/07/2016 - Design of layout revised. BE/C  
 17/08/2016 - House type schedule added. BE/C  
 18/09/2016 - Access road amended to engineers comment

**Detailhawkley Associates**  
 ARCHITECTURAL DESIGN AND BUILD

PROJECT:  
 PROPOSED RESIDENTIAL DEVELOPMENT  
 WISEBECH ROAD  
 MARCH  
 CAMBRIDGESHIRE

CLIENT:  
 Knowles/Pilgrim

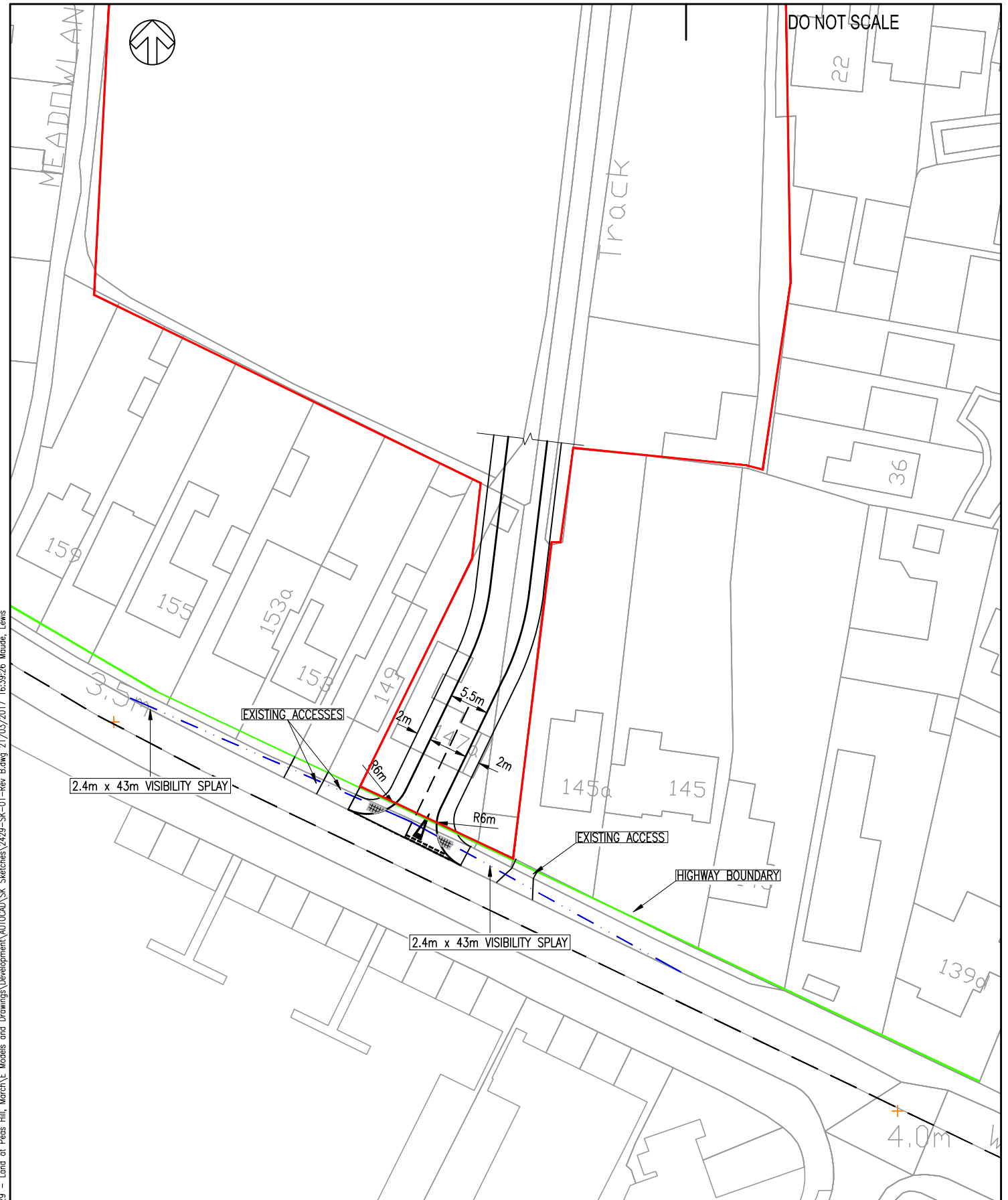
DATE: 28.09.16 SCALE: 1:500 JOB NO: 5127/06

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11/04/2017 - Topographical survey overlaid on site layout  
 15/07/2016 - Design of layout revised. BE/C  
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REV	DATE	BY	DESCRIPTION	CHK	APD
A	21/03/2017	LM	FIRST ISSUE	NJE	e
SCALE @ A3:		CHECKED:	APPROVED:		
1:500		NJE	NJE		
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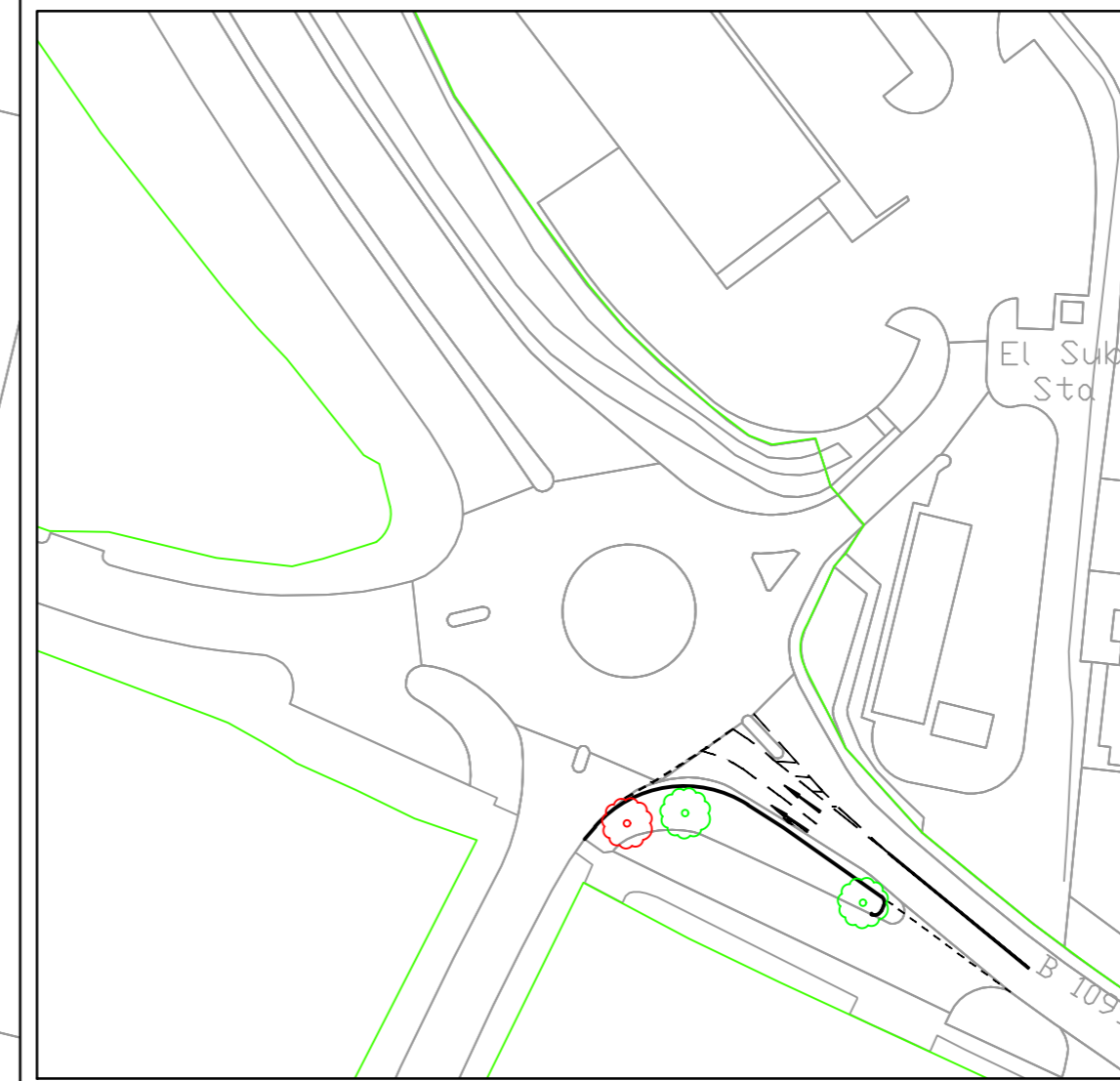
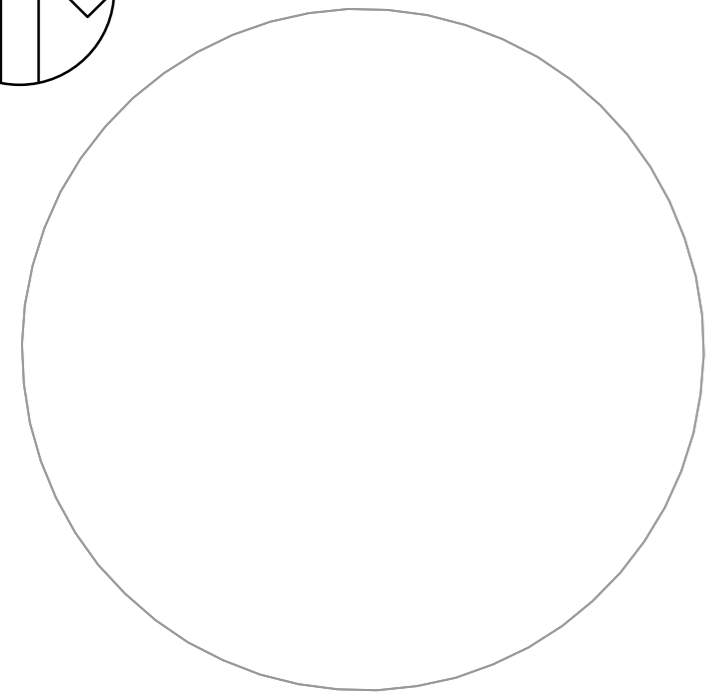
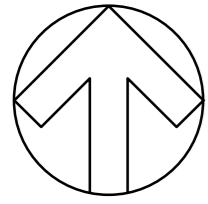
66-68 Hills Road, Cambridge CB2 1LA  
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CLIENT: KNOWLES TRANSPORT LTD.  
 ARCHITECT: PETER HUMPHREY ASSOCIATES

PROJECT: LAND AT WISBECH ROAD, MARCH		
TITLE: SITE ACCESS ARRANGEMENT		
CAD FILE: 2429-SK-02	DESIGN-DRAWN: LMM	DATE: March 17
PROJECT No: 70022429	DRAWING No: 2429-SK-02	REV: A

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File name: \\UK.WSPGROUP.COM\CENTRAL\_DATA\PROJECTS\70022429\70022429- LAND AT PEAS HILL, MARCH, MODELS AND DRAWINGS\DEVELOPMENT\AUTOCAD\SKETCHES\2429-SK-04- ROUNDABOUT.DWG, printed on 22 November 2018 17:26:19, by Malecki, Artur



PLAN VIEW

**DO NOT SCALE**

**KEY:**

- HIGHWAY BOUNDARY
- EXISTING TREE
- TREE TO BE REMOVED

- DRAWING NOTES**
- THE DRAWING SHALL BE READ IN CONJUNCTION WITH THE SPECIFICATION AND ALL OTHER RELEVANT DOCUMENTS AND DRAWINGS PROVIDED BY WSP.
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  - STREET FURNITURE TO BE RELOCATED AGREED WITH CAMBRIDGESHIRE COUNTY COUNCIL.
  - TREES LOCATION TO BE CONFIRMED WITH TOPO SURVEY INFORMATION

REV	DATE	BY	DESCRIPTION	CHK	APP
P04	22/11/2018	AKM	LANE LENGTHS ADJUSTED FOLLOWING RSA COMMENTS	LK	LK
P03	24/09/2018	AKM	TREES ADDED	AKM	LK
P02	14/09/2018	LMM	APPROACH AMENDED FOLLOWING CCC COMMENTS	AKM	LK
P01	03/09/2019	LMM	FIRST ISSUE	LK	LK

DRAWING STATUS: **S2 - FOR INFORMATION**

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CLIENT: **KNOWLES TRANSPORT LIMITED**

ARCHITECT: **PETER HUMPHREY ASSOCIATES**

PROJECT: **WISBECH ROAD, MARCH**

TITLE: **EXISTING ROUNDABOUT WITH PROPOSED FLARE**

SCALE @ A2: 1:200	CHECKED: LK	APPROVED: LK
PROJECT No: 70022429	DESIGNED: LMM	DRAWN: LMM
		DATE: November 18

DRAWING No: **2429-SK-04**      REV: **P04**

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