



# Sustainability Appraisal of the Fenland Core Strategy

Part 2 - Submission  
September 2013

# **Sustainability Appraisal of the Fenland Core Strategy (Submission Version)**

**September 2013**

## **Part 2: Appraisal and Evidence Base of Alternative Locations for Growth at the Market Towns**

(Note: Please see Part 1 for a detailed introduction, method and appraisal of all policies in the Core Strategy)

## Contents

1. Introduction	4
2. Growth and Selecting Locations of Growth	4
3. How was the Part 2 Appraisal carried out?	5
4. Appraisal of potential locations for Growth at Wisbech	6
5. Appraisal of potential locations for Growth at March	11
6. Appraisal of potential locations for Growth at Chatteris	16
7. Appraisal of potential locations for Growth at Whittlesey	21
8. Appraisal and Evidence Base for the Determination of Strategic Allocations and Broad Locations for Growth	26
• East Wisbech	31
• South Wisbech	36
• West Wisbech	41
• North West Wisbech	46
• Nene Waterfront and Port	51
• March – North East	57
• March – East	62
• March – South East	67
• March – South West	71
• March – West	76
• March – West of A141 Bypass	81
• March – North West	86
• March Trading Estate	91
• Chatteris East	97

• Chatteris South	102
• Chatteris South West	107
• Chatteris North West	112
• Chatteris North	116
• East Whittlesey	121
• South Whittlesey	126
• North West Whittlesey	130
• North Whittlesey	135

## **1. Introduction**

- 1.1 Sustainability Appraisal (SA) is undertaken during the preparation of a plan to assess whether it will contribute to environmental, social and economic objectives.
- 1.2 This **Part 2 report** appraises in detailed the reasonable alternative locations for growth at the four market towns.
- 1.3 **Separately available is a Part 1 document.** The Part 1 document contains a more detailed introduction to sustainability appraisal, including the methodology.
- 1.4 Both Part 1 and Part 2 should be read alongside the Submission Fenland Core Strategy and the Fenland Sustainability Appraisal Scoping Report (November 2010).
- 1.5 Part 1 and Part 2 collectively are the formal Sustainability Appraisal of the Fenland Core Strategy (September 2013 version).

## **2. Growth and Selecting Locations of Growth**

- 2.1 In simple terms, the following step by step process was undertaken to select locations for growth at the four market towns:

- |                                 |  |
|---------------------------------|--|
| Step 1:<br>(ongoing since 2004) | Help establish Options via a 'call for sites' exercise. This exercise, in essence, continues throughout the process, as landowners continue to submit what they see as candidate sites.  |
| Step 2:<br>(2010-11)            | Fenland's Neighbourhood Planning Vision project (FNPV project), appraised in a broad way (i.e. 'north', 'east', 'south' and/or 'west') where significant growth could take place in each location, and made recommendations for broad locations for growth.  |
| Step 3:<br>(July 2011)          | Consultation on a draft Core Strategy, which included 'broad locations for growth' at each of the four market towns (informed by the FNPV work, though not necessarily strictly following its recommendations). Background papers available to view and comment upon included the FNPV work. The 2011 version of the Sustainability Appraisal explicitly referred the reader to the FNPV work. |
| Step 4:<br>(to July 2012)       | Update Step 2, following conclusion of Step 3 and gathering of more information.   |
| Step 5:<br>(to July 2012)       | Refine Step 4 by determining through appraisal whether proposed locations for growth should be 'strategic allocations' or 'broad locations for growth'. Steps 4 and 5 were reported in the July 2012 version of the Sustainability Appraisal report.   |
| Step 6<br>(to February 2013)    | Update the July 2012 report. In particular, greater detail on all reasonable alternative growth locations now included in this document, including those locations not being proposed to be taken forward in the Core strategy.  |

## **3.**

## ***How was the Part 2 Appraisal carried out?***

3.1 For Sections 4-7 of this appraisal report (which assess the reasonable alternatives, in a broad sense, for growth at the four market towns), it uses the same methodology and approach as set out in Part 1. The scoring system as used in Part 1 is repeated below:

**Figure 1:** Sustainability Appraisal Scoring System

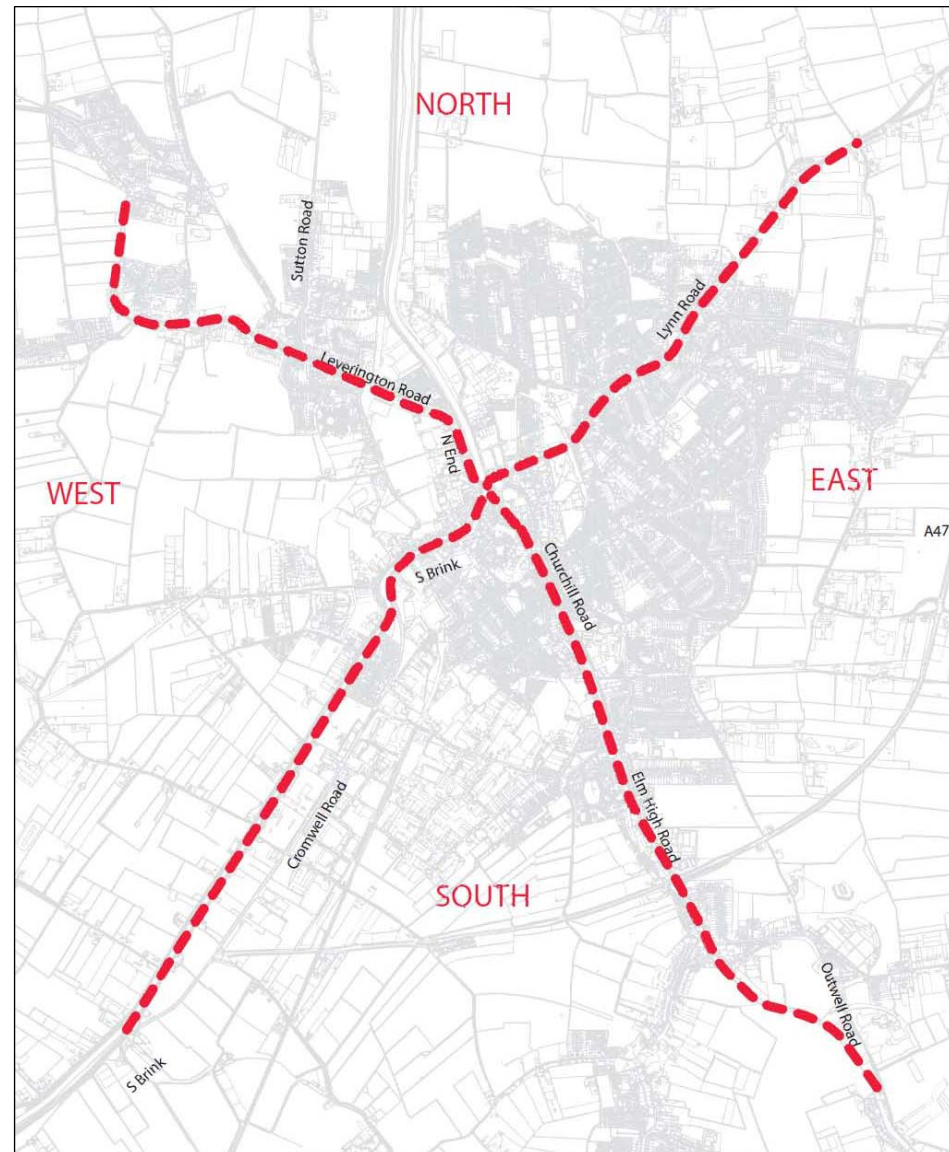
<b>Score</b>	<b>Performance Category</b>
<b>++</b>	Significant positive effects
<b>+</b>	Minor positive effects
<b>0</b>	Neutral (no effects)
<b>-</b>	Minor negative effects
<b>--</b>	Significant negative effects
<b>?</b>	Uncertain (insufficient information to answer the question at this stage)
<b>/</b>	Mixed effects (e.g. -/++ minor negative effects and significant positive effects)

3.2 For Section 8, a different methodology is used. It combines sustainability appraisal issues with wider evidence gathering, to lead to the determination of what sites should be allocated for development (either specifically, through a firm boundary on a map, or broadly, through an indicative arrow on a map). More details on the methodology can be found in Section 8.

#### 4. Appraisal of potential locations for Growth at Wisbech

The map to the right illustrates the four broad segments which have been used as an area of search to identify opportunities for future development through urban extensions.

The tables on the following pages then appraise each segment using the sustainability objectives.



## Appraisal of alternatives at Wisbech

SA OBJECTIVE: LAND AND WATER RESOURCES								
Options →	Option 1 – Wisbech North		Option 2 – Wisbech East		Option 3 – Wisbech South		Option 4 – Wisbech West	
Sustainability Appraisal sub-objectives ↓	Score *	Commentary / Explanation	Score*	Commentary / Explanation	Score*	Commentary / Explanation	Score*	Commentary / Explanation
1.1 Does the option minimise the irreversible loss of undeveloped land	?	Any development in this location likely to involve loss of undeveloped land, unless use can be made of land in the Nene Waterfront area.	--	Any development in this location likely to involve loss of undeveloped land. However, potential for some very small brownfield use.	--	Any development in this location likely to involve loss of undeveloped land. However, potential for some very small brownfield use.	--	Any development in this location likely to involve loss of undeveloped land.
1.2 Does the option increase water efficiency and limit water consumption to levels supportable by natural processes and storage systems	0	No effect.	0	No effect.	0	No effect.	0	No effect.
1.3 Does the option avoid any deterioration of river water quality	0	No effect	0	No effect	0	No effect	0	No effect
SA OBJECTIVE: BIODIVERSITY								
2.1 Avoid damage to designated sites and protected species	0	No effect identified (see also HRA screening report)	0	No effect identified (see also HRA screening report)	0	No effect identified (see also HRA screening report)	0	No effect identified (see also HRA screening report)
2.2 Maintain and enhance the geographical range, amount and viability of habitats and species	0	No known effect	0	No known effect	0	No known effect	0	No known effect
SA OBJECTIVE: LANDSCAPE AND CULTURAL HERITAGE								
3.1 Preserve and where appropriate, enhance buildings, monuments, sites, areas and landscapes that are designated or locally valued for their heritage	0	No known effect North west of Wisbech, development would need to consider Leverington church and other listed buildings	0	No known effect	0	No known effect Few heritage constraints, although a number of listed buildings and church in Elm south of A47	0	No known effect. Significant cluster of listed buildings fronting River Nene in town centre and Conservation Area. Development should not have a significant impact on



interest; and protect/enhance their settings.								their setting, however.
3.2 Create places, spaces and buildings that are well designed, contribute to a high quality public realm and maintain and enhance diversity and local distinctiveness of townscape character.	0	Predominantly no known effect and subject to detailed masterplanning. The area west of the River Nene poses coalescence issues with settlements such as Leverington, which has its own identity and scale.	0	Predominantly no known effect and subject to detailed masterplanning.	0	Predominantly no known effect and subject to detailed masterplanning.	+	Predominantly no known effect and subject to detailed masterplanning. This area benefits from proximity to the Town Centre (within 1 -2km radius), the historic core and the port. Development closest to the town centre would have to be sensitive to the Georgina heritage and listed buildings on either side of the River Nene.
3.3 Retain the distinctive character of Fenland's landscape.	0	No known effect	0	No known effect	0	No known effect	0	No known effect
<b>SA OBJECTIVE: CLIMATE CHANGE AND FLOOD RISK</b>								
4.1 Increase use of renewable energy sources whilst minimising waste and the use of other energy resources	0	Subject to detailed masterplanning. This area benefits from proximity to the Town Centre (within 1 -2km radius), the historic core and the port. Development closest to the town centre would have to be sensitive to the Georgian heritage and listed buildings on either side of the River Nene.	0	Subject to detailed masterplanning. This area benefits from proximity to the Town Centre (within 1 -2km radius), the historic core and the port. Development closest to the town centre would have to be sensitive to the Georgian heritage and listed buildings on either side of the River Nene.	0	Subject to detailed masterplanning. This area benefits from proximity to the Town Centre (within 1 -2km radius), the historic core and the port. Development closest to the town centre would have to be sensitive to the Georgian heritage and listed buildings on either side of the River Nene.	0	Subject to detailed masterplanning. This area benefits from proximity to the Town Centre (within 1 -2km radius), the historic core and the port. Development closest to the town centre would have to be sensitive to the Georgian heritage and listed buildings on either side of the River Nene.
4.2 Limit or reduce vulnerability to the effects of climate change	0	No known effect	0	No known effect	0	No known effect	0	No known effect
4.3 Minimise vulnerability of people, places and property to the risk of flooding from	--	Large areas to the north are flood zone 3. Some smaller areas of zone 2.	++	Large areas to the east are flood zone 1.	++	Large areas to south are flood zone 1.	--	Large areas of land within flood zone 3

all sources								
<b>SA OBJECTIVE: POLLUTION</b>								
5.1 Reduce emissions of greenhouse gasses and other pollutants (including air, water, soil, noise, vibration and light)	0	No known significant effects	0	No known significant effects	0	No known significant effects	0	No known significant effects
5.2. Reduce the risk of pollution to the environment from contaminated land.	0	No known significant effects	0	No known significant effects	0	No known significant effects	0	No known significant effects
<b>SA OBJECTIVE: HEALTHY, INCLUSIVE AND ACCESSIBLE COMMUNITIES</b>								
6.1 Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities and community activities); and ensure all groups thrive in safe environments and decent, affordable homes	0	No known effect. Subject to detailed masterplanning.	0	No known effect. Subject to detailed masterplanning.	0	No known effect. Subject to detailed masterplanning.	+	No known effect for certain, and subject to detailed masterplanning. However, of the four segments, this zone has land available closest to the town centre and associated services.
6.2 Create and enhance multifunctional open space that is accessible, links with a high quality green infrastructure network and improves opportunities for people to access and appreciate wildlife and wild places	0	No known effect. Subject to detailed masterplanning.	0	No known effect. Subject to detailed masterplanning.	0	No known effect. Subject to detailed masterplanning.	0	No known effect. Subject to detailed masterplanning.
6.3 Redress inequalities related to age, gender, disability, race, faith, location and income	+	Location within or adjacent to areas of Waterless ward which is in bottom IMD quartile.	+	Location within or adjacent to areas of Staithe and Hill wards in bottom IMD quartile.	+	Location within or adjacent to areas of Medworth and Hill wards in bottom IMD quartile.	+	Location within or adjacent to areas of Medworth, Clarkson and Hill wards in bottom

								IMD quartile.
<b>SA OBJECTIVE: ECONOMIC ACTIVITY</b>								
7.1 Help people gain access to a range of employment and training opportunities	++	Whilst subject to detailed masterplanning, development in this location would be close to employment options in Wisbech.	+	Whilst subject to detailed masterplanning, development in this location would be reasonably close to employment options in Wisbech.	++	Whilst subject to detailed masterplanning, development in this location would be close to employment options in Wisbech.	+	Whilst subject to detailed masterplanning, development in this location would be reasonably close to employment options in Wisbech.
7.2 Support investment in people, places, communications and other infrastructure to improve the efficiency, competitiveness, vitality and adaptability of the local economy	0	No known effect.	0	No known effect.	0	No known effect.	0	No known effect.

\* Including Assessment of the impact on the short, medium and long term effects (first 5 years, 5-10 years hence, beyond the lifetime of the plan)

### Conclusions:

From a sustainability appraisal perspective, the clear dividing issue between segments is the issue of flood risk. No other issue would appear to prevent consideration of development in any of the segments.

Conclusion: From a sustainability appraisal perspective, development sites should first be sought in the east and south, plus the Nene Waterfront area in the north segment. If such locations do not have sufficient capacity or capability of meeting Wisbech's identified growth needs, then west should be the next favoured due to its beneficial location nearest the town centre and associated services (subject to overcoming flood risk concerns). The north comes out as the least favoured segment.

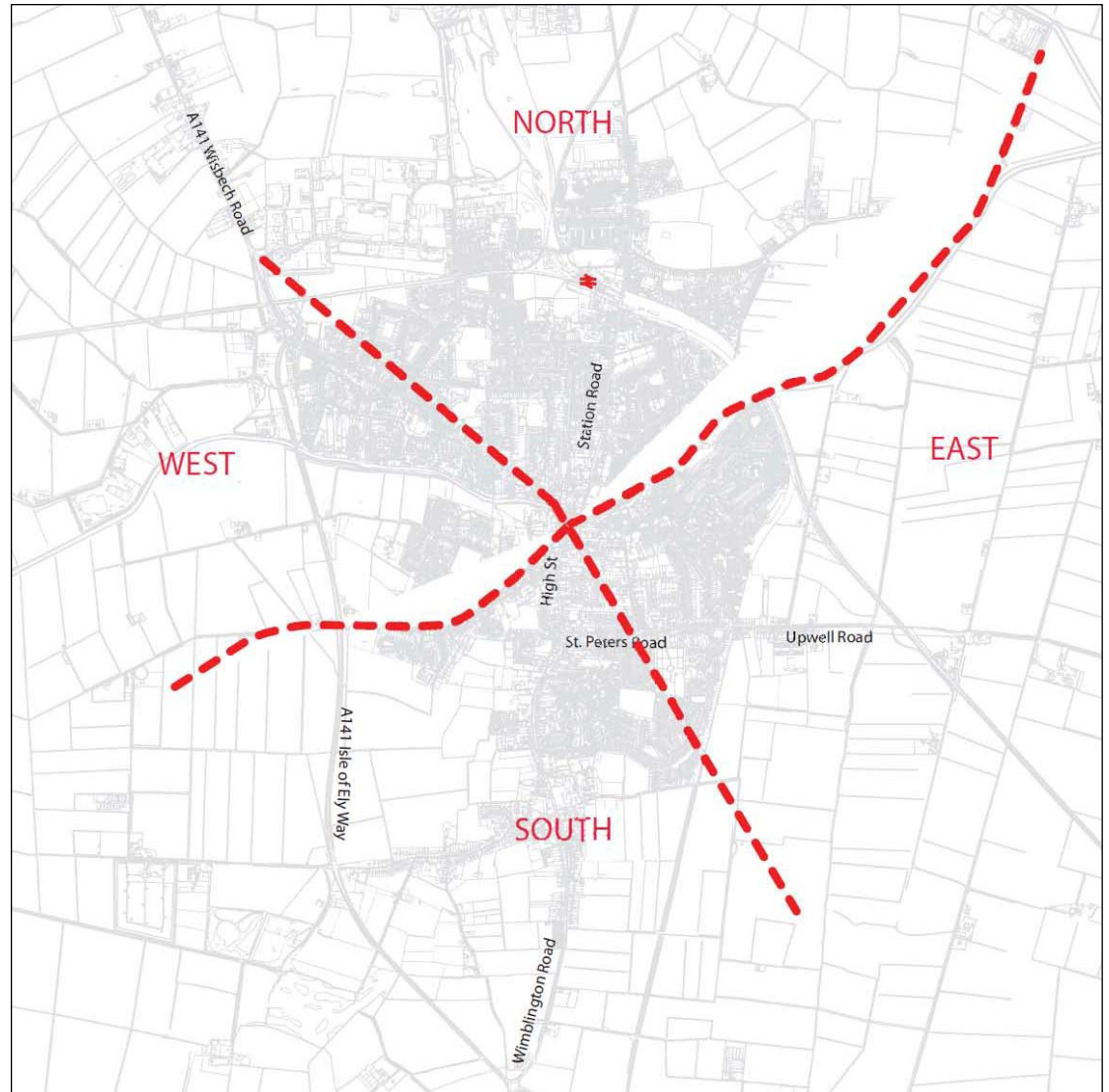
### Locations Identified for Growth:

Assisted by the above appraisal, plus taking into account other planning and deliverability factors, the Council has proposed to take forward development in all four segments, though only the Nene Waterfront to the north. Detailed boundary considerations are set out in Section 8.

## 5. Appraisal of potential locations for Growth at March

The map to the right illustrates the four broad segments which have been used as an area of search to identify opportunities for future development through urban extensions.

The tables on the following pages then appraise each segment using the sustainability objectives.



## Appraisal of alternatives at March

SA OBJECTIVE: LAND AND WATER RESOURCES								
Options →	Option 1 – March North		Option 2 – March East		Option 3 – March South		Option 4 – March West	
Sustainability Appraisal sub-objectives ↓	Score *	Commentary / Explanation	Score*	Commentary / Explanation	Score*	Commentary / Explanation	Score*	Commentary / Explanation
1.1 Does the option minimise the irreversible loss of undeveloped land	-	Any development in this location likely to involve loss of undeveloped land. However, potential infilling in employment locations or railway land.	-	Any development in this location likely to involve loss of undeveloped land.	-	Any development in this location likely to involve loss of undeveloped land	-	Any development in this location likely to involve loss of undeveloped land.
1.2 Does the option increase water efficiency and limit water consumption to levels supportable by natural processes and storage systems	0	No effect	0	No effect	0	No effect	0	No effect
1.3 Does the option avoid any deterioration of river water quality	0	No effect	0	No effect	0	No effect	0	No effect
SA OBJECTIVE: BIODIVERSITY								
2.1 Avoid damage to designated sites and protected species	0	No effect identified (see also HRA screening report)	0	No effect identified (see also HRA screening report)	0	No effect identified (see also HRA screening report)	0	No effect identified (see also HRA screening report)
2.2 Maintain and enhance the geographical range, amount and viability of habitats and species	+	Has the potential to enhance, if linkages can be made to local nature reserve in the area.	0	No known effect	0	No known effect	0	No known effect
SA OBJECTIVE: LANDSCAPE AND CULTURAL HERITAGE								
3.1 Preserve and where appropriate, enhance buildings, monuments, sites, areas and landscapes that are designated or locally	0	No known effect. A number of monuments are present across the north area. The setting of the church located on Wisbech Road would	0	No known effect A number of monuments are present across the eastern area.	0	No known effect A number of monuments are present across the southern area. Listed building south of Knight's End Road in southwest March.	0	No known effect A number of monuments are present across the western area.

valued for their heritage interest; and protect/enhance their settings.		require consideration. The route of a former Roman Road runs through March north of the centre.				Cluster of listed buildings located between Church Street and Wimblington Road.		
3.2 Create places, spaces and buildings that are well designed, contribute to a high quality public realm and maintain and enhance diversity and local distinctiveness of townscape character.	+	Subject to detailed masterplanning. The proximity of the railway station presents itself as an opportunity for growth to the north east although the railway line poses some severance issues	-	Subject to detailed masterplanning. Connections through to town centre are not direct and therefore while it is close to the centre, in reality routes through would be more problematic.	+	Subject to detailed masterplanning. Parts of this segment are close to the town centre and would provide a good fit with the town's character.	+	Subject to detailed masterplanning. A key advantage of development to the west is the opportunity to exploit the riverside and provide a connection through to the town centre.
3.3 Retain the distinctive character of Fenland's landscape.	0	No known effect	0	No known effect	0	No known effect	0	No known effect
<b>SA OBJECTIVE: CLIMATE CHANGE AND FLOOD RISK</b>								
4.1 Increase use of renewable energy sources whilst minimising waste and the use of other energy resources	0	Subject to detailed masterplanning. Although relatively low, heat requirements could support district heating. The area around north March is considered to have high capacity to small groups of wind turbines. Wind speeds are high enough to support large turbines.	0	Subject to detailed masterplanning. Although relatively low, heat requirements could support district heating. The area around east March is considered to have high capacity to small groups of wind turbines. Wind speeds are high enough to support large turbines.	0	Subject to detailed masterplanning. Although relatively low, heat requirements could support district heating. The area around south March is considered to have medium high capacity to small groups of wind turbines. Wind speeds are high enough to support large turbines.	0	Subject to detailed masterplanning. Although relatively low, heat requirements could support district heating. The area around west March is considered to have high capacity to small groups of wind turbines. Wind speeds are high enough to support large turbines.
4.2 Limit or reduce vulnerability to the effects of climate change	0	No known effect	0	No known effect	0	No known effect	0	No known effect
4.3 Minimise vulnerability of people, places and property to the risk of flooding from all sources	/	Mixed picture, with some areas of flood zone 3 and other areas outside of flood risk	/	Significant areas within flood risk. However, some small areas outside flood risk	++	Large areas to the south away from flood risk	/	Predominantly flood zone 3, though some pockets away from flood risk nearer the centre of town
<b>SA OBJECTIVE: POLLUTION</b>								
5.1 Reduce emissions of greenhouse gasses and	0	No known significant effects	0	No known significant effects	0	No known significant effects	0	No known significant effects

other pollutants (including air, water, soil, noise, vibration and light)								
5.2. Reduce the risk of pollution to the environment from contaminated land.	0	No known significant effects	0	No known significant effects	0	No known significant effects	0	No known significant effects
<b>SA OBJECTIVE: HEALTHY, INCLUSIVE AND ACCESSIBLE COMMUNITIES</b>								
6.1 Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities and community activities); and ensure all groups thrive in safe environments and decent, affordable homes	0	No known effect. Subject to detailed masterplanning.	0	No known effect. Subject to detailed masterplanning.	0	No known effect. Subject to detailed masterplanning.	0	No known effect. Subject to detailed masterplanning.
6.2 Create and enhance multifunctional open space that is accessible, links with a high quality green infrastructure network and improves opportunities for people to access and appreciate wildlife and wild places	0	No known effect. Subject to detailed masterplanning.	0	No known effect. Subject to detailed masterplanning.	0	No known effect. Subject to detailed masterplanning.	0	No known effect. Subject to detailed masterplanning.
6.3 Redress inequalities related to age, gender, disability, race, faith, location and income	0	No known effect.	0	No known effect.	0	No known effect.	0	No known effect.
<b>SA OBJECTIVE: ECONOMIC ACTIVITY</b>								
7.1 Help people gain access to a range of employment and training	++	Whilst subject to detailed masterplanning, development in this location	+	Whilst subject to detailed masterplanning, development in this location would be	+	Whilst subject to detailed masterplanning, development in this location would be	+	Whilst subject to detailed masterplanning, development in this location would be

opportunities		would be close to employment options		reasonably close to employment options		reasonably close to employment options		reasonably close to employment options
7.2 Support investment in people, places, communications and other infrastructure to improve the efficiency, competitiveness, vitality and adaptability of the local economy	0	No known effect.	0	No known effect.	0	No known effect.	0	No known effect.

\* Including Assessment of the impact on the short, medium and long term effects (first 5 years, 5-10 years hence, beyond the lifetime of the plan)

**Conclusions:**

The potential for development in the south comes out most favourably, especially on the crucial matter of flood risk. Development elsewhere has limitations, especially as a result of flood risk.  
Conclusion: from a sustainability appraisal perspective, growth should be identified in the southern segment first, if possible. Next, opportunities could be explored in all three other segments.

**Locations Identified for Growth:**

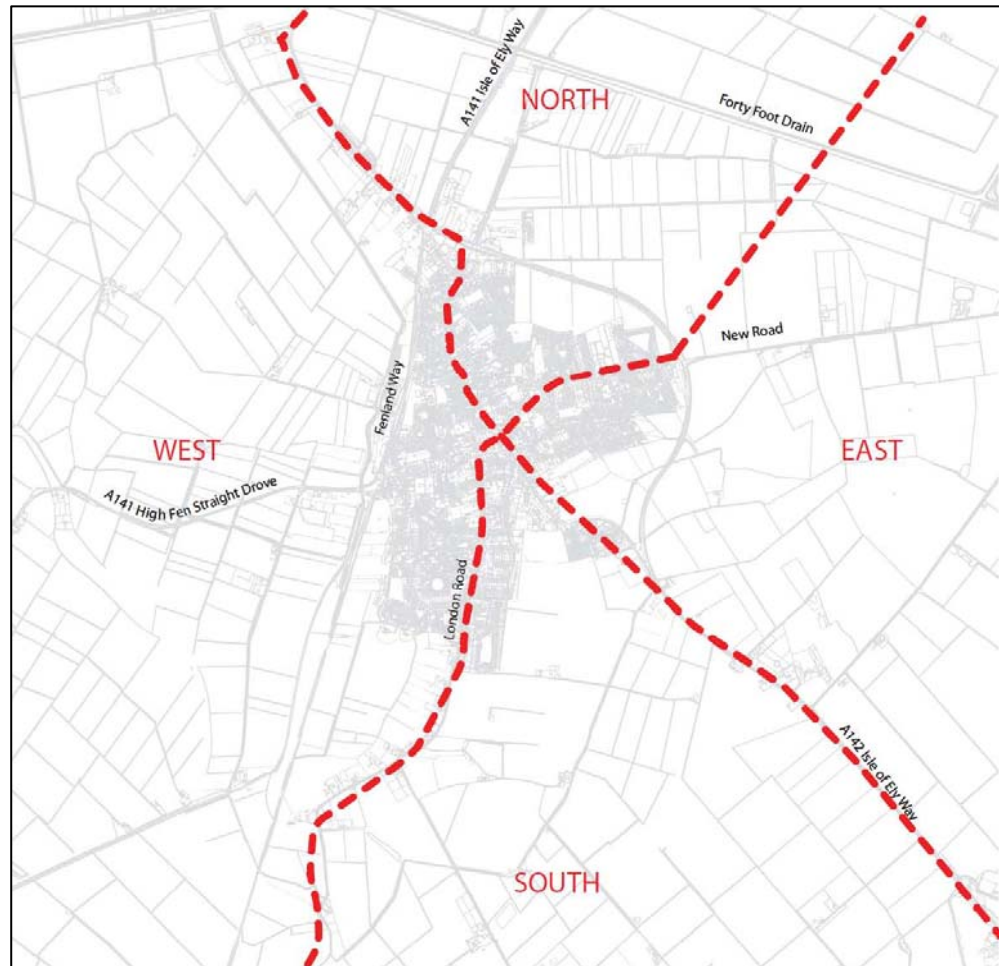
Assisted by the above appraisal, plus taking into account other planning and deliverability factors, the Council has proposed to take forward development in three segments, mainly in the southern segment, a small amount in the west and one area in the north segment. The east segment has been discounted (to a lesser or greater degree depending on the location within the east segment) on matters raised in the appraisal, flood risk, definable boundaries and a lack of significant landowner interest. Detailed boundary considerations are set out in Section 8.



## 6. Appraisal of potential locations for Growth at Chatteris

The map to the right illustrates the four broad segments which have been used as an area of search to identify opportunities for future development through urban extensions.

The tables on the following pages then appraise each segment using the sustainability objectives.



## Appraisal of alternatives at Chatteris

SA OBJECTIVE: LAND AND WATER RESOURCES								
Options →	Option 1 – Chatteris North		Option 2 – Chatteris East		Option 3 – Chatteris South		Option 4 – Chatteris West	
Sustainability Appraisal sub-objectives ↓	Score *	Commentary / Explanation	Score*	Commentary / Explanation	Score*	Commentary / Explanation	Score*	Commentary / Explanation
1.1 Does the option minimise the irreversible loss of undeveloped land	--	Any development in this location likely to involve loss of undeveloped land.	--	Any development in this location likely to involve loss of undeveloped land.	--	Any development in this location likely to involve loss of undeveloped land.	-	Any development in this location likely to involve loss of undeveloped land. However, there may be potential for re-use of some land in this segment.
1.2 Does the option increase water efficiency and limit water consumption to levels supportable by natural processes and storage systems	0	No effect	0	No effect	0	No effect	0	No effect
1.3 Does the option avoid any deterioration of river water quality	0	No effect	0	No effect	0	No effect	0	No effect
SA OBJECTIVE: BIODIVERSITY								
2.1 Avoid damage to designated sites and protected species	0	No effect identified (see also HRA screening report)	0	No effect identified (see also HRA screening report)	0	No effect identified (see also HRA screening report)	0	No effect identified (see also HRA screening report)
2.2 Maintain and enhance the geographical range, amount and viability of habitats and species	0	No known effect	0	No known effect	0	No known effect	0	No known effect
SA OBJECTIVE: LANDSCAPE AND CULTURAL HERITAGE								
3.1 Preserve and where appropriate, enhance buildings, monuments, sites, areas and landscapes that are designated or locally	0	No known effect	?	Need to consider listed buildings on Wenny Road	?	Need to consider Tithe Barn Farm Grade II listed building	0	No known effect

valued for their heritage interest; and protect/enhance their settings.								
3.2 Create places, spaces and buildings that are well designed, contribute to a high quality public realm and maintain and enhance diversity and local distinctiveness of townscape character.	0	No known effect. Subject to detailed masterplanning.	0	No known effect. Subject to detailed masterplanning.	0	No known effect. Subject to detailed masterplanning.	0	No known effect. Subject to detailed masterplanning.
3.3 Retain the distinctive character of Fenland's landscape.	0	No known effect	0	No known effect	0	No known effect	0	No known effect
<b>SA OBJECTIVE: CLIMATE CHANGE AND FLOOD RISK</b>								
4.1 Increase use of renewable energy sources whilst minimising waste and the use of other energy resources	0	Subject to detailed masterplanning. Although relatively low, heat requirements could support district heating. Wind speeds could support large turbines.	0	Subject to detailed masterplanning. Although relatively low, heat requirements could support district heating. Wind speeds could support large turbines.	0	Subject to detailed masterplanning. Although relatively low, heat requirements could support district heating. Wind speeds could support large turbines.	0	Subject to detailed masterplanning. Although relatively low, heat requirements could support district heating. Wind speeds could support large turbines.
4.2 Limit or reduce vulnerability to the effects of climate change	0	No known effect	0	No known effect	0	No known effect	0	No known effect
4.3 Minimise vulnerability of people, places and property to the risk of flooding from all sources	-	Large areas to the north are flood zone 3, with just small pockets outside.	++	Large areas to the east are flood zone 1.	++	Large areas to south are flood zone 1.	-	Pockets of land outside of flood zones, but mainly within flood zone 3.
<b>SA OBJECTIVE: POLLUTION</b>								
5.1 Reduce emissions of greenhouse gasses and other pollutants (including air, water, soil, noise, vibration and light)	0	No known significant effects	0	No known significant effects	0	No known significant effects	0	No known significant effects

5.2. Reduce the risk of pollution to the environment from contaminated land.	0	No known significant effects	0	No known significant effects	0	No known significant effects	0	No known significant effects
<b>SA OBJECTIVE: HEALTHY, INCLUSIVE AND ACCESSIBLE COMMUNITIES</b>								
6.1 Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities and community activities); and ensure all groups thrive in safe environments and decent, affordable homes	0	No known effect. Subject to detailed masterplanning.	0	No known effect. Subject to detailed masterplanning.	0	No known effect. Subject to detailed masterplanning.	0	No known effect. Subject to detailed masterplanning.
6.2 Create and enhance multifunctional open space that is accessible, links with a high quality green infrastructure network and improves opportunities for people to access and appreciate wildlife and wild places	0	No known effect. Subject to detailed masterplanning.	0	No known effect. Subject to detailed masterplanning.	0	No known effect. Subject to detailed masterplanning.	0	No known effect. Subject to detailed masterplanning.
6.3 Redress inequalities related to age, gender, disability, race, faith, location and income	0	No known effect.	0	No known effect..	0	No known effect.	0	No known effect.
<b>SA OBJECTIVE: ECONOMIC ACTIVITY</b>								
7.1 Help people gain access to a range of employment and training opportunities	++	Whilst subject to detailed masterplanning, development in this location would be close to employment options in Chatteris.	+	Whilst subject to detailed masterplanning, development in this location would be reasonably close to employment options in Chatteris.	+	Whilst subject to detailed masterplanning, development in this location would be reasonably close to employment options in Chatteris.	++	Whilst subject to detailed masterplanning, development in this location would be close to employment options in Chatteris.
7.2 Support investment	0	No known effect.	0	No known effect.	0	No known effect.	0	No known effect.

in people, places, communications and other infrastructure to improve the efficiency, competitiveness, vitality and adaptability of the local economy								
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\* Including Assessment of the impact on the short, medium and long term effects (first 5 years, 5-10 years hence, beyond the lifetime of the plan)

**Conclusions:**

The potential for development in the south and east comes out most favourably, predominantly on the crucial matter of flood risk. Development elsewhere is not particularly constrained from a perspective of meeting sustainability appraisal objectives, other than the flood risk issue.  
 Conclusion: from a sustainability appraisal perspective, growth should be identified in the south and east segment first, if possible. Next, but only if needed and if possible, the north and west should be investigated should pockets of low flood risk be deemed suitable for development.

**Locations Identified for Growth:**

Assisted by the above appraisal, plus taking into account other planning and deliverability factors, the Council has proposed to take forward development in three of the segments. The west segment has been rejected predominantly around flood risk, but also its isolation from the town and encroachment into open countryside.

## 7. Appraisal of potential locations for Growth at Whittlesey

The map to the right illustrates the four broad segments which have been used as an area of search to identify opportunities for future development through urban extensions.

The tables on the following pages then appraise each segment using the sustainability objective.



## Appraisal of alternatives at Whittlesey

SA OBJECTIVE: LAND AND WATER RESOURCES								
Options →	Option 1 – Whittlesey North		Option 2 – Whittlesey East		Option 3 – Whittlesey South		Option 4 – Whittlesey West	
Sustainability Appraisal sub-objectives ↓	Score *	Commentary / Explanation	Score*	Commentary / Explanation	Score*	Commentary / Explanation	Score*	Commentary / Explanation
1.1 Does the option minimise the irreversible loss of undeveloped land	--	Any development in this location likely to involve loss of undeveloped land.	-	Any development in this location likely to involve loss of undeveloped land. However, potential for some use of previously developed land.	--	Any development in this location likely to involve loss of undeveloped land.	-	Any development in this location likely to involve loss of undeveloped land. However, potential for re-use of mineral works.
1.2 Does the option increase water efficiency and limit water consumption to levels supportable by natural processes and storage systems	0	No effect. Peterborough Water Resource Zone – No forecast deficit at peak demand. AWS have indicated that sufficient water resources are likely to available for growth up to the end of the plan period; however water resources are close to their sustainable limit and may require further sustainable reductions in the future.	0	No effect. Peterborough Water Resource Zone – No forecast deficit at peak demand. AWS have indicated that sufficient water resources are likely to available for growth up to the end of the plan period; however water resources are close to their sustainable limit and may require further sustainable reductions in the future.	0	No effect. Peterborough Water Resource Zone – No forecast deficit at peak demand. AWS have indicated that sufficient water resources are likely to available for growth up to the end of the plan period; however water resources are close to their sustainable limit and may require further sustainable reductions in the future.	0	No effect. Peterborough Water Resource Zone – No forecast deficit at peak demand. AWS have indicated that sufficient water resources are likely to available for growth up to the end of the plan period; however water resources are close to their sustainable limit and may require further sustainable reductions in the future.
1.3 Does the option avoid any deterioration of river water quality	0	No effect	0	No effect	0	No effect	0	No effect
SA OBJECTIVE: BIODIVERSITY								
2.1 Avoid damage to designated sites and protected species	--	Site very close to European protected habitat (see HRA report). Potential for harm.	0	No effect identified	0	No effect identified	- / 0	Dependent on precise location, development to the west may result in harm to protected habitats
2.2 Maintain and enhance the geographical range, amount and viability of	0	No known effect	+	Has the potential to enhance, if linkages can be made to local nature reserve in the area.	0	No known effect	+	Has the potential to enhance, if linkages can be made to local nature reserve in the area.

habitats and species								
<b>SA OBJECTIVE: LANDSCAPE AND CULTURAL HERITAGE</b>								
3.1 Preserve and where appropriate, enhance buildings, monuments, sites, areas and landscapes that are designated or locally valued for their heritage interest; and protect/enhance their settings.	0	No known effect	?	May need to consider setting of listed buildings towards Eastrea	0	No known effect	0	No known effect
3.2 Create places, spaces and buildings that are well designed, contribute to a high quality public realm and maintain and enhance diversity and local distinctiveness of townscape character.	0	No known effect. Subject to detailed masterplanning.	0	No known effect. Subject to detailed masterplanning.	-	Whilst this is partially subject to any masterplanning, the railway will always act as a key barrier.	0	No known effect. Subject to detailed masterplanning.
3.3 Retain the distinctive character of Fenland's landscape.	0	No known effect	0	No known effect	0	No known effect	0	No known effect
<b>SA OBJECTIVE: CLIMATE CHANGE AND FLOOD RISK</b>								
4.1 Increase use of renewable energy sources whilst minimising waste and the use of other energy resources	0	Subject to detailed masterplanning. Heat densities are relatively low, but likely to be high enough to support district heating. The area around Whittlesey is considered to have high capacity to small groups of wind turbines. Wind speeds could support large turbines.	0	Subject to detailed masterplanning. Heat densities are relatively low, but likely to be high enough to support district heating. The area around Whittlesey is considered to have high capacity to small groups of wind turbines. Wind speeds could support large turbines.	0	Subject to detailed masterplanning. Heat densities are relatively low, but likely to be high enough to support district heating. The area around Whittlesey is considered to have high capacity to small groups of wind turbines. Wind speeds could support large turbines.	0	Subject to detailed masterplanning. Heat densities are relatively low, but likely to be high enough to support district heating. The area around Whittlesey is considered to have high capacity to small groups of wind turbines. Wind speeds could support large turbines.
4.2 Limit or reduce vulnerability to the effects of climate change	0	No known effect	0	No known effect	0	No known effect	0	No known effect
4.3 Minimise	--	Large areas to the north are	++	Large areas to the east are	--	Large areas to south are flood	-	Pockets of land outside of



vulnerability of people, places and property to the risk of flooding from all sources		flood zone 3		flood zone 1		zone 3		floodzones, but mainly within flood zone 3
<b>SA OBJECTIVE: POLLUTION</b>								
5.1 Reduce emissions of greenhouse gasses and other pollutants (including air, water, soil, noise, vibration and light)	0	No known significant effects	0	No known significant effects	0	No known significant effects	0	No known significant effects
5.2. Reduce the risk of pollution to the environment from contaminated land.	0	No known significant effects	0	No known significant effects	0	No known significant effects	0	No known significant effects
<b>SA OBJECTIVE: HEALTHY, INCLUSIVE AND ACCESSIBLE COMMUNITIES</b>								
6.1 Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities and community activities); and ensure all groups thrive in safe environments and decent, affordable homes	0	No known effect. Subject to detailed masterplanning.	0	No known effect. Subject to detailed masterplanning.	0	No known effect. Subject to detailed masterplanning.	0	No known effect. Subject to detailed masterplanning.
6.2 Create and enhance multifunctional open space that is accessible, links with a high quality green infrastructure network and improves opportunities for people to access and appreciate wildlife and wild places	0	No known effect. Subject to detailed masterplanning.	0	No known effect. Subject to detailed masterplanning.	0	No known effect. Subject to detailed masterplanning.	0	No known effect. Subject to detailed masterplanning.
6.3 Redress inequalities	0	No known effect.	0	No known effect.	0	No known effect.	0	No known effect.

related to age, gender, disability, race, faith, location and income								
<b>SA OBJECTIVE: ECONOMIC ACTIVITY</b>								
7.1 Help people gain access to a range of employment and training opportunities	+	Whilst subject to detailed masterplanning, development in this location would be reasonably close to employment options in Whittlesey.	+	Whilst subject to detailed masterplanning, development in this location would be reasonably close to employment options in Whittlesey.	++	Whilst subject to detailed masterplanning, development in this location would be close to employment options in Whittlesey.	++	Whilst subject to detailed masterplanning, development in this location would be close to employment options in Whittlesey.
7.2 Support investment in people, places, communications and other infrastructure to improve the efficiency, competitiveness, vitality and adaptability of the local economy	0	No known effect.	0	No known effect.	0	No known effect.	0	No known effect.
* Including Assessment of the impact on the short, medium and long term effects (first 5 years, 5-10 years hence, beyond the lifetime of the plan)								
<p><b>Conclusions:</b></p> <p>The potential for development in the east comes out most favourably, especially on the two crucial matters of flood risk and potential for harm to designated habitats/species. Development to the north comes out least favourably. Development to the south and west also do not score favourably.</p> <p>Conclusion: from a sustainability appraisal perspective, growth should be identified in the east segment first, if possible. Next, but only if needed and if possible, the south and west should be investigated.</p>								

**Locations Identified for Growth:**

Assisted by the above appraisal, plus taking into account other planning and deliverability factors, the Council has proposed to take forward development in just the east segment. This is because this segment is likely to have no impact on the Nene Washes, has a large area of land already with the benefit of planning permission, is away from flood risk and has reasonable prospects of fitting with the town's morphology. The north segment is predominantly rejected on grounds of flood risk and potential harm to the Washes. The south is predominantly rejected on flood risk grounds, and availability of large enough sites to qualify for allocation. The west is rejected for a mix of reasons, including a lack of available sufficiently large areas of land, flood risk, and potential harm to the Nene Washes. Detailed boundary considerations are set out in Section 8.

## **8. Appraisal and Evidence Base for the Determination of Strategic Allocations and Broad Locations for Growth**

### **Introduction**

- 8.1 This section of the report takes the conclusions of the previous section (i.e. broadly which segments of each market town perform best from a sustainability appraisal perspective), and sets out detailed evidence why Fenland District Council has allocated, either specifically or broadly, land for development in those appropriate segments.
- 8.2 This section also assess 'reasonable alternatives', even where such alternatives are broadly rejected in sections 4-7. It does this on a precautionary basis, as a 'belt-and-braces' exercise, to ensure no appropriate development sites are rejected.

### **Minimum qualification requirements to be 'allocated'**

- 8.3 Fenland District Council determined from the outset to not have detailed allocations down to, say, 5 or 10 dwellings as per many traditional 'site allocations development plans'. This was for four prime reasons:
- The Council wanted a more flexible, criteria based plan which enabled development to come forward without rigid black and white boundaries of all development sites set out on a map. In the past, such rigid boundaries ('Development Area Boundaries' or DABs as they have been known in Fenland for the past 20 years) have proven unhelpful, especially in village locations where otherwise appropriate development on the edge of the village has been constrained by a rigid boundary.
  - The time and resources to prepare such a detailed plan, covering a large rural district and lots of settlements, would be a considerable burden on the Council and would cause lengthy delays to plan preparation, contrary to government aspirations.
  - The NPPF makes no requirement for such detailed site planning. Indeed, the opposite, with its emphasis that Local Plans should be 'strategic' in nature.
  - The Localism Act enables Neighbourhood Plans to come forward. Such Neighbourhood Plans would be a suitable vehicle for identifying (on a map) and bringing forward small to medium scale development sites, should the local community want to.
- 8.4 As such, the Council has the following criteria in order for a location to be allocated (whether specifically as a strategic allocation or as a broad location):
- For predominantly housing only locations, a site capable of delivering a minimum of 250 homes.
  - For mixed use locations, a site capable of delivering a minimum of 150 homes plus some other substantial land use such as employment.
  - For non-residential locations, a site capable of substantial new development, such as a large employment zone of major significance to at least the town in which it is located.

- 8.5 This section of the report seeks to identify all known constraints and opportunities for a particular area, including broad infrastructure requirements and developer interests, and sets out why it considers that particular site can be delivered during the plan period.

### **Justification for having 'strategic' and 'broad' locations for Growth: National Context**

- 8.6 The National Planning Policy Framework – March 2012 (NPPF) advises in Paragraph 157 (bullet points 4 and 5) that: *"Crucially, Local Plans should:*
- *indicate broad locations for strategic development on a key diagram and land-use designations on a proposals map;*

- *allocate sites to promote development and flexible use of land, bringing forward new land where necessary, and provide detail on form, scale, access and quantum of development where appropriate;*

8.7 Paragraph 17 of the NPPF sets out core planning principles and advises that

*“Plans should... set out a clear strategy for allocating sufficient land which is suitable for development in their area...”*

8.8 Paragraph 21 (bullet point 2) explains that to encourage economic growth the Local Planning Authority (LPA) should:

*“set criteria, or identify strategic sites, for local and inward investment to match the strategy and to meet anticipated needs over the plan period”*

8.9 For new housing Paragraph 47 requires the LPA to *“identify and update annually a supply of specific deliverable sites sufficient to provide five years worth of housing against their housing requirements ...”* and, *“identify a supply of specific, developable sites or broad locations for growth, for years 6-10 and, where possible, for years 11-15”*

8.10 Finally, Paragraph 173 also makes it clear that *“Plans should be deliverable”*, whilst Paragraph 177 highlights that there should be: *“...a reasonable prospect that planned infrastructure is deliverable in a timely fashion... For this reason, infrastructure and development policies should be planned at the same time, in the Local Plan.”*

8.11 There is therefore consistent guidance in the NPPF that both strategic allocations and broad locations in the Local Plan have a crucial role to play in delivering growth, and that this should be planned at the same time as the necessary infrastructure.

8.12 In earlier versions of its emerging draft Core Strategy the Council identified sizeable areas of land for new development by indicating broad locations for growth, but not any strategic sites. Following publication of the NPPF, as well as listening to views through consultation exercises, the Council considers that a combination of broad locations (showing general areas for growth) and strategic allocations (with specific boundaries for growth) would be the best way to provide clear policies in the Local Plan to assist in certainty, clarity and to encourage large scale development, whilst at the same time being in accordance with the NPPF.

### **Methodology for determining allocations**

8.13 In seeking to establish (a) where strategic allocations or (b) broad allocations could be identified, an iterative process was undertaken involving the consideration of known evidence, site visits, and desk-top analysis using GIS mapping. A wide range of factors were considered including:

- Whether isolated or adjacent to existing settlements
- Impact on landscape character and open countryside
- Impact on heritage assets
- Impact on designated nature sites and other known biodiversity
- Proximity to key services including town centres, local schools, local convenience shopping, and employment areas
- Impact on the morphology of the town
- Whether a Greenfield or Brownfield (previously developed land) site
- Whether agricultural land and grade affected
- Flood risk
- Land contamination

- Impact on waste and minerals issues including safeguarded areas
- Potential to provide road access(es) and opportunities to link to the existing footway and cycleway network
- Potential to improve lives of existing residents and create healthy and sustainable communities
- Potential to provide or utilise existing open space
- Likely infrastructure required to facilitate development
- Developer interest

### Site Visits

8.14 Site visits were undertaken for all the candidate areas, to help clarify the process and to determine accurately issues such as:

- Edge of existing built up parts of the settlement including the rear of dwellings
- Raised embankments e.g. for drains, roads or railways
- Drains, ditches and rivers
- Roads and farm tracks
- Mature hedgerows,
- Tree belts, woodland
- Curtilages of existing development
- Access required to serve the development

### Formulating possible boundaries

8.15 Following the gathering of information, and after a site visit to each area, consideration was given to establishing appropriate boundaries. The basic principle was that if a firm boundary could be identified then it would be, and the allocated land would become a strategic allocation.

8.16 Some boundaries have been established using one or more of the criteria, though in some instances the need for further demarcation such as enhanced landscaping along boundaries has been highlighted.

8.17 Where a broad area has been identified as suitable for growth but that it has not been possible to establish finite boundaries at the present time (due, for example, the need to consider flood mitigation measures, transport implications, insufficient information regarding landowner and developer interest), these areas have been identified as broad locations for growth.

### Assessing Constraints and Opportunities

8.18 Whilst the segment approach of Sections 4-7 established the principle that growth may come forward in at least part of a particular segment, a wide range of issues were used to confirm more precisely where it is most appropriate for that growth to come forward.

8.19 For each potential location a traffic light system was used for the majority of issues as set out below:

No known constraints	
Minor constraints - should be relatively easy to address, and/or utilise	
Medium constraints – should be possible to address	
Major constraints – detailed assessment required – proceed with caution	
Significant constraints – unable to overcome	

8.20 As shown above, five rather than the usual three colours (red, amber and green) were used in this analysis. This is considered to give a more flexible and accurate picture of whether a particular issue/constraint is one which can be overcome, needs further detailed consideration

and/or has potential to enhance the development. It allows for a more objective overall assessment to be made on an area based on all known factors to ensure that a comprehensive picture of the relevant issues emerges.

8.21 The above generic system was not appropriate for all issues being considered. Therefore, some additional bespoke systems were created, as follows.

8.22 For the proximity to key services the following assessment was used. Distances were measured from the nearest point of the area to the particular service; and for the town centre the distance to it closest edge.

Up to 300m	
Up to 600m	
Up to 900m	
Up to 1200m	
More than 1200m	

8.23 For the grade of agricultural land the following assessment was used:

Non-agricultural	
Grade 4	
Grade 3	
Grade 2	
Grade 1	

8.24 For the distance from designated nature sites the following assessment was used (though this element of the appraisal should be read alongside the Habitats Regulations Assessment work, available in a separate evidence report):

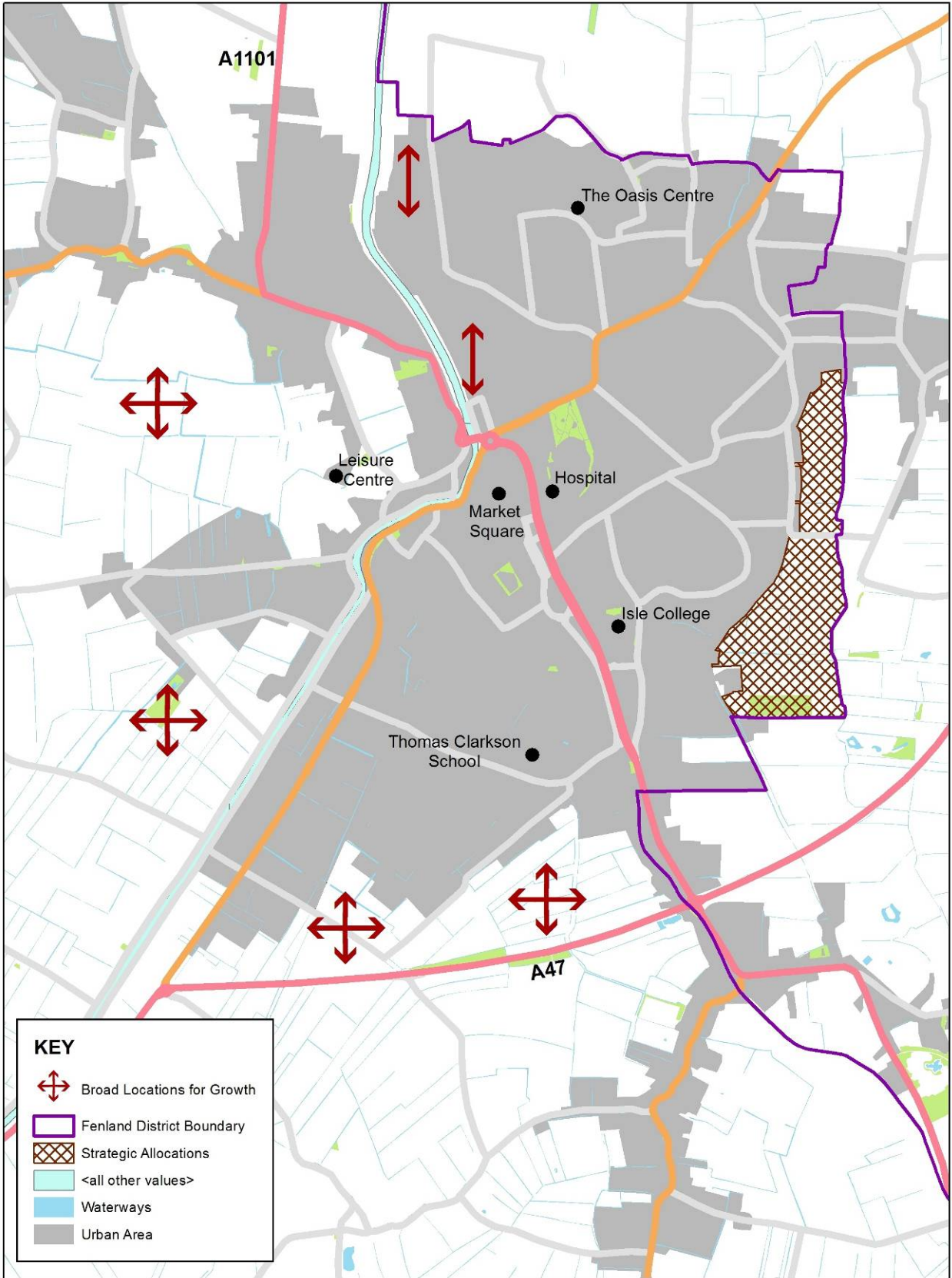
More than 15km away	
Between 10 – 15km away	
Between 5 - 10km away	
Between 1- 5km away	
Within 1km	

8.25 It should be noted that a number scoring system (i.e. one where each site scores points for each issue, and the one with most points 'wins' and is allocated) was avoided as it was considered that this can give disproportional weight to a particular issue.

### Detailed Analysis of Areas

8.26 On the following pages, a detailed analysis of each of the locations identified in the Core Strategy is undertaken.

**Wisbech**



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**Key Diagram for Wisbech**

Not To Scale



## **East Wisbech**

### **Site Characteristics**

The approximately rectangular shaped site abuts the east side of the built up area of Wisbech on its western side and northern side. On the east and south is the district boundary with the Borough Council of Kings Lynn and West Norfolk (KLWNBC).

The area is generally flat and comprises a mixture of orchards and open arable land interspersed with drainage ditches, mature orchards, pockets of trees and woodland. The Meadowgate School and land used by the College of West Anglia (COWA) are in the southern part of the site.

<b>Proximity to Key Services - Walking/Cycling</b>	
<b>Distance to Town Centre</b>	
<ul style="list-style-type: none"> <li>• Approx 1200m</li> </ul>	
<b>Other convenience shopping</b>	
<ul style="list-style-type: none"> <li>• Approx 600m to Kirkgate Street shops</li> </ul>	
<b>Major employment area</b>	
<ul style="list-style-type: none"> <li>• Approx 1000m to Weasenham Lane EA</li> </ul>	
<b>Secondary school</b>	
<ul style="list-style-type: none"> <li>• Approx 1000m to Thomas Clarkson Community College</li> </ul>	
<b>Primary school</b>	
<ul style="list-style-type: none"> <li>• Approx 750m to Ramnoth Road PS</li> <li>• Approx 700m to St Peters PS, Trafford Road</li> </ul>	

<b>Definable Boundaries</b>	
<ul style="list-style-type: none"> <li>• On the west and north sides are the existing developed parts of the town which is predominantly residential in this location.</li> <li>• To the east is the district boundary with KLWNBC. This is generally open and consists of field boundaries and drainage ditches and is not obviously definable. However, beyond that (and within KLWNBC) the buildings and trees along Burrettgate Road, Broad End Lane and Green Lane form a clear definable boundary to the area.</li> <li>• The southern boundary of the area comprises a mature woodland (to the east of Meadowgate School), which abuts the boundary with KLWNBC. There is therefore a clear demarcation at this point.</li> <li>• Assuming that the whole area is master planned jointly with KLWNBC clearly definable boundaries exist for development.</li> </ul>	
<b>Impact on Town Morphology (Shape)</b>	
<ul style="list-style-type: none"> <li>• Whilst the allocation will result in development further away from the town centre, if this is restricted to within similar limits to that currently provided by existing development in Walsoken (to the north of the area and within KLWNBC), there should not be an unacceptably adverse impact on the town's morphology.</li> </ul>	



<b>Land Resource</b>	
<b>Greenfield / Brownfield</b>	
<ul style="list-style-type: none"> <li>Greenfield</li> </ul>	
<b>Flood Risk</b>	
<ul style="list-style-type: none"> <li>Vast majority of area is in FZ1, with some minor pockets on the south east edge of the site falling within FZ2.</li> <li>The allocation would therefore allow for a considerable amount of residential development in accordance with the sequential approach and test set out in the NPPF.</li> </ul>	
<b>Contamination</b>	
<ul style="list-style-type: none"> <li>No known contamination</li> </ul>	
<b>Grade of Agricultural Land</b>	
<ul style="list-style-type: none"> <li>Grade 1</li> </ul>	

<b>Minerals and Waste Issues</b>	
<b>Mineral Safeguarding Areas</b>	
<ul style="list-style-type: none"> <li>No known mineral deposits</li> </ul>	
<b>Waste Water Treatment Work Safeguarding Area</b>	
<ul style="list-style-type: none"> <li>None</li> </ul>	
<b>Transport Safeguarding Areas</b>	
<ul style="list-style-type: none"> <li>None</li> </ul>	
<b>Waste Site</b>	
<ul style="list-style-type: none"> <li>None</li> </ul>	
<b>Waste Consultation Area</b>	
<ul style="list-style-type: none"> <li>None</li> </ul>	

<b>Environmental Issues</b>	
<b>Landscape Character</b>	
<ul style="list-style-type: none"> <li>Area falls within the Wisbech Settled Fen character type.</li> <li>Flat with a mixture of commercial orchards and open arable fields interspersed with drainage ditches, mature orchards, pockets of trees and woodland and mature hedgerows.</li> <li>Mature orchards, trees, hedgerows and drainage ditches provide opportunities to enhance development.</li> </ul>	
<b>Historic Features</b>	
<ul style="list-style-type: none"> <li>A medieval moated enclosure now infilled and ploughed flat (HER ref MCB1341), is located in the fields (Hall Field) bounded by Stow Lane to the west, Green Lane to the east, the public byway (disused railway line) to the south and the public footpath to the north.</li> <li>There are no other known built heritage assets.</li> </ul>	

<b>Proximity to Ramsar, SPA, SAC Sites</b>	
<ul style="list-style-type: none"> <li>Significant distance away – approximately 10km</li> </ul>	
<b>Sites of Special Scientific Interest (SSSIs)</b>	
<ul style="list-style-type: none"> <li>Significant distance away – approximately 10km</li> </ul>	
<b>County Wildlife Sites</b>	
<ul style="list-style-type: none"> <li>None</li> </ul>	
<b>Local Nature Reserve</b>	
<ul style="list-style-type: none"> <li>None</li> </ul>	
<b>Other known Biodiversity features</b>	
<ul style="list-style-type: none"> <li>Mature orchard to the south of Sandy Lane, east of Stow Lane</li> <li>Public byway running in an east-west direction (along the alignment of a disused railway) linking Quaker Lane with Green Lane</li> <li>Established woodland on COWA site</li> <li>Drains and ditches</li> <li>Trees and hedgerows</li> </ul>	
<b>TPO Trees</b>	
<ul style="list-style-type: none"> <li>There are no protected trees in the area</li> </ul>	
<b>Public Open Space</b>	
<ul style="list-style-type: none"> <li>Currently no official public open space within the area.</li> <li>However a former orchard to the south of Sandy Lane, east of Stow Lane currently provides a well used area of informal open space and recreation for local residents.</li> <li>The Musticott Allotments (accessed via a track from Stow Road) are immediately to the south of dwellings in Fundrey Road but are not well used.</li> </ul>	
<b>Noise Pollution</b>	
<ul style="list-style-type: none"> <li>Potentially some from the A47 but unlikely to be major issue</li> </ul>	

<b>Available Infrastructure</b>	
<b>Transport - Roads</b>	
<ul style="list-style-type: none"> <li>Sandy Lane (C Road) crosses the site in an east-west direction linking to Stow Road in the west and to Broad End Lane and Burrettgate Road in the east. Stow Road and Sandy Lane are generally quiet roads.</li> <li>The local road network in the vicinity comprises mainly residential streets and rural lanes.</li> <li>There are currently no obvious places where a new road access(es) to serve a substantial amount of residential development could be provided without having a potential adverse impact on the amenity of existing residents. However, new road accesses are potentially possible but this will depend on the outcome of further transport assessment work for the area (in combination with the broad master planning approach with KLWNBC).</li> <li>Potential solutions include improvements to the A47 / Broad End Road junction, access through the COWA Elm High Road site, or via a new access from Elm High Road – all in combination with the strategic master planning approach for the area with KLWNBC.</li> </ul>	
<b>Transport – Foot and Cycle Ways</b>	

- Stow Lane on the west side of the site links Sandy Lane with Quaker Lane and is a well used bridleway.
- A byway running in an east west direction (along the alignment of a disused railway) links Quaker Lane with Green Lane, and is characterised by its generous width and mature trees and hedgerows. It appears to also have high biodiversity value.
- A narrow public footpath running mainly through a “tunnel” of hedger trees also runs in an east-west direction and links Orchard Drive and Stow Lane with Green Lane. On the north side of this is a mature orchard now used by the public as informal open space.
- Stow Lane consists of a bridleway which joins with Quaker Lane and then Meadowgate Lane to the south to provide a quiet lane predominantly used by walkers and cyclists. Meadowgate Lane (within KLWNBC) continues as far as the A47 and beyond to Emneth but there is no safe crossing of the A47. Meadowgate Lane provides an opportunity for a “spine route” of more sustainable transport modes through any area to be master-planned.

<b>Transport – Public Transport</b>	
-------------------------------------	--

- |   |  |
|---|--|
| <ul style="list-style-type: none"> <li>• The location of the site does allow for the potential integration with local bus routes but as public transport is relatively poor in Wisbech this will need further consideration.</li> </ul> |  |
|---|--|

<b>Waste Water Treatment Works</b>	
------------------------------------	--

- |  |  |
|--|--|
| <ul style="list-style-type: none"> <li>• Development would be reliant on the WWTW at West Walton (within KLWNBC) where there is existing capacity to accommodate growth</li> </ul> |  |
|--|--|

<b>Capacity of Sewer Network</b>	
----------------------------------	--

- |   |  |
|---|--|
| <ul style="list-style-type: none"> <li>• The capacity of the sewer network in Wisbech as a whole is currently working at its limit. The distance and location of the WWTW means that detailed consideration of improvements to the network will be required.</li> </ul> |  |
|---|--|

<b>Electricity Provision</b>	
------------------------------	--

- |   |  |
|---|--|
| <ul style="list-style-type: none"> <li>• Likely to require upgrades to the primary substations</li> </ul> |  |
|---|--|

<b>Gas Main Connection</b>	
----------------------------	--

- |  |  |
|--|--|
| <ul style="list-style-type: none"> <li>• No known constraints</li> </ul> |  |
|--|--|

<b>Water Usage and Connections</b>	
------------------------------------	--

- |  |  |
|--|--|
| <ul style="list-style-type: none"> <li>• No known constraints</li> </ul> |  |
|--|--|

<b>Deliverability</b>	
-----------------------	--

- |  |  |
|--|--|
| <ul style="list-style-type: none"> <li>• The Fenland Neighbourhood Planning Vision Study identified the broad area to the east of the town as having good opportunities for development with limited constraints.</li> <li>• 2 land submissions were submitted for a majority of the area north of Sandy Lane (nos. 87 and 237) between 2004 and 2007.</li> <li>• Responses from the Preferred Options Consultation July 2011 for the Core Strategy confirmed that a substantial part of the broad location (to the north and south of Sandy Lane) would be available for development during the plan period (Nos: 000352, 000407- 000417).</li> <li>• The adopted KLWNB Core Strategy sets out that at least 550 dwellings will be provided adjacent to Wisbech. The draft KLWNBC Site Specific Allocations DPD indicates a number of sites adjacent to the Fenland administrative area and including this site which would be available for development during the plan period. Although these areas have yet to be formally allocated in a Site Specific LDP document, the</li> </ul> |  |
|--|--|

Council would expect them to come forward as part of a comprehensive delivery scheme for the area, possibly in the form of a Supplementary Planning Document (SPD). This approach has been agreed in principle with KLWNBC.

### **Assessment**

Development of the area would be on a Greenfield site and involve the loss of high grade agricultural land. However the vast majority of the area is in FZ1 which would allow large scale housing development to occur in accordance with the sequential test.

There are definable boundaries to the area, and there will be no unacceptably adverse impact on the existing landscape character and the town's morphology.

The area is relatively far from the town centre but good sustainable transport links already exist and could be developed further within the area. However, the location of acceptable new access(es) and necessary infrastructure will need to be established as part of the wider transport assessment in the town.

Detailed consideration will also be needed in the upgrade of the sewer network although the WWTW at West Walton has capacity to cater for the anticipated growth.

Whilst no designated nature sites will be affected care will be required to ensure that the existing natural features within the area are protected and enhanced as part of a comprehensive delivery scheme for the area, and subsequent development.

There is significant developer interest in the area but it will be essential that KLWNBC continue to work jointly with FDC to agree how the area should be comprehensively planned and delivered. Taking all known constraints into account the Council is sufficiently confident to include the area as a strategic allocation in the Core Strategy.

## **South Wisbech**

### **Site Characteristics**




Situated to the south of the town the broadly elongated area is located to the north of the A47, to the west of Elm High Road, and to the east of the River Nene.

The area is flat and generally open, and comprises a mixture of arable fields, allotments, orchards and paddocks used for grazing. The eastern side abuts dwellings to the north and east, whilst the west side abuts a range of business and industrial activities.



<b>Proximity to Key Services - Walking/Cycling</b>	
<b>Distance to Town Centre</b>	
<ul style="list-style-type: none"> <li>• Approx 1400m (east side)</li> <li>• Approx 2200m (west side)</li> </ul>	
<b>Other convenience shopping</b>	
<ul style="list-style-type: none"> <li>• Approx 1100m – Asda (east side)</li> <li>• Approx 1000m – Tesco (west side)</li> </ul>	
<b>Major employment area</b>	
<ul style="list-style-type: none"> <li>• Approx 300m to Weasenham Lane EA (east side)</li> <li>• Adjacent to Weasenham Lane EA (west side)</li> </ul>	
<b>Secondary school</b>	
<ul style="list-style-type: none"> <li>• Approx 400m to Thomas Clarkson Community College (east side)</li> <li>• Approx 1100m to Thomas Clarkson Community College (west side)</li> </ul>	
<b>Primary school</b>	
<ul style="list-style-type: none"> <li>• Approx 1150m to Elm Road PS (east side)</li> <li>• Approx 1900m to Elm Road PS (west side)</li> </ul>	

<b>Definable Boundaries</b>	
<ul style="list-style-type: none"> <li>• To the east is residential development along Elm Low Road whilst to the north is both existing residential and business/commercial development comprising the southern limit of the built up area of the town.</li> <li>• To the west is the River Nene, and to the south the A47.</li> <li>• It is therefore possible to identify a generally definable area where new development in principle may be located.</li> </ul>	
<b>Impact on Town Morphology (Shape)</b>	
<ul style="list-style-type: none"> <li>• Whilst development of the area will result in development further away from the town centre, if this is restricted to within the identified limits there should not be an unacceptably adverse impact on the town's morphology.</li> </ul>	

<b>Land Resource</b>	
<b>Greenfield / Brownfield</b>	
<ul style="list-style-type: none"> <li>• Greenfield land</li> </ul>	

<b>Flood Risk</b>	
<ul style="list-style-type: none"> <li>• The eastern half of the area (approximately to the south-east of New Drove) falls within FZ1</li> <li>• The western half is mainly FZ3, with pockets of FZ2, and FZ1.</li> <li>• A relatively large amount of housing could be provided on land in the south eastern area in accordance with the sequential approach and test.</li> <li>• The western side may be able to accommodate development which was compatible with its flood risk status if there were no other suitable locations available in accordance with the sequential test.</li> </ul>	
<b>Contamination</b>	
<ul style="list-style-type: none"> <li>• March to Wisbech disused railway line crosses area: north-south</li> <li>• South east part of area within 250m buffer of landfill site (Wisbech Canal)</li> <li>• No other known large scale contamination</li> </ul>	
<b>Grade of Agricultural Land</b>	
<ul style="list-style-type: none"> <li>• East side of area – Grade 1</li> <li>• West side of area - Grade 2</li> </ul>	

<b>Minerals and Waste Issues</b>	
<b>Mineral Safeguarding Areas</b>	
<ul style="list-style-type: none"> <li>• No known mineral deposits</li> </ul>	
<b>Waste Water Treatment Work Safeguarding Area</b>	
<ul style="list-style-type: none"> <li>• None</li> </ul>	
<b>Transport Safeguarding Areas</b>	
<ul style="list-style-type: none"> <li>• None</li> </ul>	
<b>Waste Site</b>	
<ul style="list-style-type: none"> <li>• Adjacent to Waste and Recycling Centre, Algores Way</li> </ul>	
<b>Waste Consultation Area</b>	
<ul style="list-style-type: none"> <li>• Falls within Algores Way Waste Consultation Area</li> </ul>	

<b>Environmental Issues</b>	
<b>Landscape Character</b>	
<ul style="list-style-type: none"> <li>• Area falls within the Wisbech Settled Fen character type.</li> <li>• The area is generally flat. The area includes a sizeable woodland as well as a mixture of open arable fields, smaller paddocks, allotments, grazing land and orchards.</li> <li>• The western part of the area is more industrial and commercial in nature, with a patchwork of established businesses adjacent to undeveloped plots of land.</li> </ul>	
<b>Historic Features</b>	
<ul style="list-style-type: none"> <li>• Approximately 10 find spots along the A47 and New Bridge Lane, with 2 fieldwork areas</li> </ul>	

<ul style="list-style-type: none"> <li>along Churchill Road and one on Newbridge Lane</li> <li>No other known heritage assets.</li> </ul>	
<b>Proximity to Ramsar, SPA, SAC</b>	
<ul style="list-style-type: none"> <li>Significant distance away from Nene Washes– closest point approximately 6.7km</li> </ul>	
<b>Sites of Special Scientific Interest (SSSIs)</b>	
<ul style="list-style-type: none"> <li>Significant distance away from Nene Washes – closest point approximately 6.7km</li> </ul>	
<b>Local Nature Reserve</b>	
<ul style="list-style-type: none"> <li>None</li> </ul>	
<b>County Wildlife Sites (CWS)</b>	
<ul style="list-style-type: none"> <li>Adjacent to River Nene CWS on west side</li> </ul>	
<b>Other known Biodiversity features</b>	
<ul style="list-style-type: none"> <li>Trees and hedgerows</li> <li>Drains and ditches</li> </ul>	
<b>TPO Trees</b>	
<ul style="list-style-type: none"> <li>None</li> </ul>	
<b>Public Open Space / Sports and Recreation</b>	
<ul style="list-style-type: none"> <li>Allotments on west side of Halfpenny Lane</li> </ul>	
<b>Noise Pollution</b>	
<ul style="list-style-type: none"> <li>Close proximity of the A47 and potentially the employment area with residential development would need to be addressed.</li> </ul>	

<b>Available Infrastructure</b>	
<b>Transport - Roads</b>	
<ul style="list-style-type: none"> <li>The A47, A1101 Churchill Road, and B198 Cromwell Road are within or close to the area, and Weasenham Lane acts as a local distributor road.</li> <li>Newbridge Lane and New Drove are lightly trafficked but are used as an occasional rat run between Churchill Road and Cromwell Road.</li> <li>There are a number of potential accesses to serve the area but these would require highway infrastructure improvements. The road transport network in and around Wisbech will require further assessment to establish the potential extent of development and location of acceptable accesses.</li> </ul>	
<b>Transport – Foot and Cycle Ways</b>	
<ul style="list-style-type: none"> <li>Halfpenny Lane is a public byway predominantly used by walkers and cyclists.</li> <li>National Cycle Route 63 runs along Elm Low Road to the east of the area although there are currently no direct links to it from the area.</li> </ul>	
<b>Transport – Public Transport</b>	
<ul style="list-style-type: none"> <li>Relatively infrequent services run along Churchill Road and Cromwell Road.</li> <li>The location of the site does allow for the potential integration with local bus routes but as public transport is relatively poor in Wisbech this will need further consideration.</li> </ul>	
<b>Waste Water Treatment Works (WWTW)</b>	

<ul style="list-style-type: none"> <li>Development would be reliant on the WWTW at West Walton (within KLWNBC) where there is existing capacity to accommodate growth</li> </ul>	
<b>Capacity of Sewer Network</b>	
<ul style="list-style-type: none"> <li>The capacity of the sewer network in Wisbech as a whole is currently working at its limit. The distance and location of the WWTW means that detailed consideration of improvements to the network will be required.</li> </ul>	
<b>Electricity Provision</b>	
<ul style="list-style-type: none"> <li>Likely to require upgrades to the primary substations</li> </ul>	
<b>Gas Main Connection</b>	
<ul style="list-style-type: none"> <li>No known constraints</li> </ul>	
<b>Water Usage and Connections</b>	
<ul style="list-style-type: none"> <li>No known constraints</li> </ul>	

<b>Deliverability</b>	
<ul style="list-style-type: none"> <li>The Fenland Neighbourhood Planning Vision Study identified the area as having some opportunities for development with constraints.</li> <li>7 land submissions were submitted for approximately half the area (Nos: 73, 112, 113, 151, 241, 89 and 346) between 2004 and 2007.</li> <li>The Preferred Options Consultation July 2011 for the Core Strategy also indicated that a substantial part of the area would be available for development during the plan period (No: 000360).</li> <li>Although interest in development of the area has been indicated by agents/landowners no indicative master plans have been submitted for informal consideration. As key transport issues need to be addressed, it would be premature to include the area as an allocation, although assuming all known constraints could be overcome there is a reasonable degree of certainty that the development of the area, or at least some of the area, would be deliverable during the plan period.</li> </ul>	

<b>Assessment</b>
<p>Development of the area would be on a Greenfield site and involve the loss of high grade agricultural land. However the eastern half of the area falls within FZ1 creating an opportunity for housing in accordance with the sequential test. As the western half falls within FZ3 and is more closely related in character and proximity to the existing employment area, it is likely that business development in this would provide a natural extension to the existing area.</p> <p>It is possible to define general boundaries for the area and assuming that development happened within this broad area there would be no unacceptably adverse impact on the existing landscape character and the town's morphology.</p> <p>The area is relatively far from the town centre but is close to a secondary shopping area in Elm High Road, primary and secondary schools and a main employment area. In addition good potential sustainable transport links already exist and could be developed further within the area.</p> <p>However, the location of acceptable new road access(es) and necessary infrastructure will need to be established as part of the wider transport assessment in the town. Detailed consideration will also be needed in the upgrade of the sewer network although the WWTW at West Walton has capacity to cater for the anticipated growth.</p> <p>The proximity of the A47 and employment area and potential noise impact on residents will</p>



need to be carefully considered in any comprehensive delivery scheme.

Whilst it is possible to give a broad indication as to the area, the need for further evidence to establish the true potential extent of development in this location, particularly on transport grounds, means that it is not possible to establish finite boundaries at present. Nonetheless the nature of the area and description of boundaries gives sufficient certainty to justify the inclusion of the area as a broad location for growth.

## West Wisbech

### Site Characteristics

Situated to the west of the town the area is located broadly to the north of Mile Tree Lane, south of the B1169, and east of Gadd's Lane and Barton Road.

The area is flat and generally open, and comprises predominantly arable fields to the north of Barton Road with a mixture of arable fields and orchards to the south. A network of drainage ditches generally provides the demarcation of field boundaries.

<b>Proximity to Key Services - Walking/Cycling</b>	
<b>Distance to Town Centre</b>	
<ul style="list-style-type: none"> <li>Approx 550m</li> </ul>	
<b>Other convenience shopping</b>	
<ul style="list-style-type: none"> <li>Approx 550m</li> </ul>	
<b>Major employment area</b>	
<ul style="list-style-type: none"> <li>Approx 1,250m to Nene Waterfront and Port Area</li> </ul>	
<b>Secondary school</b>	
<ul style="list-style-type: none"> <li>Approx 2,400m to Thomas Clarkson Community College</li> </ul>	
<b>Primary school</b>	
<ul style="list-style-type: none"> <li>Approx 750m to Peckover PS</li> </ul>	

<b>Definable Boundaries</b>	
<ul style="list-style-type: none"> <li>The eastern and northern limit of the area is generally adjacent to the existing built up area of the town located to the west of the River Nene, and including Dowgate Road, Pickards Way, Cambridge Drive, Harecroft Road, Barton Road, Magazine Lane and North Brink.</li> <li>The south west extent is Mile Tree Lane which is a relatively quiet rural lane.</li> <li>The western extent is not possible to define due to the need to address flood risk issues but is indicatively taken to be Gadd's Lane and Barton Road.</li> <li>It is therefore possible to establish a generally definable area where new development in principle may be located.</li> </ul>	
<b>Impact on Town Morphology (Shape)</b>	
<ul style="list-style-type: none"> <li>Result in a more evenly balanced shaped town</li> </ul>	

<b>Land Resource</b>	
<b>Greenfield / Brownfield</b>	
<ul style="list-style-type: none"> <li>Greenfield land</li> </ul>	
<b>Flood Risk</b>	
<ul style="list-style-type: none"> <li>Majority of the area is a mixture of FZ3 (predominantly) and FZ2, with parts of the areas</li> </ul>	

<p>further to the west of the area falling within FZ1</p> <ul style="list-style-type: none"> <li>• Most of the area (and nearly all the existing adjacent development on the west side of the River Nene) falls within FZ3 whilst some areas to the south of Dowgate Road and in the vicinity of Barton Road / Cox's Lane / Gadd's Lane are in FZ1</li> <li>• Conclusion – The area is not suitable for a large amount of housing in accordance with the sequential approach and test, and the Exception Test would need to be passed for extensive residential development to be acceptable.</li> </ul>	
<b>Contamination</b>	
<ul style="list-style-type: none"> <li>• Former railway line crosses area: southwest - northeast</li> <li>• No other known large scale contamination</li> </ul>	
<b>Grade of Agricultural Land</b>	
<ul style="list-style-type: none"> <li>• Grade 1</li> </ul>	

<b>Minerals and Waste Issues</b>	
<b>Mineral Safeguarding Areas</b>	
<ul style="list-style-type: none"> <li>• No known mineral deposits</li> </ul>	
<b>Waste Water Treatment Work Safeguarding Area</b>	
<ul style="list-style-type: none"> <li>• None</li> </ul>	
<b>Transport Safeguarding Areas</b>	
<ul style="list-style-type: none"> <li>• None</li> </ul>	
<b>Waste Site</b>	
<ul style="list-style-type: none"> <li>• None</li> </ul>	
<b>Waste Consultation Area</b>	
<ul style="list-style-type: none"> <li>• None</li> </ul>	

<b>Environmental Issues</b>	
<b>Landscape Character</b>	
<ul style="list-style-type: none"> <li>• Area falls within the Wisbech Settled Fen character type.</li> <li>• The area is generally flat and interspersed with drainage ditches. To the north of Barton Road arable fields are predominant whilst to the south there are a substantial number of orchards.</li> <li>• The area around Barton Road comprises a patchwork of developed residential sites including for caravans, and undeveloped smaller paddock areas.</li> </ul>	
<b>Historic Features</b>	
<ul style="list-style-type: none"> <li>• The Dovecote, Dowgate Road, Leverington - Grade II Listed</li> <li>• Peppermint Hall, The Still, Leverington - Grade II Listed</li> <li>• Walled Garden, The Grange, The Still, Leverington – Grade II Listed</li> <li>• Archaeological findspots to the south of Leverington and north-east of Cox's Lane</li> <li>• No other known heritage assets.</li> </ul>	
<b>Proximity to Ramsar, SPA, SAC</b>	

<ul style="list-style-type: none"> <li>Significant distance away from Nene Washes – closest point approximately 7.0km</li> </ul>	
<b>Sites of Special Scientific Interest (SSSIs)</b>	
<ul style="list-style-type: none"> <li>Significant distance away from Nene Washes – closest point approximately 7.0km</li> </ul>	
<b>Local Nature Reserve</b>	
<ul style="list-style-type: none"> <li>None</li> </ul>	
<b>County Wildlife Sites (CWS)</b>	
<ul style="list-style-type: none"> <li>Adjacent to River Nene CWS on east side</li> </ul>	
<b>Other known Biodiversity features</b>	
<ul style="list-style-type: none"> <li>Trees and hedgerows</li> <li>Drains and ditches</li> </ul>	
<b>TPO Trees</b>	
<ul style="list-style-type: none"> <li>None should be affected</li> </ul>	
<b>Public Open Space / Sports and Recreation</b>	
<ul style="list-style-type: none"> <li>Hudson Leisure Centre adjacent on eastern side</li> <li>Recreation Ground, Barton Road</li> </ul>	
<b>Noise Pollution</b>	
<ul style="list-style-type: none"> <li>Unlikely to be a major issue.</li> </ul>	

<b>Available Infrastructure</b>	
<b>Transport - Roads</b>	
<ul style="list-style-type: none"> <li>Both the A1101 and B1169 are close to the area on the northern side, and Barton Road and Harecroft Road are C Classified roads, which could potentially provide suitable accesses to any development.</li> <li>The road transport network in and around Wisbech will require further assessment to establish the potential extent of development and location of acceptable accesses.</li> <li>An additional river crossing in the vicinity (potentially from the end of Barton Road or Harecroft Road) could provide a link to the B198 Cromwell Road and the wider main road network.</li> <li>Consideration will also be required of the effect of additional traffic from any development on the B1169 and villages to the west of Wisbech as far as the junction with the A47 at Guyhirn.</li> </ul>	
<b>Transport – Foot and Cycle Ways</b>	
<ul style="list-style-type: none"> <li>The Still is a main footpath running through the zone linking Barton Road with Dowgate Road</li> <li>A public footpath through the Recreation Ground in Barton Road, links to Magazine Lane</li> </ul>	
<b>Transport – Public Transport</b>	
<ul style="list-style-type: none"> <li>There are currently limited bus services which directly serve the area although the 46 Norfolk Green service runs along Barton Road.</li> <li>Further assessment on the provision of public transport will be required.</li> </ul>	

<b>Waste Water Treatment Works (WWTW)</b>	
<ul style="list-style-type: none"> <li>Development would be reliant on the WWTW at West Walton (within KLWNBC) where there is existing capacity to accommodate growth.</li> </ul>	
<b>Capacity of Sewer Network</b>	
<ul style="list-style-type: none"> <li>The capacity of the sewer network in Wisbech as a whole is currently working near to capacity. The distance and location of the WWTW means that detailed consideration of improvements to the network will be required to enable acceptable development.</li> </ul>	
<b>Electricity Provision</b>	
<ul style="list-style-type: none"> <li>Likely to require upgrades to the primary substations.</li> </ul>	
<b>Gas Main Connection</b>	
<ul style="list-style-type: none"> <li>No known constraints</li> </ul>	
<b>Water Usage and Connections</b>	
<ul style="list-style-type: none"> <li>No known constraints</li> </ul>	

<b>Deliverability</b>	
<ul style="list-style-type: none"> <li>The Fenland Neighbourhood Planning Vision Study identified the area as having good opportunities for development but with a number of constraints, particularly flood risk and access.</li> <li>10 land submissions were submitted between 2004 and 2007 which cover the vast majority of the broad location (nos: 70, 72, 88, 165, 223, 255, 303, 324, 325, and 348). This included a sizeable submission (165) which also included a Western Relief Road. The relief road proposal is not likely to be taken forward, although the land remains available for development. A number of master and development concept plans have been produced for different areas within the broad location since 2004.</li> <li>The Preferred Options Consultation July 2011 for the Core Strategy also indicated that a sizeable area would be available for development during the plan period (Nos: 000354, 000317).</li> <li>Interest in development of the area has been indicated by agents/landowners and a number of concept master plans have been produced in the recent past.</li> <li>As key constraints such as transport and flood risk issues need to be addressed, it would be premature to include the area as a strategic allocation. However, assuming all known constraints could be overcome there is a reasonable degree of certainty that some form of development in the area would be deliverable during the plan period.</li> </ul>	

<b>Assessment</b>
<p>Development of the area would be on a Greenfield site and involve the loss of high grade agricultural land. The majority of the zone falls within FZ3, and in order for residential development to be acceptable the Exception Test would need to be passed.</p> <p>However, a major benefit of developing the area is that it would contribute to a more “balanced” urban form that could support the town centre. It would be close to the town centre and could therefore potentially have a major role in assisting in its regeneration. Development could also result in potential improvements to the Conservation Area particularly on west side of river as well as creating a high quality living environment utilising flood mitigation features.</p> <p>The location of acceptable new access(es) and necessary infrastructure will need to be established as part of the wider transport assessment in the town. However, it is likely that a new river crossing will be required to serve any significant scale of development which could</p>

potentially contribute to improved vehicular movements throughout the town.

Detailed consideration will also be needed in the upgrade of the sewer network although the WWTW at West Walton has capacity to cater for the anticipated growth.

There are sufficient potential benefits to outweigh the known constraints and therefore the Council proposes West Wisbech as an area for major development. The assessment of flood risk is described in more detail in another Core Strategy evidence document “Flood Risk Sequential Test” which sets out the case for the Exception Test to be passed in this location.

Whilst it is possible to give a broad indication as to the area likely to be developed, the need for further evidence particularly on transport and flood risk mitigation and the possible implications of these in land use terms, means that it is not possible to establish finite boundaries at present. Nonetheless the nature of the area and description of boundaries gives sufficient certainty to justify the inclusion of the area as a broad location for growth in the Core Strategy.

## **North-West Wisbech**

### **Site Characteristics**

Situated to the north-west of the town the area is located broadly to the north of the B1169 Dowgate Road, west of the A1101, Sutton Road and east of Leverington village.

The area is flat and generally open consisting of large arable fields. The Roman Bank Scheduled Ancient Monument (SAM) runs diagonally through the area on a north-west / south-east alignment. There is built development generally bordering the area to the south, west and east whilst land to the north is more open.

<b>Proximity to Key Services - Walking/Cycling</b>	
<b>Distance to Town Centre</b>	
<ul style="list-style-type: none"> <li>• Approx 1700m</li> </ul>	
<b>Other convenience shopping</b>	
<ul style="list-style-type: none"> <li>• Approx 300m - in Leverington via Church Road</li> </ul>	
<b>Major employment area</b>	
<ul style="list-style-type: none"> <li>• Approx 1600m to Nene Waterfront and Port Area</li> </ul>	
<b>Secondary school</b>	
<ul style="list-style-type: none"> <li>• Approx 3800m to Thomas Clarkson Academy</li> </ul>	
<b>Primary school</b>	
<ul style="list-style-type: none"> <li>• Approx 900m to Peckover PS</li> </ul>	

<b>Definable Boundaries</b>	
<ul style="list-style-type: none"> <li>• To the east of the area are the rear of dwellings in Glendon Gardens, Ketra Close, Sutton Meadows and Sutton Road</li> <li>• To the south are dwellings in Little Dowgate and on Dowgate Road.</li> <li>• To the west is the edge of the eastern side of the village of Leverington located along Church Road and Roman Bank</li> <li>• Parson Drove Lane could define a northern boundary, and further north tree and hedgerow boundaries could indicate definable limits.</li> <li>• The Roman Bank SAM effectively splits the site into two parts runs; it runs diagonally through the area in a north-west to south-east alignment.</li> <li>• However, it is possible to establish a definable area where new development in principle could be located.</li> </ul>	
<b>Impact on Town Morphology (Shape)</b>	
<ul style="list-style-type: none"> <li>• Major development in this area would result in a significant extension to the town which would contribute to an “unbalanced” shape.</li> <li>• There would also be coalescence with the village of Leverington which would exacerbate the extent and coverage of built development in the area.</li> </ul>	

<b>Land Resource</b>	
<b>Greenfield / Brownfield</b>	
<ul style="list-style-type: none"> <li>Greenfield land</li> </ul>	
<b>Flood Risk</b>	
<ul style="list-style-type: none"> <li>Majority of the area is a mixture of FZ3 (predominantly) and FZ2, with some pockets to the west and south falling within FZ1.</li> <li>Conclusion – The area is not suitable for a large amount of housing in accordance with the Sequential Approach and Test, and the Exception Test would need to be passed for extensive residential development to be acceptable.</li> </ul>	
<b>Contamination</b>	
<ul style="list-style-type: none"> <li>No known contamination within the area</li> </ul>	
<b>Grade of Agricultural Land</b>	
<ul style="list-style-type: none"> <li>Grade 1</li> </ul>	

<b>Minerals and Waste Issues</b>	
<b>Mineral Safeguarding Areas</b>	
<ul style="list-style-type: none"> <li>No known mineral deposits</li> </ul>	
<b>Waste Water Treatment Work Safeguarding Area</b>	
<ul style="list-style-type: none"> <li>None</li> </ul>	
<b>Transport Safeguarding Areas</b>	
<ul style="list-style-type: none"> <li>None</li> </ul>	
<b>Waste Site</b>	
<ul style="list-style-type: none"> <li>None</li> </ul>	
<b>Waste Consultation Area</b>	
<ul style="list-style-type: none"> <li>None</li> </ul>	

<b>Environmental Issues</b>	
<b>Landscape Character</b>	
<ul style="list-style-type: none"> <li>Area falls within the Wisbech Settled Fen character type.</li> <li>The area is generally flat and intersected by the raised Roman Bank SAM. The land to the south of the Ronan Bank comprises a large single open field, whilst that to the north as far as Parson Drove Lane also consists of a large homogenous open field.</li> <li>To the north of Parson Drove Lane are a number of orchards with smaller fields and paddocks with boundaries defined by trees and hedgerows.</li> </ul>	
<b>Historic Features</b>	
<ul style="list-style-type: none"> <li>Ronan Bank ancient sea defence - Scheduled Ancient Monument (SAM)</li> <li>Cherry Tree Hill Round Barrow – SAM</li> <li>Rabbitt Hill Round Barrow, Dowgate Road – SAM</li> </ul>	



<ul style="list-style-type: none"> <li>• Leverington Conservation Area – abuts the southern and part of the western boundary</li> <li>• Lancewood, 32 Dowgate Road, Leverington - Grade II Listed</li> <li>• Reed Cottage, 30 Church Lane, Leverington - Grade II Listed</li> <li>• Thatched Cottage, 32 Church lane, Leverington - Grade II Listed</li> <li>• Leverington Hall, 102 Church Lane, Leverington - Grade I Listed</li> <li>• Tinker’s Folly, 49 Sutton Road Leverington - Grade II Listed</li> <li>• Medieval salt works identified - vicinity of Jondy, Church End, Leverington</li> <li>• Medieval hospital identified – vicinity of Little Dowgate</li> <li>• No other known heritage assets.</li> </ul>	
<b>Proximity to Ramsar, SPA, SAC</b>	
<ul style="list-style-type: none"> <li>• Significant distance away from Nene Washes – closest point approximately 9.3km</li> </ul>	
<b>Sites of Special Scientific Interest (SSSIs)</b>	
<ul style="list-style-type: none"> <li>• Significant distance away from Nene Washes – closest point approximately 9.3km</li> </ul>	
<b>Local Nature Reserve</b>	
<ul style="list-style-type: none"> <li>• None</li> </ul>	
<b>County Wildlife Sites (CWS)</b>	
<ul style="list-style-type: none"> <li>• None adjacent or in the immediate vicinity</li> </ul>	
<b>Other known Biodiversity features</b>	
<ul style="list-style-type: none"> <li>• Trees and hedgerows</li> <li>• Drains and ditches</li> </ul>	
<b>TPO Trees</b>	
<ul style="list-style-type: none"> <li>• Significant number of preserved trees along Roman Bank, Church Lane and Dowgate Road</li> </ul>	
<b>Public Open Space / Sports and Recreation</b>	
<ul style="list-style-type: none"> <li>• No existing public open space within the area, although a national cycle route (NCR1) utilises the Roman Bank</li> <li>• Leverington Sports and Social Club, Church Lane adjacent to area</li> </ul>	
<b>Noise Pollution</b>	
<ul style="list-style-type: none"> <li>• Unlikely to be a major issue.</li> </ul>	

<b>Available Infrastructure</b>	
<b>Transport - Roads</b>	
<ul style="list-style-type: none"> <li>• The A1101 and B1169 are adjacent to the site on the east and southern sides respectively and could potentially provide suitable accesses to any development.</li> <li>• Direct access might also be possible from Church Road and Parson Drove Lane</li> <li>• The road transport network in and around Wisbech including capacity of the A1101 and the B1169 will require further assessment to establish the potential extent of development and location of acceptable accesses.</li> </ul>	
<b>Transport – Foot and Cycle Ways</b>	

<ul style="list-style-type: none"> <li>Two parallel footpaths utilise the Roman Bank, one of which constitutes part of the National Cycle Route (NCR1).</li> </ul>	
<b>Transport – Public Transport</b>	
<ul style="list-style-type: none"> <li>The area is relatively well served by bus services.</li> <li>Any major development of the area will require further assessment on the provision of public transport.</li> </ul>	
<b>Waste Water Treatment Works (WWTW)</b>	
<ul style="list-style-type: none"> <li>Development would be reliant on the WWTW at West Walton (within KLWNBC) where there is existing capacity to accommodate growth.</li> </ul>	
<b>Capacity of Sewer Network</b>	
<ul style="list-style-type: none"> <li>The capacity of the sewer network in Wisbech as a whole is currently working near to capacity. The distance and location of the WWTW means that detailed consideration of improvements to the network will be required to enable acceptable development.</li> </ul>	
<b>Electricity Provision</b>	
<ul style="list-style-type: none"> <li>Likely to require upgrades to the primary substations.</li> </ul>	
<b>Gas Main Connection</b>	
<ul style="list-style-type: none"> <li>No known constraints</li> </ul>	
<b>Water Useage and Connections</b>	
<ul style="list-style-type: none"> <li>No known constraints</li> </ul>	

<b>Deliverability</b>	
<ul style="list-style-type: none"> <li>The Fenland Neighbourhood Planning Vision Study identified the area to the north of the town as being constrained by flood risk, potential coalescence with neighbouring settlements, loss of Grade 1 agricultural land and capacity constraints on the A1101.</li> <li>2 land submissions were submitted between 2004 and 2007 which cover the vast majority of the broad location (Nos:165 &amp; 349). This included a sizeable submission (165) which proposed to utilise part of the area for a Western Relief Road.</li> <li>Submission to the Further Draft Consultation July 2012 for the Core Strategy also indicated that a sizeable area would be available for development during the plan period (Nos: 985-989).</li> <li>There is therefore still developer interest in the land but as the western relief road is unlikely to go forward in this location it is uncertain whether development in this area would be deliverable.</li> </ul>	

<b>Assessment</b>
<p>Development of the area would be on a Greenfield site and involve the loss of high grade agricultural land. The majority of the zone falls within FZ3, and in order for residential development to be acceptable the Exception Test would need to be passed. It is not obviously apparent however what the sustainable benefits to the community would be which would outweigh flood risk in this location such as to make development acceptable.</p> <p>A further major drawback of development in the area would be that this would result in the coalescence of Wisbech with Leverington village. It would also result in the town becoming “unbalanced” in shape with the town centre, main secondary school, and the Weasenham Lane employment area some distance away.</p>

There are also a number of important heritage assets including the Leverington Conservation Area and Scheduled Ancient Monuments, as well as a significant number of protected trees in and around the site particularly in the southern part.

The location of acceptable new access(es) and necessary infrastructure will need to be established as part of the wider transport assessment in the town, particularly the capacity and safety on the A1101 and B1169. Detailed consideration will also be needed in the upgrade of the sewer network although the WWTW at West Walton has capacity to cater for the anticipated growth.

Although the area has been included in concept master plans indicating how a Western Relief Road could be provided, there have not been other master plans which have shown how the area might be developed assuming the road did not go ahead. Nonetheless there is developer interest in the land and it is theoretically possible that the area could be delivered if all constraints could be overcome.

However, the constraints in the area are significant, particularly the potential of coalescence with Leverington, an “unbalanced” morphology of the town that would result, and flood risk. There are other areas with fewer constraints and which are more likely to be delivered in and around Wisbech, and on this basis the area is not included as a strategic allocation or a broad location in the Core Strategy.

## **Nene Waterfront and Port**

### Site Characteristics

The area is situated within a mainly built up area of the town north of the town centre. It broadly includes land located to the west of Mount Pleasant Road and Osborne Road, to the north of Lynn Road, to the east of the River Nene, and to the south of the district and county council boundary with KLWNBC and Norfolk CC respectively.

Most of the area is developed or has previously been developed, and comprises a mix of land uses but predominantly commercial and industrial uses. There are also significant areas of vacant or under-developed land within this area.

<b>Proximity to Key Services - Walking/Cycling</b>	
<b>Distance to Town Centre</b>	
<ul style="list-style-type: none"> <li>Approx 50m</li> </ul>	
<b>Other convenience shopping</b>	
<ul style="list-style-type: none"> <li>N/a</li> </ul>	
<b>Major employment area</b>	
<ul style="list-style-type: none"> <li>N/a</li> </ul>	
<b>Secondary school</b>	
<ul style="list-style-type: none"> <li>N/a</li> </ul>	
<b>Primary school</b>	
<ul style="list-style-type: none"> <li>N/a</li> </ul>	

<b>Definable Boundaries</b>	
<ul style="list-style-type: none"> <li>The eastern boundary comprises Mount Pleasant Road and Osborne Road.</li> <li>Lynn Road is to the south.</li> <li>The River Nene is to the west.</li> <li>The district and county council boundary with KLWNBC and Norfolk CC respectively are to the north</li> <li>It is therefore possible to establish a generally definable area where new development in principle may be located.</li> </ul>	
<b>Impact on Town Morphology (Shape)</b>	
<ul style="list-style-type: none"> <li>No adverse impact within FDC boundaries.</li> <li>Development northwards will depend on joint working with KLWNBC but unlikely to adversely affect town shape</li> </ul>	

<b>Land Resource</b>	
<b>Greenfield / Brownfield</b>	
<ul style="list-style-type: none"> <li>Brownfield land</li> </ul>	
<b>Flood Risk</b>	
<ul style="list-style-type: none"> <li>Majority of the area falls in FZ3 with a small area to the south east in FZ2.</li> </ul>	

<ul style="list-style-type: none"> <li>• Conclusion – The area would not be suitable for a large amount of housing in accordance with the sequential approach and test, and the Exception Test would need to be passed. Other compatible uses with the flood risk status might be acceptable should the sequential test be passed.</li> <li>• A Toolkit in the Appendix for the Wisbech SFRA provides detailed guidance about the possibility of new developments throughout the town.</li> </ul>	
<b>Contamination</b>	
<ul style="list-style-type: none"> <li>• Network of former railway lines cross the area particularly in the centre and to the south.</li> <li>• Also a number of isolated contamination spots</li> </ul>	
<b>Grade of Agricultural Land</b>	
<ul style="list-style-type: none"> <li>• Not in agricultural use</li> </ul>	

<b>Minerals and Waste Issues</b>	
<b>Mineral Safeguarding Areas</b>	
<ul style="list-style-type: none"> <li>• No known mineral deposits</li> </ul>	
<b>Waste Water Treatment Work Safeguarding Area</b>	
<ul style="list-style-type: none"> <li>• None</li> </ul>	
<b>Transport Safeguarding Areas</b>	
<ul style="list-style-type: none"> <li>• Area falls within the Nene Port Transport Safeguarding Area</li> </ul>	
<b>Waste Site</b>	
<ul style="list-style-type: none"> <li>• None</li> </ul>	
<b>Waste Consultation Area</b>	
<ul style="list-style-type: none"> <li>• None</li> </ul>	

<b>Environmental Issues</b>	
<b>Landscape Character</b>	
<ul style="list-style-type: none"> <li>• Area falls within the Wisbech Settled Fen character type.</li> <li>• The area is generally flat and developed predominantly with business and commercial uses with some residential development on the west side of Osborne Road and in the southern part of the area.</li> </ul>	
<b>Historic Features</b>	
<ul style="list-style-type: none"> <li>• Three archaeological findspots to the west of Crab Marsh, and one to the south of Nene Parade</li> <li>• Several listed buildings and structures associated with the cemetery on Mount Pleasant Road.</li> <li>• A number of listed buildings along Lynn Road.</li> <li>• No other known heritage assets.</li> </ul>	
<b>Proximity to Ramsar, SPA, SAC</b>	
<ul style="list-style-type: none"> <li>• Significant distance away from Nene Washes – closest point approximately 9.5km</li> </ul>	

<b>Sites of Special Scientific Interest (SSSIs)</b>	
<ul style="list-style-type: none"> <li>Significant distance away from Nene Washes – closest point approximately 9.5km</li> </ul>	
<b>Local Nature Reserve</b>	
<ul style="list-style-type: none"> <li>None</li> </ul>	
<b>County Wildlife Sites (CWS)</b>	
<ul style="list-style-type: none"> <li>Adjacent to River Nene CWS on west side</li> </ul>	
<b>Other known Biodiversity features</b>	
<ul style="list-style-type: none"> <li>None</li> </ul>	
<b>TPO Trees</b>	
<ul style="list-style-type: none"> <li>No protected trees within the area</li> </ul>	
<b>Public Open Space / Sports and Recreation</b>	
<ul style="list-style-type: none"> <li>Wisbech Park adjacent on southern side</li> </ul>	
<b>Noise Pollution</b>	
<ul style="list-style-type: none"> <li>Potential conflict should business uses be located adjacent to existing residential areas.</li> </ul>	

<b>Available Infrastructure</b>	
<b>Transport - Roads</b>	
<ul style="list-style-type: none"> <li>Both the A1101 and B198 Lynn Road are adjacent of the area. Existing network should be able to cater for development but local upgrades may be required.</li> <li>The road transport network in and around Wisbech will require further assessment to establish the potential extent of development and location of acceptable accesses.</li> <li>Any extension of the area to the north into KLWNBC will need to carefully consider transport implications – possibly as part of a joint master plan.</li> </ul>	
<b>Transport – Foot and Cycle Ways</b>	
<ul style="list-style-type: none"> <li>Crab Marsh is a designated footpath</li> <li>National Cycle Route 1 runs through the north of the town close to the east of the area.</li> <li>Good pedestrian and cycle links are possible to the remainder of the town.</li> </ul>	
<b>Transport – Public Transport</b>	
<ul style="list-style-type: none"> <li>There are currently limited bus services which directly serve the area, although there is a northern loop service.</li> </ul>	
<b>Waste Water Treatment Works (WWTW)</b>	
<ul style="list-style-type: none"> <li>Development would be reliant on the WWTW at West Walton (within KLWNBC) where there is existing capacity to accommodate growth</li> </ul>	
<b>Capacity of Sewer Network</b>	
<ul style="list-style-type: none"> <li>The capacity of the sewer network in Wisbech as a whole is currently working near to capacity. The distance and location of the WWTW means that any improvements to the network are likely to be less onerous from this area than from other areas in the town.</li> </ul>	

<b>Electricity Provision</b>	
<ul style="list-style-type: none"> <li>Likely to require upgrades to the primary substations</li> </ul>	
<b>Gas Main Connection</b>	
<ul style="list-style-type: none"> <li>No known constraints</li> </ul>	
<b>Water Usage and Connections</b>	
<ul style="list-style-type: none"> <li>No known constraints</li> </ul>	

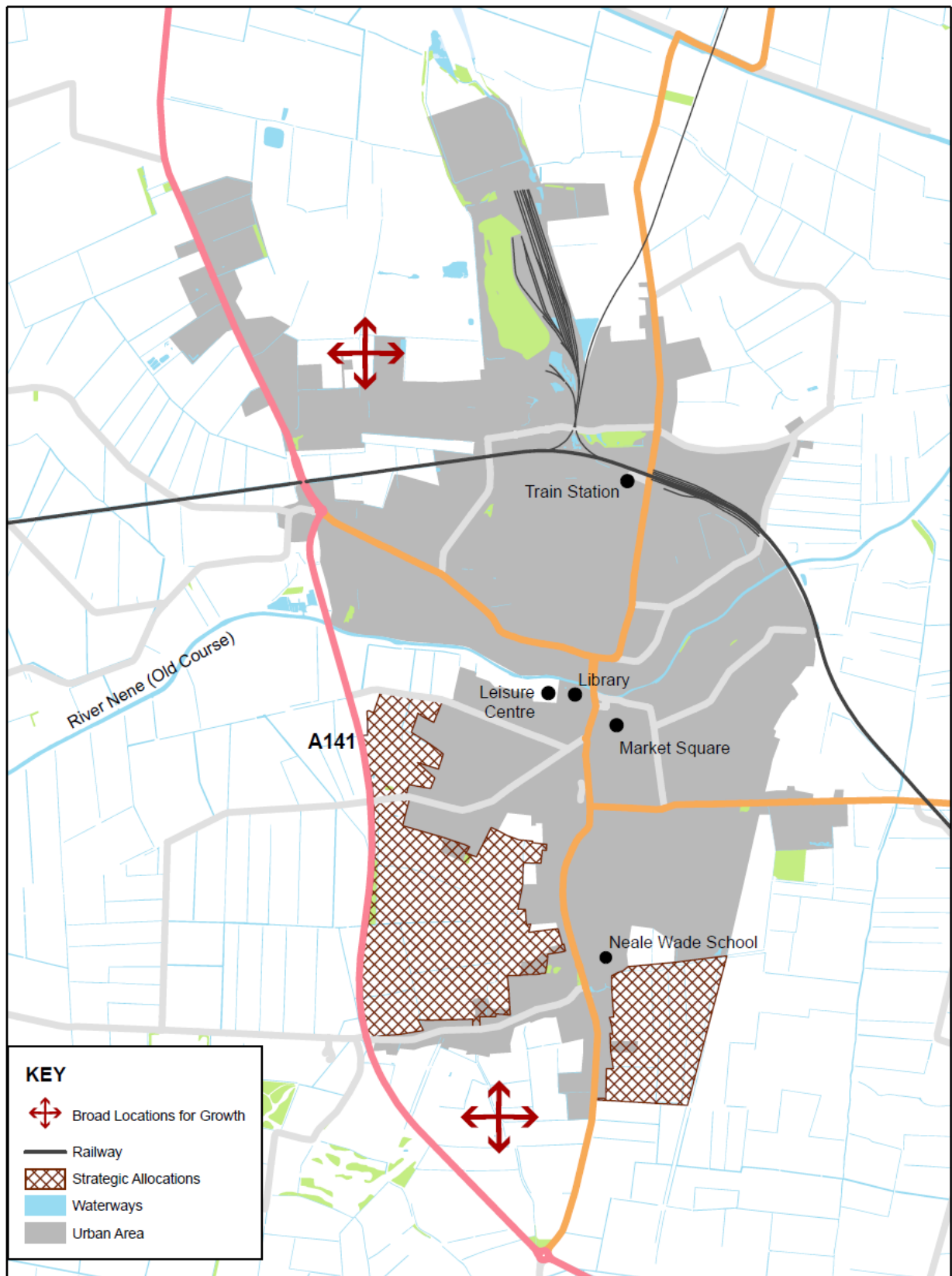
<b>Deliverability</b>	
<ul style="list-style-type: none"> <li>The Fenland Neighbourhood Planning Vision Study identified the area as having a number of constraints, particularly flood risk, access, and the proximity of the boundary with KLNWBC</li> <li>2 land submissions were submitted between 2004 and 2007 which indicate developer interest in sites in the northern part of the area (Nos: 19 and 211).</li> <li>The Nene Waterfront which falls within the area has been the subject of a SPG since 2004 relating to its regeneration. Planning permission has also been granted subject to a S106 Agreement although this has not come forward due to the downturn in the housing market.</li> <li>Nonetheless there has been a considerable amount of investment of public funds in infrastructure in the area in recent years in preparation for an uplift in market conditions.</li> <li>The Council and its partners see the area as being key to the regeneration of Wisbech into the future and there will be a significant amount of public support for new appropriate developments in the area.</li> <li>As key constraints such as transport, flood risk and the relationship with KLNWBC need to be addressed, it would be premature to include the area as an allocation. However, assuming all known constraints could be overcome there is a good degree of certainty that the development of the area would be deliverable during the plan period.</li> </ul>	

<b>Assessment</b>
<p>A large part of the area is on previously developed land and due to previous uses local land contamination may be an issue which needs to be addressed. The majority of the area falls within FZ3, and would therefore need to pass the Sequential (and possibly) the Exception Test for development to be acceptable. Another Core Strategy evidence document "Flood Risk Sequential Test" sets out the case for the Sequential and Exception Tests to be passed in this location.</p> <p>The area may be less reliant on the provision of new infrastructure compared to other locations but any requirements will need to be established as part of the wider transport assessment for the town. Consideration will also be needed for in the upgrade of the sewer network although the area is well located to the WWTW at West Walton which has capacity to cater for the anticipated growth.</p> <p>A major benefit of the area is its proximity to the town centre and whilst its character comprises mainly industrial and business uses, opportunities exist to create a high quality living environment with a river side setting. Development of the area has the potential to be a major catalyst for the regeneration of the town.</p> <p>Whilst it is possible to give a broad indication as to the area likely to be subject to new developments, the largely developed nature of the area, and the need for further evidence particularly on transport grounds and the possible expansion of the area northwards into KLNWBC means that it is not possible to include the area as a strategic allocation in the Core Strategy. Nonetheless the recognition of the importance of the area as key component for</p>

regeneration in Wisbech means that there is sufficient justification to include the area as a broad location for growth.



**March**



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**Key Diagram for March**  
Not To Scale



## **March – North East**

### **Site Characteristics**

The irregular shaped site abuts the north-east side of the built up residential area of March on its western side and southern sites. To the west is the B1101 Elm Road, to the north Flagrass Hill Road and to the south Estover Road. Land to the north and east is generally open.

The area is generally flat and comprises an enclosed area of public open space known as Estover Road Playing Fields, and open arable fields interspersed with drainage ditches.

<b>Proximity to Key Services - Walking/Cycling</b>	
<b>Distance to Town Centre</b>	
<ul style="list-style-type: none"> <li>• Approx 1300m</li> </ul>	
<b>Other convenience shopping</b>	
<ul style="list-style-type: none"> <li>• Approx 800m to Norwood Road shop</li> </ul>	
<b>Major employment area</b>	
<ul style="list-style-type: none"> <li>• Approx 1200m to March Trading Estate</li> </ul>	
<b>Secondary school</b>	
<ul style="list-style-type: none"> <li>• Approx 2900m to Neale Wade Community College</li> </ul>	
<b>Primary school</b>	
<ul style="list-style-type: none"> <li>• Approx 950m to All Saints Interchurch PS, County Road</li> </ul>	
<b>Railway Station</b>	
<ul style="list-style-type: none"> <li>• Approx 450m</li> </ul>	

<b>Definable Boundaries</b>	
<ul style="list-style-type: none"> <li>• The western side comprises part of the built up area of the town which is predominantly residential in this location. A length of the B1101 Elm Road is currently undeveloped on the east side just south of the junction with Flagrass Hill Road, although residential development extends along the western side of the road opposite the allocated area.</li> <li>• To the south is Estover Road which has residential development on its southern side. There is some housing and other buildings forming pockets of development on parts of its northern side and together with a length of mature hedgerow and trees form a definable boundary for the south east part of the allocation.</li> <li>• To the north and east are open arable fields as far as Flagrass Hill Road. A length of mature hedgerow on Flagrass Hill Road close to the B1101 forms a definable boundary on the north part of the site.</li> <li>• A significant drainage ditch follows an approximately north-west to south-east line through the open land which forms a definable boundary on the ground. However, due to the general openness of the area, substantial landscaping will be required to prevent visual encroachment from development into the open countryside.</li> <li>• Clearly definable boundaries exist for the allocation although suitable landscaping will need to be provided along the drainage ditch on the north east boundary to help mitigate the visual impact of development.</li> <li>• To develop further to the north and east would result in considerable visual encroachment into open countryside.</li> </ul>	
<b>Impact on Town Morphology (Shape)</b>	

- Whilst extending outward, no overall adverse impact.

<b>Land Resource</b>	
<b>Greenfield / Brownfield</b>	
<ul style="list-style-type: none"> <li>• Greenfield</li> </ul>	
<b>Flood Risk</b>	
<ul style="list-style-type: none"> <li>• Vast majority of the area is in FZ1, with a minor area on the east side falling within FZ3. The significant drainage ditch running in an approximately north-west to south-east line from Flagrass Hill Road to Estover Road provides a general demarcation between FZ1 and FZ3.</li> <li>• Development within FZ1 would be in accordance with the sequential approach and test as set out in the NPPF.</li> </ul>	
<b>Contamination</b>	
<ul style="list-style-type: none"> <li>• No known contamination</li> </ul>	
<b>Grade of Agricultural Land</b>	
<ul style="list-style-type: none"> <li>• Grade 2</li> </ul>	

<b>Minerals and Waste Issues</b>	
<b>Mineral Safeguarding Areas</b>	
<ul style="list-style-type: none"> <li>• An isolated oblong shape of sand and gravel deposits (measuring approximately 1200m x 300m) transects the area in an approximate north south alignment.</li> <li>• Further regard should be had to the Waste and Minerals Plan. Proximity to existing development may mean that future large scale commercial extraction is unlikely, but may provide opportunities to utilise minerals locally as part of any development.</li> </ul>	
<b>Waste Water Treatment Work Safeguarding Area</b>	
<ul style="list-style-type: none"> <li>• None</li> </ul>	
<b>Transport Safeguarding Areas</b>	
<ul style="list-style-type: none"> <li>• None</li> </ul>	
<b>Waste Site</b>	
<ul style="list-style-type: none"> <li>• None</li> </ul>	
<b>Waste Safeguarding Area</b>	
<ul style="list-style-type: none"> <li>• None</li> </ul>	

<b>Environmental Issues</b>	
<b>Landscape Character</b>	
<ul style="list-style-type: none"> <li>• The area is located within The Fens landscape character type.</li> <li>• Flat comprising a mixture of an enclosed public open space, and open arable fields interspersed with drainage ditches.</li> <li>• Public open space, hedgerows, and drainage ditches, provide opportunities to enhance any development.</li> </ul>	

<b>Historic Features</b>	
<ul style="list-style-type: none"> <li>Berryfield Iron Age &amp; Roman Settlement (parts of) – crop marks visible</li> <li>Flaggrass Prehistoric and Roman Settlement (parts of) – crop marks visible</li> <li>Fen Causeway traverses area in east-west direction – visible in some locations</li> <li>Adjacent to two archaeological fieldwork areas (Berryfield and Alder Close)</li> <li>Archaeological find spot on western boundary of Estover Road Playing Fields</li> <li>No other known built heritage assets.</li> </ul>	
<b>Proximity to Ramsar, SPA, SAC Sites,</b>	
<ul style="list-style-type: none"> <li>4.5km to Nene Washes</li> </ul>	
<b>Sites of Special Scientific Interest (SSSIs)</b>	
<ul style="list-style-type: none"> <li>4.5km to Nene Washes</li> </ul>	
<b>Local Nature Reserves</b>	
<ul style="list-style-type: none"> <li>None</li> </ul>	
<b>County Wildlife Sites</b>	
<ul style="list-style-type: none"> <li>Norwood Nature Reserve to west of Elm Road and south of Norwood Road. South-west corner of the allocation falls within the 200m buffer of the nature reserve.</li> </ul>	
<b>Other known Biodiversity features</b>	
<ul style="list-style-type: none"> <li>Estover Road Playing Fields area currently provides biodiversity benefits</li> <li>Drains and ditches</li> <li>Trees and hedgerows</li> </ul>	
<b>TPO Trees</b>	
<ul style="list-style-type: none"> <li>Substantial number of protected trees within and on southern and part of northern boundary of Estover Road Playing Fields.</li> </ul>	
<b>Public Open Space</b>	
<ul style="list-style-type: none"> <li>Estover Road Playing Field is currently used as multifunctional open space. If continued use of the playing fields for their existing purpose are proposed then could be an important asset for the area. If to be developed alternatives would need to be provided.</li> <li>No other public open space included within the area.</li> </ul>	
<b>Noise Pollution</b>	
<ul style="list-style-type: none"> <li>No significant issues</li> </ul>	

<b>Available Infrastructure</b>	
<b>Transport - Roads</b>	
<ul style="list-style-type: none"> <li>The relatively busy B1101 Elm Road abuts part of the north of the allocation on its western side. Estover Road is located on the southern boundary of the area and acts as a local distributor road. Flaggrass Hill Road is a minor and quiet rural lane providing access to Flaggrass Hill Farm and several other properties which runs in a loop to the north of the area and has junctions with Elm Road and Estover Road.</li> <li>Vehicular access to the area could be achieved relatively easily from either the B1101 Elm Road or Estover Road.</li> <li>Other potential (likely to be more local) accesses may also be possible from Berryfield and Alder Close.</li> </ul>	

<b>Transport – Foot and Cycle Ways</b>	
<ul style="list-style-type: none"> <li>The southern part of the site is approximately 1300m from March Town Centre by foot or cycle using Station Road.</li> <li>The quiet nature of Flaggrass Hill Road means that it is currently used by walkers and cyclists.</li> <li>There are no official cycleways presently linking directly to the site although key services can be reached safely by foot.</li> </ul>	
<b>Transport – Public Transport</b>	
<ul style="list-style-type: none"> <li>Buses run relatively regularly along Elm Road and Estover Road.</li> <li>The railway station is within 500m of the area.</li> </ul>	
<b>Waste Water Treatment Works</b>	
<ul style="list-style-type: none"> <li>Development would be reliant on the March WWTW at Creek Road to the north east of the area which is within 2km of the site.</li> <li>Due to water quality output issues at the WWTW, development may need to be restricted to a minimal annual completion rate to be agreed with AWS and EA until a new solution is in place, likely to be post 2015.</li> </ul>	
<b>Capacity of Sewer Network</b>	
<ul style="list-style-type: none"> <li>The capacity of the sewer network in March as a whole is currently under stress although the proximity of the area to the WWTW means that this should be relatively easy to upgrade/ provide if required.</li> </ul>	
<b>Electricity Provision</b>	
<ul style="list-style-type: none"> <li>Likely to require upgrades to the primary substations</li> </ul>	
<b>Gas Main Connection</b>	
<ul style="list-style-type: none"> <li>No known constraints</li> </ul>	
<b>Water Useage and Connections</b>	
<ul style="list-style-type: none"> <li>No known constraints</li> </ul>	

<b>Deliverability</b>	
<ul style="list-style-type: none"> <li>The Fenland Neighbourhood Planning Vision Study identified the area as having greatest opportunities for development where constraints are limited compared to other locations.</li> <li>3 land submissions were submitted for a large majority of the area between 2004 and 2007 (Nos. 83, 200 and 301).</li> <li>The Preferred Options Consultation July 2011 for the Core Strategy also indicated that these areas would still be available for development during the plan period (Nos: 000266 and 000236).</li> </ul>	

<b>Assessment</b>
<p>Development of the area would be on a Greenfield site and involve the loss of high grade agricultural land. However the vast majority of the area is in FZ1 which would allow large scale housing development to occur in accordance with the sequential test</p> <p>Although there are definable boundaries to the majority of the area, care will be needed to prevent unacceptable visual intrusion into to the open countryside to the north and east. However, there should not be any adverse impact on the town's morphology.</p>

The area is relatively far from the town centre but is close to the railway station and employment area. Relatively good sustainable transport links already exist and could be developed further within the area. New road accesses should also be relatively straightforward to provide.

Whilst there are known mineral deposits and regard should be had to the Waste and Minerals Plan, the proximity to existing development may mean that future large scale commercial extraction is unlikely, and may provide opportunities to utilise minerals locally as part of any development.

The Estover Road Playing Fields provides the basis for an enhanced community asset for local residents and care will be needed to avoid any adverse impact on the protected trees. Regard will also be required in relation to known heritage assets, although none appear to be visible on the ground.

Detailed consideration will also be needed in the upgrade of the sewer network and possible improvements to the WWTW at Creek Road.

There is developer interest in the area and taking known constraints into account the Council is sufficiently confident that development would be deliverable.

However, whilst development appears deliverable in this locality, other suitable development sites also exist in March. As such, the Council has determined that these alternative suitable locations are, on balance (taking account of factors raised in this sustainability report and the need to maximise the efficient use of land), more appropriate to take forward as allocations in the Core Strategy in order to meet the growth targets for March and Fenland as a whole. The area is therefore not included as a strategic allocation in the Core Strategy

## **March – East**

### **Site Characteristics**

This area is located on the east side of the town to the north and south of the B1099 Upwell Road. It is effectively land to the rear of houses which front Upwell Road on both sides of the road and which abuts existing residential development on its western side.

The area is generally flat with a number of fields demarcated by drains and hedgerows. South of Upwell Road the area also has significant tree cover. The area is immediately to the east of a former railway line, evidence of which is still visible in some locations.

<b>Proximity to Key Services - Walking/Cycling</b>	
<b>Distance to Town Centre</b>	
<ul style="list-style-type: none"> <li>• Approx 1000m</li> </ul>	
<b>Railway Station</b>	
<ul style="list-style-type: none"> <li>• Approx 2400m</li> </ul>	
<b>Other convenience shopping</b>	
<ul style="list-style-type: none"> <li>• Approx 500m – Co-op, Badgeney Road</li> </ul>	
<b>Major employment area</b>	
<ul style="list-style-type: none"> <li>• Approx 2900m – March Trading Park</li> </ul>	
<b>Secondary school</b>	
<ul style="list-style-type: none"> <li>• Approx 850m to Neale Wade Community College</li> </ul>	
<b>Primary school</b>	
<ul style="list-style-type: none"> <li>• Approx 200m to Cavalry Primary School</li> </ul>	

<b>Definable Boundaries</b>	
<ul style="list-style-type: none"> <li>• The western boundary comprises existing development of the town in Grounds Avenue, West Drive, Mallett Close, Smith's Drive, Clydesdale Close, Cleveland Way and Cavalry Drive and an area of public open space in Albert's Drive.</li> <li>• To the north is the main line railway.</li> <li>• To the north of the B1099, Silk Road would comprise the eastern boundary. On land to the south of the B1099 a semi-mature woodland would comprise the eastern boundary.</li> <li>• A public footpath running east–west and linking to Cavalry Drive near to the junction with Suffolk Way would appear the most appropriate location for a southern boundary. However this area is very open and substantial landscaping would be required to demarcate the area fully and prevent encroachment into open countryside.</li> <li>• It is therefore possible to establish definable limits to the north, west and east, although the southern limit along the footpath would need to be enhanced with appropriate landscaping.</li> </ul>	
<b>Impact on Town Morphology (Shape)</b>	
<ul style="list-style-type: none"> <li>• Large scale development in the area would not have a significant adverse impact on the morphology of the town.</li> </ul>	

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<b>Land Resource</b>	
<b>Greenfield / Brownfield</b>	
<ul style="list-style-type: none"> <li>Greenfield</li> </ul>	
<b>Flood Risk</b>	
<ul style="list-style-type: none"> <li>Approximately the a third of the area (northern part) falls within FZ2 and FZ3, with the remainder falling within FZ1.</li> <li>For residential development to be acceptable in FZ3 both the Sequential Test and Exception Test would need to be passed.</li> <li>A large part of the FZ3 area is adjacent to the existing area of POS in Albert's Drive giving a potential opportunity for this area to be used for enhanced POS if other types of development were not compatible with flood risk categories.</li> </ul>	
<b>Contamination</b>	
<ul style="list-style-type: none"> <li>No known large scale ground contamination, although the line of the former railway track on the western boundary of the site is a possible source of contamination.</li> <li></li> </ul>	
<b>Grade of Agricultural Land</b>	
<ul style="list-style-type: none"> <li>Grade 3</li> </ul>	

<b>Minerals and Waste Issues</b>	
<b>Mineral Safeguarding Areas</b>	
<ul style="list-style-type: none"> <li>None</li> </ul>	
<b>Waste Water Treatment Work Safeguarding Area</b>	
<ul style="list-style-type: none"> <li>None</li> </ul>	
<b>Transport Safeguarding Areas</b>	
<ul style="list-style-type: none"> <li>None</li> </ul>	
<b>Waste Sites</b>	
<ul style="list-style-type: none"> <li>None</li> </ul>	
<b>Waste Safeguarding Area</b>	
<ul style="list-style-type: none"> <li>None</li> </ul>	

<b>Environmental Issues</b>	
<b>Landscape Character</b>	
<ul style="list-style-type: none"> <li>Area falls within The Fens landscape character type.</li> <li>The area is generally flat with a number of fields of varying sizes demarcated by drains and hedgerows.</li> <li>The area to the south of Upwell Road also has significant tree cover.</li> </ul>	



<ul style="list-style-type: none"> <li>The land to the south of the area is very open.</li> </ul>	
<b>Historic Features</b>	
<ul style="list-style-type: none"> <li>None known within the area</li> </ul>	
<b>Proximity to Ramsar, SPA, SAC Sites,</b>	
<ul style="list-style-type: none"> <li>Approximately 6.5 km from Nene Washes</li> </ul>	
<b>Sites of Special Scientific Interest (SSSIs)</b>	
<ul style="list-style-type: none"> <li>Approximately 6.5 km from Nene Washes</li> </ul>	
<b>Local Nature Reserves</b>	
<ul style="list-style-type: none"> <li>None adjacent or within vicinity of the area</li> </ul>	
<b>County Wildlife Sites</b>	
<ul style="list-style-type: none"> <li>None adjacent or within vicinity of the area</li> </ul>	
<b>Other known Biodiversity features</b>	
<ul style="list-style-type: none"> <li>Drains and ditches</li> <li>Woodland</li> </ul>	
<b>TPO Trees</b>	
<ul style="list-style-type: none"> <li>None within area</li> <li>The existing areas of woodland should be utilised as part of any development to provide screening and amenity value</li> </ul>	
<b>Public Open Space</b>	
<ul style="list-style-type: none"> <li>None within the area, although the northern part is adjacent to the Albert's Drive area of POS providing an opportunity for this to be extended as part of any development.</li> <li>The existing public rights of way network and local lanes allows access to the countryside, including to the public footpath along the River Nene (Old Course).</li> </ul>	
<b>Noise Pollution</b>	
<ul style="list-style-type: none"> <li>Nothing of significance known</li> </ul>	

<b>Available Infrastructure</b>	
<b>Transport - Roads</b>	
<ul style="list-style-type: none"> <li>Accesses from the B1099 would be required and should be relatively straight forward to provide.</li> <li>Where the B1099 Upwell Road becomes St Peter's Road closer to the town centre traffic movement along this road is difficult at times due to limited carriageway widths. This may need to be addressed as part of any large scale development to the east.</li> <li>There are currently no other obvious accesses from the local road network which could be utilised.</li> </ul>	
<b>Transport – Foot and Cycle Ways</b>	

- A public footpath follows the line of the former railway on the west side of the area in the section south of the B1099.
- There are a number of other locations where links can be made to the existing footpath network which should allow good permeability both to the remainder of the town by foot and cycle as well as access to the countryside.

**Transport – Public Transport**

- The No.33 bus service runs within 150m of the area (to the north) and 50m (to the south) but it appears unlikely that a service could be configured to serve the area directly.

**Waste Water Treatment Works**

- Development would be reliant on the March WWTW at Creek Road to the north east of the town.
- Due to water quality output issues at the WWTW development may need to be restricted to a minimal annual completion rate to be agreed with AWS and EA until a new solution is in place, likely to be post 2015.

**Capacity of Sewer Network**

- The capacity of the sewer network in March as a whole is currently under stress and this would need to be addressed as part of any development.

**Electricity Provision**

- Likely to require upgrades to the primary substations

**Gas Main Connection**

- No known constraints

**Water Useage and Connections**

- No known constraints

**Deliverability**

- The Fenland Neighbourhood Planning Vision Study identified the area to the east of the town as having opportunities for development with some constraints, but suggested development in the area could help to overcome some of the deprivation identified in March East ward.
- Sizeable parts of the area were included in the consultation for the July 2011 Core Strategy. However, there have only been a few relatively small land submissions for plots to the south of the B1099 and overall there has been little or no interest in making the land available for development, and no concept master plans have been submitted for consideration.
- Overall given the present lack of developer interest it is considered unlikely that significant development could be delivered in the area during the plan period.

**Assessment**

Development would be on Greenfield land and involve the loss of high/medium grade agricultural land. It would result in some intrusion into open countryside but this would be acceptable if kept within the identified limits. At the same time the morphology of the town would not be unduly affected.

A significant part of the area is within FZ1 and for the remaining parts in FZ2 & FZ3 the Sequential Test and Exception Test would need to be passed for residential use, or uses compatible with its flood risk status provided.

The area benefits from relatively good proximity to the town centre and local schools but is some distance from the railway station and employment area. Additional traffic using the B1099 along St Peter's Road is also a potential constraint that would need to be addressed.

Detailed consideration would also be needed in the upgrade of the sewer network and possible improvements to the WWTW at Creek Road.

Whilst there are some constraints there may be benefits in taking the site forward for further consideration. However, there has not been any significant developer interest and it is therefore questionable whether the area could be delivered during the plan period. As a result, and taking account of other sites which are considered suitable and deliverable for development, the area is not included as either a strategic allocation or broad location in the Core Strategy.

## **March – South East**

### **Site Characteristics**

The approximately rectangular site abuts the rear of dwellings situated along the B1011 Wimblington Road on its western side, Barkers Lane on its northern side, the disused railway to the east, and Lambs Hill Drove to the south. To the north of Barkers Lane are the Neale Wade Community College playing fields and dwellings in Monte Long Close and Fairfax Way. To the east of the disused railway line and south of Lambs Hill Drove the area is open countryside.

The area is generally flat and comprises predominantly arable fields interspersed particular in the northwest area with a mixture of hedgerows and lines of trees along field boundaries, with drainage ditches throughout.

<b>Proximity to Key Services - Walking/Cycling</b>	
<b>Distance to Town Centre</b>	
<ul style="list-style-type: none"> <li>• Approx 1400m</li> </ul>	
<b>Other convenience shopping</b>	
<ul style="list-style-type: none"> <li>• Approx 250m</li> </ul>	
<b>Major employment area</b>	
<ul style="list-style-type: none"> <li>• Approx 3600m to March Trading Estate</li> </ul>	
<b>Secondary school</b>	
<ul style="list-style-type: none"> <li>• Approx 290m to Neale Wade Community College</li> </ul>	
<b>Primary school</b>	
<ul style="list-style-type: none"> <li>• Approx 750m to Cavalry PS</li> </ul>	

<b>Definable Boundaries</b>	
<ul style="list-style-type: none"> <li>• The western side comprises the rear of dwellings and gardens on the east side of Wimblington Road. The dwellings run as far as the junction with Lambs Hill Drove which forms the most southerly built up part of the town on this side of the road.</li> <li>• To the north is Barkers Lane which has access form Wimblington Road but along the northern length of the area is essentially a farm track and public byway. On the north side of Barkers Lane are the Neale Wade Community College playing fields and dwellings in Monte Long Close and Fairfax Way.</li> <li>• To the east is part of the disused Chatteris to March railway line situated on a raised embankment and lined with a mixture of mature trees and hedgerow planting.</li> <li>• To the south is Lambs Hill Drove a private farm access road. There is some sporadic hedgerow planting along its southern side as far as the disused railway line, and further south the area comprises open arable fields.</li> <li>• Clearly definable boundaries exist for the allocation although enhanced landscaping will need to be provided along Lambs Hill Drove to help mitigate the visual impact of development particularly from the south.</li> <li>• Development to the east of the railway line would result in a marked visual encroachment into open countryside. Similarly, development to the south of Lambs Hill Drove would have an adverse visual impact on the character of the area.</li> </ul>	
<b>Impact on Town Morphology (Shape)</b>	

- Would be within established limits of built form of the settlement to the east and south

<b>Land Resource</b>	
<b>Greenfield / Brownfield</b>	
• Greenfield	
<b>Flood Risk</b>	
• Vast majority of the area is in FZ1, with small areas in the north east and south east corners falling within FZ2 and FZ3.	
<b>Contamination</b>	
• No known contamination	
<b>Grade of Agricultural Land</b>	
• Mixture of Grade 2 and 3	

<b>Minerals and Waste Issues</b>	
<b>Mineral Safeguarding Areas</b>	
• None	
<b>Waste Water Treatment Work Safeguarding Area</b>	
• None	
<b>Transport Safeguarding Areas</b>	
• None	
<b>Waste Site</b>	
• None	
<b>Waste Safeguarding Area</b>	
• None	

<b>Environmental Issues</b>	
<b>Landscape Character</b>	
<ul style="list-style-type: none"> <li>• The area is located within the March Clay Island landscape character type.</li> <li>• Area is generally flat and open comprising predominantly arable fields interspersed particularly in the northwest area with a mixture of hedgerows and lines of trees, with drainage ditches forming field boundaries throughout.</li> <li>• Existing trees, hedgerows, and drainage ditches, provide opportunities to enhance any development.</li> </ul>	
<b>Historic Features</b>	
<ul style="list-style-type: none"> <li>• Archaeological find spot in south west corner of area.</li> <li>• No other known built heritage assets.</li> </ul>	
<b>Proximity to Ramsar, SPA, SAC Sites,</b>	
• 7.5km approx to Nene Washes	

<b>Sites of Special Scientific Interest (SSSIs)</b>	
<ul style="list-style-type: none"> <li>7.5km approx to Nene Washes</li> </ul>	
<b>Local Nature Reserves</b>	
<ul style="list-style-type: none"> <li>None</li> </ul>	
<b>County Wildlife Sites</b>	
<ul style="list-style-type: none"> <li>None</li> </ul>	
<b>Other known Biodiversity features</b>	
<ul style="list-style-type: none"> <li>Trees and hedgerows</li> <li>Drains and ditches</li> </ul>	
<b>TPO Trees</b>	
<ul style="list-style-type: none"> <li>None in allocation</li> <li>TPO in rear garden of 48-50 Wimblington Road abutting site</li> </ul>	
<b>Public Open Space</b>	
<ul style="list-style-type: none"> <li>No public open space within the area.</li> </ul>	

<b>Available Infrastructure</b>	
<b>Transport - Roads</b>	
<ul style="list-style-type: none"> <li>The busy B1101, Wimblington Road is to the west of the area and access from this road should be relatively easy to achieve.</li> </ul>	
<b>Transport – Foot and Cycle Ways</b>	
<ul style="list-style-type: none"> <li>The site is approximately 1500m from March Town Centre using the B1101 by foot or cycle, the majority along a designated cycleway.</li> <li>Neale Wade Community College is adjacent to the north of the area, but with access from Wimblington Road</li> <li>Pedestrian/cycle access to Monte Long Close and Cavalry Drive is possible.</li> <li>The quiet nature of Barkers Lane and Lambs Hill Drove means that they are currently used by walkers and cyclists.</li> <li>The disused railway line is also well used by walkers and cyclists.</li> <li>There are no official cycleways presently linking directly to the site although key services can be reached relatively safely by foot.</li> </ul>	
<b>Transport – Public Transport</b>	
<ul style="list-style-type: none"> <li>Buses run relatively regularly along Wimblington Road.</li> </ul>	
<b>Waste Water Treatment Works</b>	
<ul style="list-style-type: none"> <li>Development would be reliant on the March WWTW at Creek Road to the north east of the town.</li> <li>Due to water quality output issues at the WWTW development may need to be restricted to a minimal annual completion rate to be agreed with AWS and EA until a new solution is in place, likely to be post 2015.</li> </ul>	
<b>Capacity of Sewer Network</b>	
<ul style="list-style-type: none"> <li>The capacity of the sewer network in March as a whole is currently working at its limit. The distance from the WWTW means that further detailed consideration of the network will be required to facilitate development.</li> </ul>	

<b>Electricity Provision</b>	
<ul style="list-style-type: none"> <li>Likely to require upgrades to the primary substations.</li> </ul>	
<b>Gas Main Connection</b>	
<ul style="list-style-type: none"> <li>No known constraints</li> </ul>	
<b>Water Usage and Connections</b>	
<ul style="list-style-type: none"> <li>No known constraints</li> </ul>	

<b>Deliverability</b>	
<ul style="list-style-type: none"> <li>The Fenland Neighbourhood Planning Vision Study identified the area within a much larger area to the south of the town as having good opportunities for development with limited constraints.</li> <li>The area was the subject of 3 land submissions between 2004 and 2007 (Nos. 60, 270 and 417).</li> <li>The Preferred Options Consultation July 2011 for the Core Strategy also indicated that these areas would still be available for development (000355, 000358, 000264) and have been the subject of concept development plans.</li> <li>Parts of the area have recently been the subject of Screening Opinion applications to determine whether they should be the subject of an Environmental Impact Assessment (EIA) for mainly residential development (Ref: F/YR10/0021/SCOP and F/YR12/01236/SCOP).</li> </ul>	

<b>Assessment</b>
<p>Development of the area would be on a Greenfield site and involve the loss of high grade agricultural land. However the vast majority of the area is in FZ1 which would allow large scale housing development to occur in accordance with the sequential test</p> <p>There are definable boundaries to the majority of the area, although enhanced landscaping should be provided along Lambs Hill Drove to prevent visual intrusion into the open countryside to the south. There would not be any adverse impact on the town's morphology.</p> <p>The area is some distance from the town centre but in a relatively direct line to it, and is close to Neale Wade Community College and local services. The area is also relatively well served by sustainable transport modes, and new road accesses should be relatively easy to provide.</p> <p>There are also no known heritage, biodiversity or waste and mineral issues which should preclude development. However, detailed consideration will be needed in the upgrade of the sewer network and possible improvements to the WWTW at Creek Road.</p> <p>There is known developer interest in the area and the Council is sufficiently confident that development would be deliverable. The area is therefore included as a strategic allocation in the Core Strategy.</p>

## **March – South West**

### Site Characteristics

The area is broadly located to the west of the B1011 Wimblington Road, to the east of the A141, south of Knights End Road and north of the Wimblington Road – A141 roundabout.

The area is generally flat and comprises predominantly arable fields interspersed with drainage ditches. The area to the east and south-west is generally more open and to the north west are a number of smaller fields and paddocks demarcated by a mixture of trees and hedgerows.

<b>Proximity to Key Services - Walking/Cycling</b>	
<b>Distance to Town Centre</b>	
<ul style="list-style-type: none"> <li>Approx 1600m</li> </ul>	
<b>Other convenience shopping</b>	
<ul style="list-style-type: none"> <li>Approx 500m</li> </ul>	
<b>Major employment area</b>	
<ul style="list-style-type: none"> <li>Approx 3800m to March Trading Estate</li> </ul>	
<b>Secondary school</b>	
<ul style="list-style-type: none"> <li>Approx 500m to Neale Wade Community College</li> </ul>	
<b>Primary school</b>	
<ul style="list-style-type: none"> <li>Approx 1700m to Cavalry PS</li> </ul>	
<b>Railway Station</b>	
<ul style="list-style-type: none"> <li>Approx 3400m</li> </ul>	

<b>Definable Boundaries</b>	
<ul style="list-style-type: none"> <li>The A141 is on the western side and the B1101 on the east. The northern boundary is adjacent to existing development in Knights End Road.</li> <li>To the south is the A141 / B1101 roundabout</li> <li>Clear boundaries therefore exist for the area, though it is debatable at this stage to state whether it is appropriate for development to take place in the whole area or only part (i.e. the northern part) of the site. This could only be determined through a thorough masterplanning exercise.</li> </ul>	
<b>Impact on Town Morphology (Shape)</b>	
<ul style="list-style-type: none"> <li>Development in the northern area would be within established overall limits of the built up area of the settlement.</li> <li>Further south new development has the potential to “elongate” the town, and may not be appropriate.</li> </ul>	

<b>Land Resource</b>	
<b>Greenfield / Brownfield</b>	
<ul style="list-style-type: none"> <li>Greenfield</li> </ul>	



<b>Flood Risk</b>	
<ul style="list-style-type: none"> <li>• Except for a small pocket of FZ3 to the west of the B1101 Wimblington Road just south of dwellings at the entrance to the town from the south, the area is FZ1</li> <li>• Conclusion – Majority of the area would be suitable for large scale housing in accordance with the sequential test.</li> </ul>	
<b>Contamination</b>	
<ul style="list-style-type: none"> <li>• No known large scale contamination</li> </ul>	
<b>Grade of Agricultural Land</b>	
<ul style="list-style-type: none"> <li>• Mixture of Grades 2 and 3</li> </ul>	

<b>Minerals and Waste Issues</b>	
<b>Mineral Safeguarding Areas</b>	
<ul style="list-style-type: none"> <li>• There is an isolated elongated area of sand and gravel deposits which extends as far south as Wimblington on the eastern side of the area.</li> <li>• Further regard should be had to policies in the Waste and Minerals Plan. Proximity to existing development and extent of the deposit may mean that future large scale commercial extraction is unlikely, but may provide opportunities to utilise minerals locally as part of any development.</li> </ul>	
<b>Waste Water Treatment Work Safeguarding Area</b>	
<ul style="list-style-type: none"> <li>• None</li> </ul>	
<b>Transport Safeguarding Areas</b>	
<ul style="list-style-type: none"> <li>• None</li> </ul>	
<b>Waste Consultation Area</b>	
<ul style="list-style-type: none"> <li>• None</li> </ul>	
<b>Waste Site</b>	
<ul style="list-style-type: none"> <li>• None</li> </ul>	
<b>Waste Safeguarding Area</b>	
<ul style="list-style-type: none"> <li>• None</li> </ul>	

<b>Environmental Issues</b>	
<b>Landscape Character</b>	
<ul style="list-style-type: none"> <li>• The area is located within the March Clay Island landscape character type</li> <li>• Area is generally flat and open comprising predominantly arable fields of varying sizes interspersed with drainage ditches.</li> <li>• The area to the east and south-west is generally more open. To the north-west are a number of smaller fields and paddocks enclosed by a mixture of trees and hedgerows.</li> <li>• Existing trees, hedgerows, and drainage ditches, provide opportunities to enhance any development</li> </ul>	
<b>Historic Features</b>	
<ul style="list-style-type: none"> <li>• Knight's End Road /Linwood Lane/east of A141- significant ridge and furrow cultivation</li> </ul>	

<p>earthworks in a number of fields.</p> <ul style="list-style-type: none"> <li>• Archaeological field work area in the north-eastern part.</li> <li>• Several archaeological findspots in particularly the northern part.</li> <li>• St Wendreda's Church - Grade I Listed – other Grade II listed buildings in vicinity of the church to north of area.</li> <li>• Owl Barn Lodge, Knights End Road – Grade II Listed – within area</li> <li>• No other known built heritage assets.</li> </ul>	
<b>Proximity to Ramsar, SPA, SAC Sites</b>	
<ul style="list-style-type: none"> <li>• Significant distance to Nene Washes - 7.7km approx</li> </ul>	
<b>Sites of Special Scientific Interest (SSSIs)</b>	
<ul style="list-style-type: none"> <li>• Significant distance to Nene Washes - 7.7km approx</li> </ul>	
<b>Local Nature Reserves</b>	
<ul style="list-style-type: none"> <li>• None</li> </ul>	
<b>County Wildlife Sites</b>	
<ul style="list-style-type: none"> <li>• Gault Bank Pollarded Willows – approx 500m to west</li> </ul>	
<b>Other known Biodiversity features</b>	
<ul style="list-style-type: none"> <li>• Trees and hedgerows</li> <li>• Drains and ditches</li> </ul>	
<b>TPO Trees</b>	
<ul style="list-style-type: none"> <li>• Significant number in north-west part of area including around field boundaries.</li> <li>• Several along Linwood Lane, and in existing properties adjoining area.</li> </ul>	
<b>Public Open Space / Recreation and Sports</b>	
<ul style="list-style-type: none"> <li>• No public open space within the area.</li> <li>• Not adjacent to existing recreation and sports facilities.</li> </ul>	

<b>Available Infrastructure</b>	
<b>Transport - Roads</b>	
<ul style="list-style-type: none"> <li>• The busy B1101, Wimblington Road is to the east of the area and access from this road should be relatively easy to achieve.</li> <li>• Some access may also be possible from Knights End Road.</li> <li>• Although the A141 is to the west of the area, it is unlikely access will be provided or necessary from this road.</li> </ul>	
<b>Transport – Foot and Cycle Ways</b>	
<ul style="list-style-type: none"> <li>• The site is approximately 1.5km from the edge of March Town Centre using the B1101 by foot or cycle, the majority along a designated cycleway.</li> <li>• A public byway links Knights End Road with the Wimblington Road / A141 roundabout and effectively divides the area equally into two sides.</li> <li>• Linwood Lane is also a public byway and links Knights End Road with the A141 bypass.</li> <li>• There are also a number of local footpaths which cross the northwest part of the area.</li> </ul>	
<b>Transport – Public Transport</b>	
<ul style="list-style-type: none"> <li>• Buses run relatively regularly along the B1101 Wimblington Road.</li> </ul>	

<b>Waste Water Treatment Works</b>	
<ul style="list-style-type: none"> <li>• Development would be reliant on the March WWTW at Creek Road to the north east of the town.</li> <li>• Due to water quality output issues at the WWTW development may need to be restricted to a minimal annual completion rate to be agreed with AWS and EA until a new solution is in place, likely to be post 2015.</li> </ul>	
<b>Capacity of Sewer Network</b>	
<ul style="list-style-type: none"> <li>• The capacity of the sewer network in March as a whole is currently working at its limit. The distance from the WWTW means that further detailed consideration of the network will be required to facilitate development.</li> </ul>	
<b>Electricity Provision</b>	
<ul style="list-style-type: none"> <li>• Likely to require upgrades to the primary substations.</li> </ul>	
<b>Gas Main Connection</b>	
<ul style="list-style-type: none"> <li>• No known constraints</li> </ul>	
<b>Water Usage and Connections</b>	
<ul style="list-style-type: none"> <li>• No known constraints</li> </ul>	

<b>Deliverability</b>	
<ul style="list-style-type: none"> <li>• The Fenland Neighbourhood Planning Vision Study identified the area to the south of the town as having good opportunities for development with limited constraints and suggested that these would be likely to emerge at a later date.</li> <li>• The area was the subject of 5 land submissions (Nos: 59, 129, 304, 305 and 306) between 2004 and 2007.</li> <li>• Whilst interest in developing the area has been indicated from agents and landowners these have not yet materialised into concept master plans. Its location and limited number of known constraints means that the area has the potential, probably in the longer term, to assist with the Council's growth agenda. The Council is therefore of the view that there is a good chance that the site will be deliverable during the plan period.</li> </ul>	

<b>Assessment</b>
<p>Development of the area would be on a Greenfield site and involve the loss of high and medium grade agricultural land. However the vast majority of the area is in FZ1 which would allow large scale housing development to occur in accordance with the sequential test.</p> <p>It is possible to define general boundaries for the area and assuming that development happened within this broad area there would be no unacceptably adverse impact on the existing landscape character.</p> <p>The area is some distance from the town centre but in a relatively direct line and is close to Neale Wade Community College and local services. The area is also relatively well served by sustainable transport modes, and new road accesses should be relatively easy to provide. Detailed consideration will need to be given to the upgrade of the sewer network and possible improvements to the WWTW at Creek Road.</p> <p>The known heritage assets in the areas will need to be carefully assessed and existing natural features should provide opportunities to enhance development. The extent of the safeguarded sand and gravel mineral deposits will need further consideration but the proximity to existing</p>

development means that large scale commercial extraction is unlikely, and may provide opportunities to utilise minerals locally as part of any development.

The area is well located to the remainder of the town and key services, and there are relatively few constraints to overcome. However, the distance from the town centre and extent of developer interest mean that it is a site that would more likely to come forward later in the plan period. However, as the Council are keen to pursue a pro-growth agenda, and wishes to retain as flexible approach as possible for types of future development, the area is included as a broad location rather than a strategic allocation at this time. Whilst it is not possible to establish finite boundaries at present, the nature of the area and known limits on the ground provide sufficient certainty to justify the inclusion of the area as a broad location for growth, but not as a strategic allocation.

**March – West**

**(Note: this site falls within both the ‘south’ and ‘west’ segments of the original appraisal process in the first half of this report)**

**Site Characteristics**

An extensive and irregular shaped area broadly to the west of the town extending from Gaul Road in the north, to Knights End Road in the south , the A141 Isle of Ely Way to the west, and the existing built up residential area of the town broadly deriving from Burrowmoor Road, Gaul Road and The Avenue, to the east.

The area is generally flat but the land slopes away to the west in the southern part of the area. It comprises predominantly large arable fields to the south-west and north with smaller paddock enclosures in the central part of the area and to the south east. There is a mixture of hedgerows, and lines of trees along field boundaries, with drainage ditches throughout. Established tree belts are also located along the east side of the A141.

<b>Proximity to Key Services - Walking/Cycling</b>	
<b>Distance to Town Centre</b>	
<ul style="list-style-type: none"> <li>• Approx 850m</li> </ul>	
<b>Other convenience shopping</b>	
<ul style="list-style-type: none"> <li>• Approx 600m</li> </ul>	
<b>Major employment area</b>	
<ul style="list-style-type: none"> <li>• Approx 2300m to March Trading Estate</li> </ul>	
<b>Secondary school</b>	
<ul style="list-style-type: none"> <li>• Approx 600m to Neale Wade Community College</li> </ul>	
<b>Primary school</b>	
<ul style="list-style-type: none"> <li>• Approx 700m to Burrowmoor PS, Burrowmoor Road</li> </ul>	
<b>Railway Station</b>	
<ul style="list-style-type: none"> <li>• Approx 2400m</li> </ul>	

<b>Definable Boundaries</b>	
<ul style="list-style-type: none"> <li>• Gaul Road establishes the limit of the area on the north side (to the north of Gaul Road as far as the River Nene Old Course the land is almost exclusively FZ3).</li> <li>• The busy A141 forms the western boundary.</li> <li>• The southern boundary follows the rear of dwellings and gardens in Knights End Road.</li> <li>• To the east the boundary follows the rear of properties, which are predominately dwellings which constitute the existing built up area of the town. In the south eastern area March Cricket Club, March Bowls Club, the Recreation Ground POS in The Avenue, the cemetery grounds of St Wendreda’s Church, and nearby allotments, provide definable boundaries.</li> <li>• Clearly definable boundaries therefore exist for all of the allocation. Extending west of the A141 would result in significant visual encroachment into open countryside and into FZ3, and would also present access difficulties.</li> </ul>	
<b>Impact on Town Morphology (Shape)</b>	
<ul style="list-style-type: none"> <li>• No adverse impact</li> </ul>	

<ul style="list-style-type: none"> <li>• Would be within overall established limits of the town</li> </ul>
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<b>Land Resource</b>	
<b>Greenfield / Brownfield</b>	
<ul style="list-style-type: none"> <li>• Greenfield</li> </ul>	
<b>Flood Risk</b>	
<ul style="list-style-type: none"> <li>• Vast majority of the area is in FZ1, with small areas in the north east (south of Gaul Road) and on the southwest side falling within FZ2 and FZ3.</li> <li>• Conclusion – Substantial amount of housing would be possible in this area in accordance with the sequential test.</li> </ul>	
<b>Contamination</b>	
<ul style="list-style-type: none"> <li>• No known contamination</li> </ul>	
<b>Grade of Agricultural Land</b>	
<ul style="list-style-type: none"> <li>• Predominantly Grade 3 with Grade 2 to the west and north</li> </ul>	

<b>Minerals and Waste Issues</b>	
<b>Mineral Safeguarding Areas</b>	
<ul style="list-style-type: none"> <li>• None</li> </ul>	
<b>Waste Water Treatment Work Safeguarding Area</b>	
<ul style="list-style-type: none"> <li>• None</li> </ul>	
<b>Transport Safeguarding Areas</b>	
<ul style="list-style-type: none"> <li>• None</li> </ul>	
<b>Waste Site</b>	
<ul style="list-style-type: none"> <li>• None</li> </ul>	
<b>Waste Consultation Area</b>	
<ul style="list-style-type: none"> <li>• None</li> </ul>	

<b>Environmental Issues</b>	
<b>Landscape Character</b>	
<ul style="list-style-type: none"> <li>• The area is located within the March Clay Island landscape character type</li> <li>• The area is situated on an area of noticeably higher ground comprising part of the March “island” of the historic fen. The area is generally flat but the land slopes away to the west in the southern part. It comprises predominantly large arable fields to the south-west and north with smaller paddock enclosures in the central part of the area and to the south east.</li> <li>• There is a mixture of hedgerows, and lines of trees along field boundaries, with drainage ditches throughout. Established tree belts are also located along the east side of the A141.</li> <li>• Existing trees, hedgerows, and drainage ditches, provide opportunities to enhance any</li> </ul>	

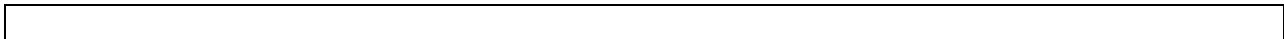
development	
<b>Historic Features</b>	
<ul style="list-style-type: none"> <li>• St Wendreda's Church - Grade I Listed – close to south-east part of the area. Other Grade II listed buildings in vicinity of the church.</li> <li>• Owl Barn Lodge, Knights End Road – Grade II Listed</li> <li>• Cherryholt Farm Grade II Listed at western end and north side of Burrowmoor Road</li> <li>• West of St Wendreda's Church - ridge and furrow cultivation earthworks</li> <li>• No other known built heritage assets.</li> </ul>	
<b>Proximity to Ramsar, SPA, SAC Sites,</b>	
<ul style="list-style-type: none"> <li>• 5.7km approx to Nene Washes</li> </ul>	
<b>Sites of Special Scientific Interest (SSSIs)</b>	
<ul style="list-style-type: none"> <li>• 5.7km approx to Nene Washes</li> </ul>	
<b>County Wildlife Sites</b>	
<ul style="list-style-type: none"> <li>• None</li> </ul>	
<b>Local Nature Reserve</b>	
<ul style="list-style-type: none"> <li>• None</li> </ul>	
<b>Other known Biodiversity features</b>	
<ul style="list-style-type: none"> <li>• Trees and hedgerows</li> <li>• Drains, ditches</li> <li>• Ponds and drainage attenuation basins</li> </ul>	
<b>TPO Trees</b>	
<ul style="list-style-type: none"> <li>• None within allocation</li> </ul>	
<b>Public Open Space / Private Sports and Recreation</b>	
<ul style="list-style-type: none"> <li>• No public open space within the area.</li> <li>• Allocation abuts the Recreation Ground area of POS in The Avenue, and the Brewin Avenue area of POS.</li> <li>• It also abuts March Town Cricket Club and Squash Club and March Town Bowls Club in the south eastern area, and a camp site area at the western end of Gaul Road.</li> </ul>	

<b>Available Infrastructure</b>	
<b>Transport - Roads</b>	
<ul style="list-style-type: none"> <li>• The busy A141 is to the west of the area. New access(es) at a minimum of two points is likely to be required to serve any development</li> <li>• The B1101, The Avenue to the east of the area is the main through road in March. An existing vehicular access from Princess Avenue would allow new development to be served.</li> <li>• The western ends of both Gaul Road and Burrowmoor Road would also provide direct vehicular access to the area.</li> <li>• Access from the existing road network should be relatively easy to achieve, but detailed consideration will be required about how any new network will impact on the existing network including on Gaul Road, Burrwmoor Road, Knights End Road, the town centre and the A141.</li> </ul>	

<b>Transport – Foot and Cycle Ways</b>	
<ul style="list-style-type: none"> <li>Public footpaths are located in the southern part of the area linking to The Avenue, St Wendreda’s Church and Knights End Road.</li> <li>The southern part of the area is currently well used by (particularly) dog walkers.</li> <li>Potential access points to integrate with the remainder of the town could be provided from Kingswood Road, Brewin Avenue, Birchwood Avenue and the eastern end of Knights End Road (x2).</li> <li>There are no official cycleways presently linking directly to the site although the cycleway on the B1101 could be utilised from the southern part of the area.</li> </ul>	
<b>Transport – Public Transport</b>	
<ul style="list-style-type: none"> <li>Buses run relatively regularly along Wimblington Road.</li> <li>Discussions with prospective developers have explored how any development could be served to integrate with the remainder of the town.</li> </ul>	
<b>Waste Water Treatment Works</b>	
<ul style="list-style-type: none"> <li>Development would be reliant on the March WWTW at Creek Road to the north east of the town.</li> <li>Due to water quality output issues at the WWTW development may need to be restricted to a minimal annual completion rate to be agreed with AWS and EA until a new solution is in place, likely to be post 2015.</li> </ul>	
<b>Capacity of Sewer Network</b>	
<ul style="list-style-type: none"> <li>The capacity of the sewer network in March as a whole is currently working at its limit. The distance and location of the WWTW means that further detailed consideration of the network will be required to facilitate development.</li> </ul>	
<b>Electricity Provision</b>	
<ul style="list-style-type: none"> <li>An electricity substation and access road is located within the northern part of the area to the south of Gaul Road.</li> <li>Likely to require upgrades to the primary substations.</li> </ul>	
<b>Gas Main Connection</b>	
<ul style="list-style-type: none"> <li>High pressure gas main crosses the southern part of the area from the A141 to The Avenue immediately south of Kingswood Road in an approximately east-west alignment</li> <li>No known constraints to provision.</li> </ul>	
<b>Water Usage and Connections</b>	
<ul style="list-style-type: none"> <li>No known constraints to provision.</li> </ul>	

<b>Deliverability</b>	
<ul style="list-style-type: none"> <li>The Fenland Neighbourhood Planning Vision Study identified the area as having potential opportunities for development with limited constraints.</li> <li>Vast majority of the area was been the subject of 10 independent land submissions between 2004 and 2007 (Nos: 12, 13, 14, 27, 34, 215, 216, 270, 287, and 299). The Preferred Options Consultation for the Core Strategy in July 2011 also confirmed the availability of much of the area for development (no: 000350, 000512 - 000513, 000523, 000525, 000532, 000530, 000527- 000528, 000477 – 000479).</li> <li>Area to the south of Burrowmoor Road and north of Knights End Road has been the subject of as series of master plans identifying the area as Hatchwoods Park. Discussions have taken place with the Council and other statutory bodies and utility companies to establish the principles of development and timing of the deliverability of the area.</li> </ul>	





**Assessment**

Development of the area would be on a Greenfield site and involve the loss of high grade agricultural land. However the vast majority of the area is in FZ1 which would allow large scale housing development to occur in accordance with the sequential test.

There are definable boundaries to the area, and development would be confined to clearly recognisable limits without encroaching on open countryside. There would also not be any adverse impact on the town's morphology.

The area is relatively close to the town centre as well as Neale Wade Community College and a local primary school. The area is also relatively well served by sustainable transport modes. New road accesses are likely from the A141 and these will necessitate detailed consideration as to the wider transport impact on the town. Noise impacts from the A141 will also need to be addressed.

Whilst there are no major biodiversity or waste and minerals issues to address, there are a number of heritage assets in the area which will require careful consideration for their retention. The setting of St Wendreda's Church will need to be preserved but could also act as an opportunity to be a visual focal point for new development.

Detailed consideration will be required about the upgrade of the sewer network and possible improvements to the WWTW at Creek Road. The extent of the area means that new community facilities and key services will be required as part of the development.

There is significant developer interest in the area and the Council is sufficiently confident that development would be deliverable during the plan period . The area is therefore included as a strategic allocation in the Core Strategy.



## **March - West of A141 Bypass**

### Site Characteristics

This area is located to the west of the A141, south of the River Nene (Old Course) and north of Gaul Road which at this point provides access to Gaul Farm only.

The area is generally flat and open with large fields demarcated by drainage ditches. The area is open for a considerable distance to the west. A high voltage power line crosses the area in an approximate north-west / south-east alignment

<b>Proximity to Key Services - Walking/Cycling</b>	
<b>Distance to Town Centre</b>	
<ul style="list-style-type: none"> <li>• Approx 1300m</li> </ul>	
<b>Railway Station</b>	
<ul style="list-style-type: none"> <li>• Approx 2400m</li> </ul>	
<b>Other convenience shopping</b>	
<ul style="list-style-type: none"> <li>• Approx 675m – Wisbech Road</li> </ul>	
<b>Major employment area</b>	
<ul style="list-style-type: none"> <li>• Approx 1500m – March Trading Estate</li> </ul>	
<b>Secondary school</b>	
<ul style="list-style-type: none"> <li>• Approx 2500m to Neale Wade Community College</li> </ul>	
<b>Primary school</b>	
<ul style="list-style-type: none"> <li>• Approx 1400m to Burrowmoor Primary School</li> </ul>	

<b>Definable Boundaries</b>	
<ul style="list-style-type: none"> <li>• The eastern side comprises the A141.</li> <li>• To the south is part of Gaul Road a length of minor rural road which serves Gaul Farm, although the area to the south beyond this is very open.</li> <li>• To the north is the raised flood defence embankment of the River Nene (Old Course)</li> <li>• To the west is open arable countryside comprising a network of large fields demarcated by drainage ditches.</li> <li>• It is possible to establish definable limits to the north and east south but more difficult to establish any clear limits to the south, and particularly the west.</li> </ul>	
<b>Impact on Town Morphology (Shape)</b>	
<ul style="list-style-type: none"> <li>• Large scale development in the area would have an adverse impact on the morphology of the town due to the significant intrusion into open countryside that would result</li> </ul>	

<b>Land Resource</b>	
<b>Greenfield / Brownfield</b>	
<ul style="list-style-type: none"> <li>• Greenfield</li> </ul>	

<b>Flood Risk</b>	
<ul style="list-style-type: none"> <li>All of the area is within FZ3.</li> <li>For residential development to be acceptable both the Sequential Test and Exception Test would need to be passed.</li> </ul>	
<b>Contamination</b>	
<ul style="list-style-type: none"> <li>No known large scale ground contamination, although a high voltage power line crosses the area.</li> </ul>	
<b>Grade of Agricultural Land</b>	
<ul style="list-style-type: none"> <li>Area closest to the A141 is Grade 2, further west is Grade 1</li> </ul>	

<b>Minerals and Waste Issues</b>	
<b>Mineral Safeguarding Areas</b>	
<ul style="list-style-type: none"> <li>None</li> </ul>	
<b>Waste Water Treatment Work Safeguarding Area</b>	
<ul style="list-style-type: none"> <li>None</li> </ul>	
<b>Transport Safeguarding Areas</b>	
<ul style="list-style-type: none"> <li>None</li> </ul>	
<b>Waste Sites</b>	
<ul style="list-style-type: none"> <li>None</li> </ul>	
<b>Waste Safeguarding Area</b>	
<ul style="list-style-type: none"> <li>None</li> </ul>	

<b>Environmental Issues</b>	
<b>Landscape Character</b>	
<ul style="list-style-type: none"> <li>Area falls within The Fens landscape character type.</li> <li>The area is flat with very open farmland to the west and south.</li> <li>To the north of the River Nene (Old Course) are a sporadic collections of buildings comprising businesses and offices, and together with the busy A141 and the high voltage power line running through the area, give it a part-industrial feel.</li> </ul>	
<b>Historic Features</b>	
<ul style="list-style-type: none"> <li>None known within the area</li> </ul>	
<b>Proximity to Ramsar, SPA, SAC Sites,</b>	
<ul style="list-style-type: none"> <li>Approximately 5.1 km from Nene Washes</li> </ul>	
<b>Sites of Special Scientific Interest (SSSIs)</b>	
<ul style="list-style-type: none"> <li>Approximately 5.1 km from Nene Washes</li> </ul>	

<b>Local Nature Reserves</b>	
<ul style="list-style-type: none"> <li>None adjacent or within vicinity of the area</li> </ul>	
<b>County Wildlife Sites</b>	
<ul style="list-style-type: none"> <li>None adjacent or within vicinity of the area</li> </ul>	
<b>Other known Biodiversity features</b>	
<ul style="list-style-type: none"> <li>River Nene (Old Course) provides a habitat for a variety of wildlife</li> <li>Drains and ditches</li> </ul>	
<b>TPO Trees</b>	
<ul style="list-style-type: none"> <li>None within area</li> </ul>	
<b>Public Open Space</b>	
<ul style="list-style-type: none"> <li>None within or adjacent to the area at present although West End Park has planning permission to be extended up to the east side of the A141. An existing footpath along the River Nene (Old Course) would provide informal access to this proposed park extension.</li> </ul>	
<b>Noise Pollution</b>	
<ul style="list-style-type: none"> <li>Potential noise pollution from the A141</li> </ul>	

<b>Available Infrastructure</b>	
<b>Transport - Roads</b>	
<ul style="list-style-type: none"> <li>The busy A141 is to the east of the area. A new access(es) from that road would need to be provided. A new roundabout has been approved in connection with a current development in Gaul Road, but has not yet been constructed.</li> </ul>	
<b>Transport – Foot and Cycle Ways</b>	
<ul style="list-style-type: none"> <li>There is no defined footpath on either side of the A141 making it difficult to link safely to existing footways and cycle routes. The busy A141 acts as a significant barrier to the remainder of the town, effectively severing the area from it. Significant improvements would therefore be required to allow safe crossing of the road.</li> <li>There is an unmade footpath running along the river (and under the bridge) which would provide access to West End Park and eventually the town centre, but major upgrades and alternative ways to cross the A141 would be required to avoid the severance issue.</li> <li>The footpath along the river to the west peters out thereby currently restricting easy public access to the countryside.</li> </ul>	
<b>Transport – Public Transport</b>	
<ul style="list-style-type: none"> <li>There is no bus service to the area and any development would need to consider how this would be addressed.</li> </ul>	
<b>Waste Water Treatment Works</b>	
<ul style="list-style-type: none"> <li>Development would be reliant on the March WWTW at Creek Road to the north east of</li> </ul>	

<p>the town.</p> <ul style="list-style-type: none"> <li>Due to water quality output issues at the WWTW development may need to be restricted to a minimal annual completion rate to be agreed with AWS and EA until a new solution is in place, likely to be post 2015.</li> </ul>	
<b>Capacity of Sewer Network</b>	
<ul style="list-style-type: none"> <li>The capacity of the sewer network in March as a whole is currently under stress although the location of the area in relation to the WWTW means that this should be relatively easy to upgrade/ provide if required.</li> </ul>	
<b>Electricity Provision</b>	
<ul style="list-style-type: none"> <li>Likely to require upgrades to the primary substations</li> <li>High voltage power lines across the site would act as some constraint to residential development</li> </ul>	
<b>Gas Main Connection</b>	
<ul style="list-style-type: none"> <li>No known constraints</li> </ul>	
<b>Water Usage and Connections</b>	
<ul style="list-style-type: none"> <li>No known constraints</li> </ul>	

<b>Deliverability</b>	
<ul style="list-style-type: none"> <li>The Fenland Neighbourhood Planning Vision Study identified the area to the west of the town as having limited opportunities for residential development due to the severance created by the A141, flood risk and the high voltage power line.</li> <li>Land submissions have been submitted for the area in the past, and the Core Strategy Consultation in July 2011 also indicated that the area would be available for development during the plan period.</li> <li>In addition a variety of concept master plans for a country park, further education facilities (COWA), business development and residential uses have been produced in the recent past.</li> <li>There therefore appears to be on-going interest in developing the land.</li> </ul>	

<b>Assessment</b>
<p>Development would be on Greenfield land and involve the loss of high grade agricultural land. It would result in significant intrusion into open countryside which would be visible from a considerable distance and would be likely to have an adverse impact on the existing landscape character.</p> <p>The area is also totally in FZ3 requiring the passing of both the Sequential Test and Exception Test for residential development to be acceptable. However, there are presently other sites around the town located in FZ1 and in more suitable locations which could provide for the expected number of new dwellings and employment land for March during the plan period.</p> <p>The morphology of the town would be adversely affected. In addition the severance provided by the A141, poor public transport and distance from key destinations such as the town centre, railway station, and secondary and primary schools would mean access would be difficult by cycle and foot and result in a large number of journeys by private motor vehicles.</p> <p>Detailed consideration would also be needed in the upgrade of the sewer network and possible improvements to the WWTW at Creek Road.</p> <p>The high voltage power line running through the area would also act as a constraint on</p>

residential development.

There are therefore a number of significant constraints on the site. There are other more suitable sites in and around the town available for development at the present time which outweigh the need for development in this area at the present time. The area is therefore not included as either a strategic allocation or broad location in the Core Strategy.

## **March North West**

### **Site Characteristics**

This area is located to the north-west of the town in Westry and lies to the west of the A141, north of the Peterborough – Ely railway line, and east of an overhead power line. To the north of the area is a vegetable produce plant.

The area is generally flat and open with a series of cultivated fields demarcated by drainage ditches. The area is open for a considerable distance to the west.

<b>Proximity to Key Services - Walking/Cycling</b>	
<b>Distance to Town Centre</b>	
<ul style="list-style-type: none"> <li>• Approx 2200m</li> </ul>	
<b>Railway Station</b>	
<ul style="list-style-type: none"> <li>• Approx 2100m</li> </ul>	
<b>Other convenience shopping</b>	
<ul style="list-style-type: none"> <li>• Approx 450m – Tesco, Hostmoor Avenue</li> </ul>	
<b>Major employment area</b>	
<ul style="list-style-type: none"> <li>• Approx 300m – March Trading Estate</li> </ul>	
<b>Secondary school</b>	
<ul style="list-style-type: none"> <li>• Approx 3200m to Neale Wade Community College</li> </ul>	
<b>Primary school</b>	
<ul style="list-style-type: none"> <li>• Approx 1600m to Westwood Community Junior School, Maple Grove</li> </ul>	

<b>Definable Boundaries</b>	
<ul style="list-style-type: none"> <li>• The eastern side comprises the A141 and the rear gardens of a pocket of dwellings in Westry</li> <li>• To the south is the embankment of the main line railway.</li> <li>• To the north the buildings comprising a vegetable produce plant, currently operated by Fenmarc provides a limit to the area.</li> <li>• The land to the west is very open although an overhead power line provides an approximate indication of the likely extent of development in the area. Other than field boundary drainage ditches there is no obvious limit to the extent of development in this location.</li> <li>• It is possible to establish definable limits to the north, east and south but difficult to establish any clear limits to the west.</li> </ul>	
<b>Impact on Town Morphology (Shape)</b>	
<ul style="list-style-type: none"> <li>• A large extension to the northwest would have an adverse impact on the morphology of the town by extending into open countryside and effectively increasing its elongation.</li> </ul>	

<b>Land Resource</b>	
<b>Greenfield / Brownfield</b>	
<ul style="list-style-type: none"> <li>Greenfield</li> </ul>	
<b>Flood Risk</b>	
<ul style="list-style-type: none"> <li>Almost all of the area is within FZ3.</li> <li>For residential development to be acceptable both the Sequential Test and Exception Test would need to be passed.</li> </ul>	
<b>Contamination</b>	
<ul style="list-style-type: none"> <li>No known contamination.</li> </ul>	
<b>Grade of Agricultural Land</b>	
<ul style="list-style-type: none"> <li>Grade 1</li> </ul>	

<b>Minerals and Waste Issues</b>	
<b>Mineral Safeguarding Areas</b>	
<ul style="list-style-type: none"> <li>There is a small area of sand and gravel deposits in the north east corner of the site close to the A141 and the vegetable produce plant.</li> <li>The proximity to existing development means that future large scale commercial extraction is unlikely, but may provide opportunities to utilise minerals locally as part of any development.</li> </ul>	
<b>Waste Water Treatment Work Safeguarding Area</b>	
<ul style="list-style-type: none"> <li>None</li> </ul>	
<b>Transport Safeguarding Areas</b>	
<ul style="list-style-type: none"> <li>None</li> </ul>	
<b>Waste Sites</b>	
<ul style="list-style-type: none"> <li>Adjacent to the Fenmarc Anaerobic Digestion (AD) recycling plant</li> </ul>	
<b>Waste Safeguarding Area</b>	
<ul style="list-style-type: none"> <li>Approximately one half of the area falls within the waste safeguarding area of the Fenmarc Anaerobic Digestion (AD) recycling plant</li> </ul>	

<b>Environmental Issues</b>	
<b>Landscape Character</b>	
<ul style="list-style-type: none"> <li>Area falls within The Fens landscape character type.</li> <li>The area is flat, very open flat and intensively cultivated with a network of drainage ditches around field boundaries.</li> </ul>	
<b>Historic Features</b>	
<ul style="list-style-type: none"> <li>St Mary's Church and Rectory, Wisbech Road - Grade II Listed on the east side of the</li> </ul>	



A141 opposite the area	
<ul style="list-style-type: none"> <li>No other known heritage features</li> </ul>	
<b>Proximity to Ramsar, SPA, SAC Sites,</b>	
<ul style="list-style-type: none"> <li>Approximately 3.8 km from Nene Washes</li> </ul>	
<b>Sites of Special Scientific Interest (SSSIs)</b>	
<ul style="list-style-type: none"> <li>Approximately 3.8 km from Nene Washes</li> </ul>	
<b>Local Nature Reserves</b>	
<ul style="list-style-type: none"> <li>None</li> </ul>	
<b>County Wildlife Sites</b>	
<ul style="list-style-type: none"> <li>None adjacent or within vicinity of the area</li> </ul>	
<b>Other known Biodiversity features</b>	
<ul style="list-style-type: none"> <li>Drains and ditches</li> </ul>	
<b>TPO Trees</b>	
<ul style="list-style-type: none"> <li>None within area</li> <li>Extensive number of protected trees around St Mary's Church (on the east side of the A141)</li> </ul>	
<b>Public Open Space</b>	
<ul style="list-style-type: none"> <li>None within area or adjacent</li> </ul>	
<b>Noise Pollution</b>	
<ul style="list-style-type: none"> <li>Some potential effect from the Fenmarc packaging plant but unlikely to result in an unacceptable impact.</li> <li>Potential noise pollution from the A141.</li> </ul>	

<b>Available Infrastructure</b>	
<b>Transport - Roads</b>	
<ul style="list-style-type: none"> <li>The busy A141 is to the east of the area. A new access(es) from the road should be relatively easy to achieve.</li> </ul>	
<b>Transport – Foot and Cycle Ways</b>	
<ul style="list-style-type: none"> <li>There is no defined footpath on the west side of the A141 making it difficult to link safely to existing footways and cycle routes. The busy A141 acts as a significant barrier to the remainder of the town, effectively severing the area from it. Significant improvements would therefore be required to allow safe crossing of the road.</li> </ul>	
<b>Transport – Public Transport</b>	
<ul style="list-style-type: none"> <li>There are approximately half hour bus services which run along Wisbech Road between March and Kings Lynn (No 46), and March and Peterborough (No33) during the week with a much reduced service at the weekend.</li> </ul>	

<b>Waste Water Treatment Works</b>	
<ul style="list-style-type: none"> <li>• Development would be reliant on the March WWTW at Creek Road to the north east of the town.</li> <li>• Due to water quality output issues at the WWTW development may need to be restricted to a minimal annual completion rate to be agreed with AWS and EA until a new solution is in place, likely to be post 2015.</li> </ul>	
<b>Capacity of Sewer Network</b>	
<ul style="list-style-type: none"> <li>• The capacity of the sewer network in March as a whole is currently under stress although the location of the area in relation to the WWTW means that this should be relatively easy to upgrade/ provide if required.</li> </ul>	
<b>Electricity Provision</b>	
<ul style="list-style-type: none"> <li>• Likely to require upgrades to the primary substations</li> <li>• High voltage power lines in the proximity of the site to the west could act as a constraint to residential development</li> </ul>	
<b>Gas Main Connection</b>	
<ul style="list-style-type: none"> <li>• No known constraints</li> </ul>	
<b>Water Usage and Connections</b>	
<ul style="list-style-type: none"> <li>• No known constraints</li> </ul>	

<b>Deliverability</b>	
<ul style="list-style-type: none"> <li>• The Fenland Neighbourhood Planning Vision Study identified the area to the west of the town as having limited opportunities for residential development due to the severance afforded by the A141, flood risk and the high voltage power line.</li> <li>• 2 land submissions have been submitted for the area (Nos. 56 and 396)</li> <li>• The Preferred Options Consultation July 2011 for the Core Strategy also indicated that these areas would still be available for development during the plan period.</li> <li>• A concept master plan for the area closest to the Fenmarc vegetable production plant proposes a mixture of residential and employment uses powered by heat from the recently constructed AD plant, and is proposed that the buildings would all be carbon neutral.</li> <li>• There is therefore significant interest in developing the land and utilising nearby sustainable energy sources for the development.</li> </ul>	

<b>Assessment</b>
<p>Development would be on Greenfield land and involve the loss of high grade agricultural land. It would result in significant intrusion into open countryside which would be visible from a considerable distance and would be likely to have an adverse impact on the existing landscape character.</p> <p>The area is also in FZ3 requiring the passing of both the Sequential Test and Exception Test for residential development to be acceptable. There are presently other sites around the town in FZ1 in more suitable locations which could provide for the expected number of new dwellings, as well as employment land for March during the plan period.</p> <p>There would also be an adverse impact on the town's morphology, effectively elongating it. In addition the severance provided by the A141 and distance from key destinations such as the</p>

town centre, railway station, and secondary and primary schools would mean that access would be difficult by cycle and foot and result in a large number of journeys by private motor vehicles. Although bus services are relatively good for Fenland they are currently not, and are unlikely to be, of sufficient regularity to offset the reliance on the use of the car. Advantages of the site are its proximity to the nearby AD plant, March Trading Estate and Tesco superstore but safe access by foot or cycle is constrained by the A141.

Detailed consideration would also be needed in the upgrade of the sewer network and possible improvements to the WWTW at Creek Road.

Whilst there are some sand and gravel deposits in the area the extent of these and the proximity to existing residential development could mean that future large scale commercial extraction is unlikely, and may provide opportunities to utilise minerals locally as part of any development.

Although it is proposed that part of the development area would potentially involve the use of heat from the nearby AD plant and that this could be delivered during the plan period, there are other significant constraints to developing the site. There are other more suitable sites in and around the town available for development at the present time which outweigh the need for development in this area at the present time. The area is therefore not included as either a strategic allocation or broad location in the Core Strategy.

## **March Trading Estate**

### **Site Characteristics**

This area is located in the north-west part of the town, to the east of the A141, west of Hundred Road and north of the Peterborough – Ely railway line. To the north of the area is a substantial landfill site and open arable fields.

The area is generally flat. A large part is already developed; predominantly with commercial and business uses but there are also significant sites throughout the area which are presently vacant or in agricultural production.

<b>Proximity to Key Services - Walking/Cycling</b>	
<b>Distance to Town Centre</b>	
<ul style="list-style-type: none"> <li>• Approx 1600m</li> </ul>	
<b>Railway Station</b>	
<ul style="list-style-type: none"> <li>• Approx 1100m</li> </ul>	
<b>Other convenience shopping</b>	
<ul style="list-style-type: none"> <li>• N/a</li> </ul>	
<b>Major employment area</b>	
<ul style="list-style-type: none"> <li>• N/a</li> </ul>	
<b>Secondary school</b>	
<ul style="list-style-type: none"> <li>• N/a</li> </ul>	
<b>Primary school</b>	
<ul style="list-style-type: none"> <li>• N/a</li> </ul>	

<b>Definable Boundaries</b>	
<ul style="list-style-type: none"> <li>• The western side comprises the A141 and parts of the built up area of Westry.</li> <li>• To the south is the mainline railway and to the east Hundred Road.</li> <li>• The northern boundary is less defined but includes open arable fields on the western side and the March landfill site to the east.</li> <li>• It is therefore possible to establish a generally definable area where new development in principle may be located.</li> </ul>	
<b>Impact on Town Morphology (Shape)</b>	
<ul style="list-style-type: none"> <li>• Generally within existing built up limits of the town.</li> <li>• Extension northwards also likely to be acceptable due to proximity of the land fill site.</li> <li>• Potential coalescence with Westry needs to be carefully considered.</li> </ul>	

<b>Land Resource</b>	
<b>Greenfield / Brownfield</b>	
<ul style="list-style-type: none"> <li>• Greenfield</li> </ul>	

<b>Flood Risk</b>		
<ul style="list-style-type: none"> <li>• Mixture of FZ1, FZ2, and FZ3.</li> <li>• North of Hostmoor Avenue – predominantly FZ1.</li> <li>• Between Hostmoor Avenue and railway line – predominantly FZ3.</li> <li>• Area to the north of Hostmoor Avenue has potential for large scale development in accordance with the sequential approach. Depending on the types of uses, development may also be possible on land to the south of Hostmoor Avenue.</li> </ul>		
<b>Contamination</b>		
<ul style="list-style-type: none"> <li>• March Landfill Site, Hundred Road in north of area.</li> <li>• No other known major contamination.</li> </ul>		
<b>Grade of Agricultural Land</b>		
<ul style="list-style-type: none"> <li>• Grade 2</li> </ul>		

<b>Minerals and Waste Issues</b>		
<b>Mineral Safeguarding Areas</b>		
<ul style="list-style-type: none"> <li>• Substantial area of sand and gravel deposits mainly to the north and west of the landfill site in Hundred Road extending to and beyond Westry and the A141.</li> <li>• Further regard should be had to the Waste and Minerals Plan. Proximity to existing development may mean that future large scale commercial extraction is unlikely, but may provide opportunities to utilise minerals locally as part of any development.</li> </ul>		
<b>Waste Water Treatment Work Safeguarding Area</b>		
<ul style="list-style-type: none"> <li>• None</li> </ul>		
<b>Transport Safeguarding Areas</b>		
<ul style="list-style-type: none"> <li>• None</li> </ul>		
<b>Waste Sites</b>		
<ul style="list-style-type: none"> <li>• March Landfill Site, Hundred Road</li> <li>• Waste Transfer Station, Melbourne Avenue</li> <li>• Fenmarc, adjacent to area (west side of a141)</li> <li>• Hostmoor Avenue Site</li> </ul>		
<b>Waste Safeguarding Area</b>		
<ul style="list-style-type: none"> <li>• Yes, around:</li> <li>• March Landfill Site, Hundred Road</li> <li>• Waste Transfer Station, Melbourne Avenue Around</li> <li>• Fenmarc, adjacent to area (west side of a141)</li> <li>• Hostmoor Avenue Site</li> </ul>		

<b>Environmental Issues</b>		
<b>Landscape Character</b>		
<ul style="list-style-type: none"> <li>• Area falls within The Fens landscape character type.</li> <li>• Predominantly developed with a mixture of generally low rise commercial and business premises, interspersed with undeveloped plots including some areas in agricultural production.</li> </ul>		

<ul style="list-style-type: none"> <li>• Some mature hedges and trees particularly to the west.</li> <li>• Wide open areas of land to the north – visual impact on wider area will need to be considered and addressed.</li> </ul>	
<b>Historic Features</b>	
<ul style="list-style-type: none"> <li>• Bronze Age Settlement – Melbourne Avenue / Hundred Road</li> <li>• Fen Causeway traverses area in east-west direction in north of area - visible in some locations.</li> <li>• Several archaeological findspots throughout area.</li> <li>• St Mary’s Church and Rectory, Wisbech Road - Grade II Listed</li> <li>• No other known heritage features</li> </ul>	
<b>Proximity to Ramsar, SPA, SAC Sites,</b>	
<ul style="list-style-type: none"> <li>• Approximately 4.0 km from Nene Washes</li> </ul>	
<b>Sites of Special Scientific Interest (SSSIs)</b>	
<ul style="list-style-type: none"> <li>• Approximately 4.0 km from Nene Washes</li> </ul>	
<b>Local Nature Reserves</b>	
<ul style="list-style-type: none"> <li>• None</li> </ul>	
<b>County Wildlife Sites</b>	
<ul style="list-style-type: none"> <li>• Whitemoor Marshalling Yard CWS adjacent to area on the eastern side. Extensive development has occurred on the CWS area to provide rail ballast recycling facilities in the recent past.</li> </ul>	
<b>Other known Biodiversity features</b>	
<ul style="list-style-type: none"> <li>• Drains and ditches</li> <li>• Trees and hedgerows</li> </ul>	
<b>TPO Trees</b>	
<ul style="list-style-type: none"> <li>• None within area</li> </ul>	
<b>Public Open Space</b>	
<ul style="list-style-type: none"> <li>• None within area or adjacent</li> </ul>	
<b>Noise Pollution</b>	
<ul style="list-style-type: none"> <li>• New industrial uses may cause problems for existing residents.</li> <li>• Occupiers of (any) new dwellings could potentially be at risk from noise pollution from existing or proposed industrial activities.</li> </ul>	

<b>Available Infrastructure</b>	
<b>Transport - Roads</b>	
<ul style="list-style-type: none"> <li>• The busy A141 is to the west of the area.</li> <li>• Hostmoor Avenue, Melbourne Avenue, Thorby Avenue and Hundred Road are key distributor roads within the area, and likely to enable suitable accesses to any development.</li> <li>• Improvements to the A141 / Hostmoor Avenue junction may be required.</li> </ul>	

<b>Transport – Foot and Cycle Ways</b>	
<ul style="list-style-type: none"> <li>• The southern part of the site is approximately 1600m from March Town Centre by foot or cycle.</li> <li>• The area is also about 1200m from March railway station</li> <li>• National Cycle Route 63 runs to the east of the area along Hundred Road.</li> <li>• The public footpath between Hundred Road and Hostmoor Avenue, enables a reasonably good link to the remainder of the town.</li> </ul>	
<b>Transport – Public Transport</b>	
<ul style="list-style-type: none"> <li>• Buses (Nos 33) run relatively regularly to Tescos, with more occasional services along Wisbech Road.</li> </ul>	
<b>Waste Water Treatment Works</b>	
<ul style="list-style-type: none"> <li>• Development would be reliant on the March WWTW at Creek Road to the north east of the town.</li> <li>• Due to water quality output issues at the WWTW development may need to be restricted to a minimal annual completion rate to be agreed with AWS and EA until a new solution is in place, likely to be post 2015.</li> </ul>	
<b>Capacity of Sewer Network</b>	
<ul style="list-style-type: none"> <li>• The capacity of the sewer network in March as a whole is currently under stress although the location of the area in relation to the WWTW means that this should be relatively easy to upgrade/ provide if required.</li> </ul>	
<b>Electricity Provision</b>	
<ul style="list-style-type: none"> <li>• Likely to require upgrades to the primary substations.</li> </ul>	
<b>Gas Main Connection</b>	
<ul style="list-style-type: none"> <li>• No known constraints</li> </ul>	
<b>Water Usage and Connections</b>	
<ul style="list-style-type: none"> <li>• No known constraints</li> </ul>	

<b>Deliverability</b>	
<ul style="list-style-type: none"> <li>• The Fenland Neighbourhood Planning Vision Study identified the area as having good opportunities to create new employment space by building on the existing employment allocation of the area.</li> <li>• 3 land submissions were submitted for a large majority of the undeveloped plots between 2004 and 2007 (Nos. 130, 376 and 379).</li> <li>• The Preferred Options Consultation July 2011 for the Core Strategy also indicated that these areas would still be available for development during the plan period</li> <li>• Enquiries have indicated developer interest in sites within and adjacent to the employment area for a variety of purposes.</li> </ul>	

<b>Assessment</b>
Development within the area would be on Greenfield land and involve the loss of high grade agricultural land, but there may also be some localised land contamination issues to address. However, potential development provides a good opportunity for the expansion of a well-established employment area.

The majority, and northern part of the area, is within FZ1- therefore development would be possible in accordance with the sequential test. Whilst in FZ3 due to its proximity to the remainder of the town and the existing employment area, land to the south of Hostmoor Avenue could potentially also be available for uses compatible with its flood risk status, including business uses assuming flood risk issues could be overcome. The assessment of flood risk in this location is set out in more detail in another Core Strategy evidence document "Flood Risk Sequential Test".

There should not be any adverse impact on the town's morphology, although care will be required to prevent any unacceptable visual intrusion into open countryside if expanding northwards as well as safeguarding residential amenity for residents in Westry.

The area is relatively far from the town centre but is close to the railway station. Relatively good sustainable transport links already exist and could be developed further within the area. New road accesses would be of a secondary nature and should be relatively straightforward to provide.

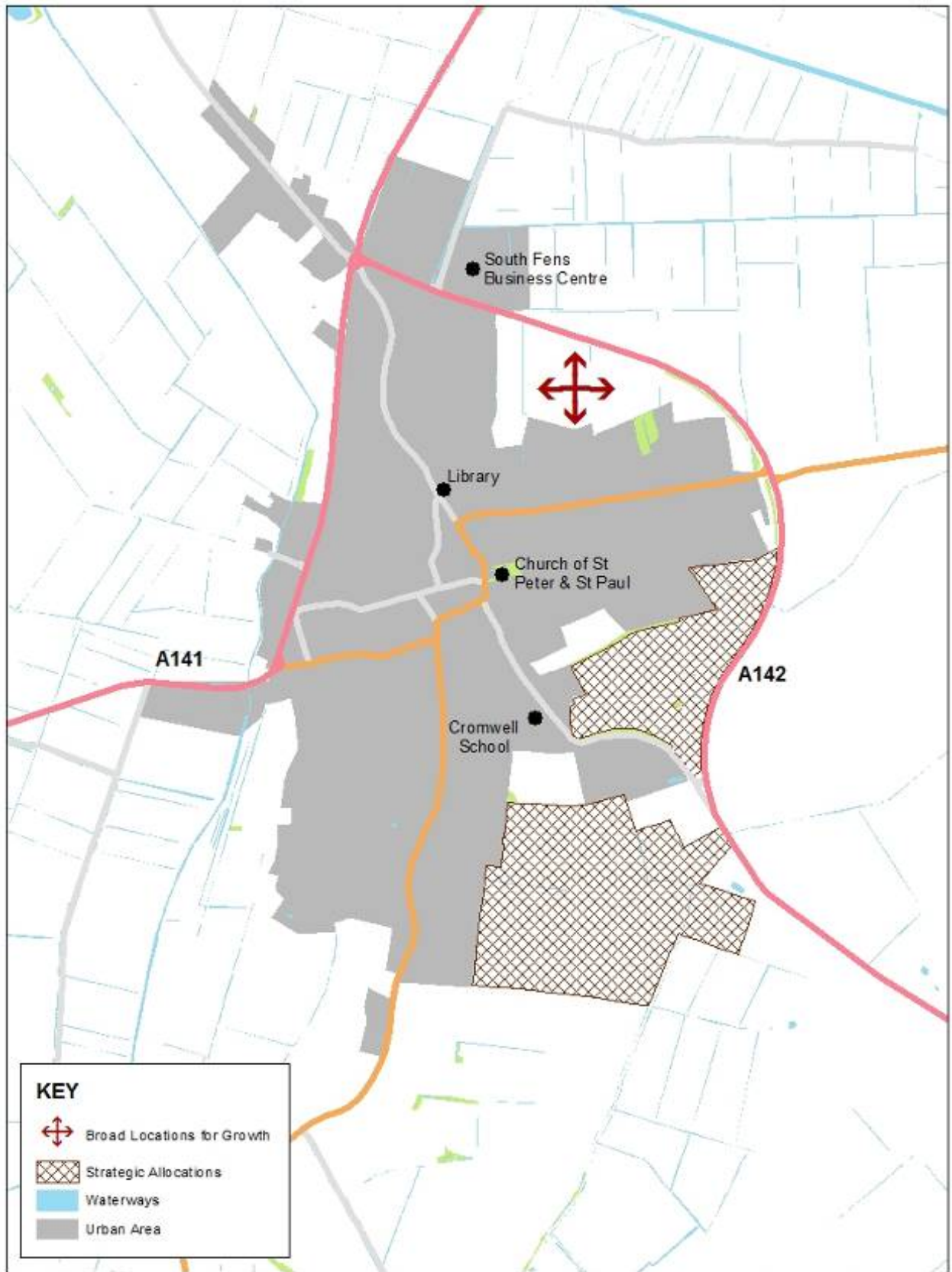
Whilst there are known mineral deposits and regard should be had to the Waste and Minerals Plan, and due to the proximity to existing residential development could mean that future large scale commercial extraction is unlikely, and may provide opportunities to utilise minerals locally as part of any development. Regard will also be required to the alignment of the Fens Causeway to the north of the area.

Detailed consideration will be needed in the upgrade of the sewer network and possible improvements to the WWTW at Creek Road.

The area is well located in relation to the remainder of the town and would provide appropriate additions to its current status and character as a main employment area. Depending on the type and extent of development there would be relatively few constraints to overcome. An expansion of the Trading Estate northwards would allow for sufficient land to come forward to meet the Council's employment land targets, but it is not possible to set out exact boundaries at this stage. As the Council is keen to pursue a pro-growth agenda the area is included as a broad location rather than a strategic allocation at this time.



**Chatteris**



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**Key Diagram for Chatteris**

Not To Scale



## **Chatteris East**

### **Site Characteristics**

Situated on the east side of the town the irregular shaped area borders Wenny Road on its west and southern sides and the A142 on its eastern side. The northern boundary follows the rear of dwellings and gardens in the existing built up area of the town including the southern boundary of the Recreation Ground area of public open space.

The area is generally flat and comprises a former park and garden of the Manor House in the south and west, and arable fields to the east and north. Large parts of the area are uncultivated. The former park and garden is bounded by a mature belt of trees on its southern and northern sides, with a number of mature standalone trees within the area. There are well established hedgerows and trees along field boundaries. To the north and east the area is more open.

<b>Proximity to Key Services - Walking/Cycling</b>	
<b>Distance to Town Centre</b>	
<ul style="list-style-type: none"> <li>• Approx 450m</li> </ul>	
<b>Other convenience shopping</b>	
<ul style="list-style-type: none"> <li>• Approx 450m</li> </ul>	
<b>Major employment area</b>	
<ul style="list-style-type: none"> <li>• Approx 1500m to Honeysome Road Industrial Estate</li> </ul>	
<b>Secondary school</b>	
<ul style="list-style-type: none"> <li>• Approx 50m to Cromwell Community College</li> </ul>	
<b>Primary school</b>	
<ul style="list-style-type: none"> <li>• Approx 350m to Glebelands PS, Farriers Gate</li> </ul>	

<b>Definable Boundaries</b>	
<ul style="list-style-type: none"> <li>• The western limit of the area is the rear of dwellings and other buildings in Wenny Road.</li> <li>• Wenny Road with its belt of mature trees establishes the southern limit of the area.</li> <li>• The A142 forms the eastern boundary. Extending east of the A142 would result in significant visual encroachment into open countryside and would also present access difficulties.</li> <li>• The northern boundary follows the rear of properties in The Elms and Green Park and the belt of mature trees along the southern boundary of the Recreation Ground in Wenny Road.</li> <li>• Clearly definable boundaries therefore exist for all of the allocation.</li> </ul>	
<b>Impact on Town Morphology (Shape)</b>	
<ul style="list-style-type: none"> <li>• Within existing overall built up limits of the town and within A142.</li> </ul>	

<b>Land Resource</b>	
<b>Greenfield / Brownfield</b>	

<ul style="list-style-type: none"> <li>Greenfield</li> </ul>	
<b>Flood Risk</b>	
<ul style="list-style-type: none"> <li>Within FZ1</li> <li>The allocation would therefore allow for residential development in accordance with the sequential approach and test.</li> </ul>	
<b>Contamination</b>	
<ul style="list-style-type: none"> <li>No known contamination</li> </ul>	
<b>Grade of Agricultural Land</b>	
<ul style="list-style-type: none"> <li>Grade 3</li> </ul>	

<b>Minerals and Waste Issues</b>	
<b>Mineral Safeguarding Areas</b>	
<ul style="list-style-type: none"> <li>None</li> </ul>	
<b>Waste Water Treatment Work Safeguarding Area</b>	
<ul style="list-style-type: none"> <li>None</li> </ul>	
<b>Transport Safeguarding Areas</b>	
<ul style="list-style-type: none"> <li>None</li> </ul>	
<b>Waste Site</b>	
<ul style="list-style-type: none"> <li>None</li> </ul>	
<b>Waste consultation Area</b>	
<ul style="list-style-type: none"> <li>None</li> </ul>	

<b>Environmental Issues</b>	
<b>Landscape Character</b>	
<ul style="list-style-type: none"> <li>The area is located within the Chatteris Clay Island landscape character type.</li> <li>Area is situated on an area of higher ground comprising part of the Chatteris “island” situated within the historic fen. The area is generally flat and comprises a mixture of field sizes and types. Some are used for arable farming but the majority are uncultivated at present.</li> <li>There are mature trees both around and within the former park and garden of the Manor House contributing to the sense of enclosure in this area. To the east and north the area is more open with a range of smaller fields, one of which is used as a children’s play area.</li> <li>The former park and garden area and mature trees and hedgerows provide opportunities for the provision of good quality open space and to enhance any development.</li> </ul>	
<b>Historic Features</b>	
<ul style="list-style-type: none"> <li>Barn Stables and Cowhouse to Manor House, Wenny Road – Grade II Listed</li> <li>21 Wenny Road (Manor House) – Grade II Listed</li> <li>Walled Garden, 19 and 21 Wenny Road – Grade II Listed</li> <li>Ice House, East of 19 Wenny Road – Grade II Listed</li> </ul>	

<ul style="list-style-type: none"> <li>Ridge and furrow cultivation earthworks visible both within Manor House former park and garden, and in fields to west of A142</li> <li>No other known heritage assets</li> </ul>	
<b>Proximity to Ramsar, SPA, SAC Sites</b>	
<ul style="list-style-type: none"> <li>Approx. 5.0km from Ouse Washes</li> </ul>	
<b>Sites of Special Scientific Interest (SSSIs)</b>	
<ul style="list-style-type: none"> <li>Approx. 5.0km from Ouse Washes</li> </ul>	
<b>County Wildlife Sites</b>	
<ul style="list-style-type: none"> <li>None</li> </ul>	
<b>Local Nature Reserve</b>	
<ul style="list-style-type: none"> <li>None</li> </ul>	
<b>Other known Biodiversity features</b>	
<ul style="list-style-type: none"> <li>Trees and hedgerows</li> <li>Drains and ditches</li> <li>Pond(s)</li> </ul>	
<b>TPO Trees</b>	
<ul style="list-style-type: none"> <li>Majority of allocation is covered by an Area TPO. This includes the mature tree belts along Wenny Road, and along the southern boundary of the Recreation Ground and to the south of dwellings in The Elms.</li> <li>A number of individual trees are also protected outside the Area TPO.</li> </ul>	
<b>Public Open Space / Sports and Recreation</b>	
<ul style="list-style-type: none"> <li>A children's play area is located within the area to the east of The Elms.</li> <li>Allocation abuts the southern boundary of the Recreation Ground area of POS in Wenny Road. This location together with the former park and garden area and mature trees and hedgerows provide opportunities for the provision of good quality open space.</li> <li>The uncultivated parts of the area are currently used by (particularly) dog walkers</li> <li>The area is on the opposite side of the road from Cromwell Community College which is currently developing a range of sports facilities to be used by the wider community as well as students.</li> </ul>	

<b>Available Infrastructure</b>	
<b>Transport - Roads</b>	
<ul style="list-style-type: none"> <li>The busy A142 is to the east of the area, but any new access is likely to be from Wenny Road.</li> <li>Access from the existing road network should be relatively easy to achieve, but detailed consideration will be required about how this relates to protected trees as well as how the area is to function in relation to the provision of open space.</li> </ul>	
<b>Transport – Foot and Cycle Ways</b>	
<ul style="list-style-type: none"> <li>A public footpath is located in the eastern part of the area linking The Elms with the A142 and beyond.</li> <li>Other (unofficial) footpaths also provide links from Farriers Gate and Green Park to the A142, and from the Recreation Ground into the area.</li> </ul>	

- A public footpath known as Birch Fen Drove links Wenny Road with the A142 and beyond. This is a track characterised by mature hedgerows and trees along most of its length and appears to have high biodiversity value.
- Other potential access points to integrate with the remainder of the town could be provided from Wenny Road and through the Recreation Ground.
- There are no official cycleways linking directly to the site.

**Transport – Public Transport**

- Buses run infrequently along Wenny Road but it is a relatively short distance to town centre.

**Waste Water Treatment Works (WWTW)**

- Development would be reliant on the Chatteris WWTW at Nightlayers Drove to the north of the town where there is capacity for growth.

**Capacity of Sewer Network**

- The capacity of the sewer network in Chatteris as a whole is currently working at its limit. The distance and location of the WWTW means that detailed consideration of improvements to the network will be required to ensure development is acceptable.

**Electricity Provision**

- Upgrades to the Chatteris substation and existing 33kV network will be required in the medium to long term.

**Gas Main Connection**

- No known constraints from existing network

**Water Usage and Connections**

- No known constraints from existing network

**Deliverability**

- The Fenland Neighbourhood Planning Vision Study identified the area as having good opportunities for development with limited constraints.
- 3 land submissions were submitted for the area (Nos: 21, 293 and 410) between 2004 and 2007. Parts of the area have been the subject of concept development schemes.
- The Preferred Options Consultation July 2011 for the Core Strategy indicated that the whole area could come forward as one area of land (Nos: 000535 and 000495–000499); this is also the subject of a concept master plan.

**Assessment**

Development of the area would be on a Greenfield site and involve the loss of high grade agricultural land. However, the area is in FZ1 which would allow substantial housing in this area in accordance with the sequential approach and test for flood risk.

There are definable boundaries to the area and development would accord well with the town’s morphology. The area is well located to the remainder of the town and key services which a major advantage of the proposal. Access should be relatively easy to achieve from the local road network without impacting on the A142.

There are significant known heritage assets in the area and detailed consideration will be required in their assessment and how the important elements will be retained and managed in

the future. However, an opportunity exists to provide a substantial improvement to the open space provision in Chatteris and an enhanced community asset for local residents with an enlargement of the existing Recreation Ground POS. Consideration will also be required of the protected trees within the area.

Detailed consideration will be needed in the upgrade of the sewer network although the WWTW has capacity to cater for the anticipated growth.

There is developer interest in the area and taking known constraints into account the Council is sufficiently confident that development would be deliverable. The area is therefore included as a strategic allocation in the Core Strategy.

## **Chatteris South**

### **Site Characteristics**

Situated to the south of the town the irregular shaped area borders existing development to the west and north including Cromwell Community College. To the east is the A142, Chatteris Cricket Club, the Nightlayer Leek Company and a mature public byway with generally open fields beyond. The land to the south is open and includes the isolated Tithe Barn Farm, a Grade II listed building.

The area is flat and generally open and comprises a number of arable fields with smaller paddock areas to the east. Apart from the byway, tree cover in the area is limited. Field drains are located on boundaries and also transect the area.

<b>Proximity to Key Services - Walking/Cycling</b>	
<b>Distance to Town Centre</b>	
<ul style="list-style-type: none"> <li>• Approx 700m</li> </ul>	
<b>Other convenience shopping</b>	
<ul style="list-style-type: none"> <li>• Approx 700m</li> </ul>	
<b>Major employment area</b>	
<ul style="list-style-type: none"> <li>• Approx 1700m to Honeysome Road Industrial Estate</li> </ul>	
<b>Secondary school</b>	
<ul style="list-style-type: none"> <li>• Approx 300m to Cromwell Community College</li> </ul>	
<b>Primary school</b>	
<ul style="list-style-type: none"> <li>• Approx 1,300m to Glebelands PS, Farriers Gate</li> </ul>	

<b>Definable Boundaries</b>	
<ul style="list-style-type: none"> <li>• The western limit of the area is the rear of dwellings and other buildings in Tithe Road and Eastwood.</li> <li>• The northern boundary abuts Cromwell Community College sports pitches, and Wenny Estate.</li> <li>• The eastern boundary is more complex but (from the north) abuts Chatteris Cricket Club and sports pitches, a short length of the A142, the eastern and southern boundaries of two relatively small paddock areas enclosed by hedges to the south of the Nightlayers Leek Company, and Dean Drove Byway.</li> <li>• The southern boundary follows the farm track serving Tithe Barn Farm which connects London Road with the A142. The area in this location is open to the south and the line of the track provides an appropriate demarcation point. Development further to the south and south-east would result in a marked visual encroachment into open countryside. Suitable planting along the track or any access road will be required to reduce the visual impact of development from southern vantage points.</li> <li>• Definable boundaries therefore exist for all of the area although landscaping will be required along the southern boundary to reduce the impact on the surrounding area.</li> </ul>	
<b>Impact on Town Morphology (Shape)</b>	
<ul style="list-style-type: none"> <li>• Whilst extending into open countryside the area would still generally be within existing</li> </ul>	

overall built up limits of the town to the south and east, and therefore acceptable.

<b>Land Resource</b>	
<b>Greenfield / Brownfield</b>	
<ul style="list-style-type: none"> <li>Greenfield</li> </ul>	
<b>Flood Risk</b>	
<ul style="list-style-type: none"> <li>All within FZ1</li> <li>The allocation would therefore allow for a significant amount of residential development in accordance with the sequential approach and test.</li> </ul>	
<b>Contamination</b>	
<ul style="list-style-type: none"> <li>No known contamination</li> </ul>	
<b>Grade of Agricultural Land</b>	
<ul style="list-style-type: none"> <li>Grade 2</li> </ul>	

<b>Minerals and Waste Issues</b>	
<b>Mineral Safeguarding Areas</b>	
<ul style="list-style-type: none"> <li>A swathe of sand and gravel deposits lying in an approximately north-south alignment is situated in the central part of the allocation. This forms one “arm” of a larger but isolated three “armed” area of deposits which stretches to the south and west beyond the allocation. Available evidence suggests that the type and extent of the deposits are unlikely to justify major extraction.</li> <li>Whilst large scale extraction is unlikely due both to the proximity to the existing built up area of the town, the extent of the area, and the known indicative amounts of deposits, opportunities exist to utilise the materials locally as part of any development.</li> </ul>	
<b>Waste Water Treatment Work Safeguarding Area</b>	
<ul style="list-style-type: none"> <li>None</li> </ul>	
<b>Transport Safeguarding Areas</b>	
<ul style="list-style-type: none"> <li>None</li> </ul>	
<b>Waste Site</b>	
<ul style="list-style-type: none"> <li>None</li> </ul>	
<b>Waste Consultation Area</b>	
<ul style="list-style-type: none"> <li>None</li> </ul>	

<b>Environmental Issues</b>	
<b>Landscape Character</b>	
<ul style="list-style-type: none"> <li>The area is located within the Chatteris Clay Island landscape character type.</li> <li>The area is generally flat. The majority of the area to the west of the site consists of a number of arable fields although it appears to be a single homogenous area.</li> <li>To the east are some smaller fields and paddocks, those furthest to the east are</li> </ul>	



<ul style="list-style-type: none"> <li>bounded by semi-mature hedgerows.</li> <li>To the east and south of the area, the landscape is open with extensive arable farming.</li> <li>Dean Drove Byway provides the main tree cover within the area.</li> </ul>	
<b>Historic Features</b>	
<ul style="list-style-type: none"> <li>Tithe Barn Farm, London Road – Grade II Listed</li> <li>Archaeological crop marked evidence of prehistoric, Roman, Saxon and medieval remains have been field tested nearest the town. Although abundant ridge and furrow evidence is known from air photographic evidence, no earthworks have survived in this landscape.</li> <li>No other known visible heritage assets</li> </ul>	
<b>Proximity to Ramsar, SPA, SAC Sites</b>	
<ul style="list-style-type: none"> <li>Approx. 4.6km from Ouse Washes</li> </ul>	
<b>Sites of Special Scientific Interest (SSSIs)</b>	
<ul style="list-style-type: none"> <li>Approx. 4.6km from Ouse Washes</li> </ul>	
<b>County Wildlife Sites</b>	
<ul style="list-style-type: none"> <li>None</li> </ul>	
<b>Local Nature Reserves</b>	
<ul style="list-style-type: none"> <li>None</li> </ul>	
<b>Other known Biodiversity features</b>	
<ul style="list-style-type: none"> <li>Trees and hedgerows</li> <li>Drains and ditches</li> </ul>	
<b>TPO Trees</b>	
<ul style="list-style-type: none"> <li>There are a number of protected trees along the boundary with Cromwell Community College, and also in Dean Drove and on the A142 close to the junction with the Nightlayers Leek Company.</li> </ul>	
<b>Public Open Space / Sports and Recreation</b>	
<ul style="list-style-type: none"> <li>No public open space within the allocation.</li> <li>New sports fields for Cromwell Community College are in the north part of the area. The college is currently developing a range of sports facilities to be used by the wider community as well as students.</li> <li>Allocation abuts Chatteris Cricket Club and sports pitches on the east side.</li> <li>Edge of fields of the area are currently used by (particularly) dog walkers.</li> </ul>	

<b>Available Infrastructure</b>	
<b>Transport - Roads</b>	
<ul style="list-style-type: none"> <li>The A142 is to the east of the area. A new roundabout access from the A142 at a suitable point is likely to be required.</li> <li>Wenny Estate abuts the area to the north but this is unlikely to provide a main vehicular access to the site.</li> <li>Vehicular access from London Road may also be possible.</li> <li>Although access from the existing road network should be relatively easy to achieve, this will depend on how the whole area is to function in relation to the remainder of the town.</li> </ul>	

The location of new accesses and alignments will need to be carefully considered to accord with highway safety and to reduce any visual impact on the surrounding area.	
<b>Transport – Foot and Cycle Ways</b>	
<ul style="list-style-type: none"> <li>• A public byway, known as Dean Drove, forms part of the eastern boundary of the area and links the A142 to the B1050 London Road. The byway is an unmade track characterised by mature hedgerows and trees along its length adjacent to the area and appears to have relatively high biodiversity value.</li> <li>• Footpath access to the area is also currently possible from Tithe Road, Eastbourne Road, Eastwood and Wenny Estate.</li> <li>• There are currently no official cycleways linking directly to the site.</li> <li>• Opportunities exist to link the town through the area with the Mepal Outdoor Centre to the south-east via a network of new cycleways and existing farm tracks.</li> </ul>	
<b>Transport – Public Transport</b>	
<ul style="list-style-type: none"> <li>• Buses run relatively infrequently along London Road and Wenny Road</li> <li>• Alterations to public transport services are likely in order to serve new development.</li> </ul>	
<b>Waste Water Treatment Works (WWTW)</b>	
<ul style="list-style-type: none"> <li>• Development would be reliant on the Chatteris WWTW at Nightlayers Drove to the north of the town where there is capacity for growth.</li> </ul>	
<b>Capacity of Sewer Network</b>	
<ul style="list-style-type: none"> <li>• The capacity of the sewer network in Chatteris as a whole is currently working at its limit. The distance and location of the WWTW means that detailed consideration of improvements to the network will be required to enable acceptable development.</li> </ul>	
<b>Electricity Provision</b>	
<ul style="list-style-type: none"> <li>• Upgrades to the Chatteris substation and existing 33kV network will be required in the medium to long term.</li> </ul>	
<b>Gas Main Connection</b>	
<ul style="list-style-type: none"> <li>• No known constraints from existing network.</li> </ul>	
<b>Water Usage and Connections</b>	
<ul style="list-style-type: none"> <li>• No known constraints from existing network.</li> </ul>	

<b>Deliverability</b>	
<ul style="list-style-type: none"> <li>• The Fenland Neighbourhood Planning Vision Study identified the area as having good opportunities but identified access as a key constraint.</li> <li>• 2 land submissions were submitted for the area between 2004 and 2007 (Nos: 82 and 213) and which incorporates the major part of the allocation.</li> <li>• The Preferred Options Consultation July 2011 for the Core Strategy also confirmed the availability of the land for development (Nos: 000282 - 000290)</li> <li>• The site has been the subject of a series of concept master plans and, broadly (rather than exactly the same area), is currently the subject of an outline planning application (Ref: F/YR10/0804/O) for up to 1,000 dwellings, local centre, and business uses.</li> </ul>	

**Assessment**

Development of the area would be on a Greenfield site and involve the loss of high grade agricultural land. However, the area is in FZ1 which would allow substantial housing in this area in accordance with the sequential approach and test for flood risk.

Although there are definable boundaries to the majority of the area, care will be needed to prevent unacceptable visual intrusion into the open countryside to the south, which is likely to require enhanced landscaping. However, there would not be any adverse impact on the town's morphology.

The area is well located in relation to the town centre and Cromwell Community College with its community sports facilities which may be able to be further enhanced as a result of new development. The size of development means that a primary school and local convenience shopping will be required in the area.

Access is likely to be required from the A142 and also London Road, and existing sustainable links mean that the area should have good permeability with the rest of the town. Opportunities also exist to enhance sustainable links to the Mepal Outdoor Centre to the south.

Known issues to address include preserving the setting of Tithe Barn Farm listed building, and the relatively small area of sand and gravel deposits within the area although these have the potential to provide a local resource for development.

Detailed consideration will also be needed in the upgrade of the sewer network although the WWTW has capacity to cater for the anticipated growth.

There is significant developer interest in the area, and taking known constraints into account the Council is sufficiently confident that development would be deliverable. The area is therefore included as a strategic allocation, though the policy wording makes it clear that access to the site may have to be found from outside of the allocated area.

## Chatteris South-West

### Site Characteristics

Situated to the south-west of the town the approximately L-shaped area “wraps around” existing development of the town to the east and north. To the north is Chatteris Town FC. To the west is the disused railway line to Somersham, and to the east the B1050 London Road with open countryside to the south.

A public footpath and bridleway link to West Street and Blackmill Road to the east.

The area to the north and west is generally flat and comprises a number of small paddocks and fields whilst the area to the south and east is more open. Overall the land slopes gently upwards from the west to the east and south-east.

<b>Proximity to Key Services - Walking/Cycling</b>	
<b>Distance to Town Centre</b>	
<ul style="list-style-type: none"> <li>• Approx 1000m via West Street and Gibside Avenue</li> <li>• Approx 1300m via London Road</li> </ul>	
<b>Other convenience shopping</b>	
<ul style="list-style-type: none"> <li>• Approx 1000m via West Street and Gibside Avenue</li> <li>• Approx 1300m via London Road</li> </ul>	
<b>Major employment area</b>	
<ul style="list-style-type: none"> <li>• Approx 950m to Honeysome Road Industrial Estate</li> </ul>	
<b>Secondary school</b>	
<ul style="list-style-type: none"> <li>• Between approx 950m &amp; 1100m to Cromwell Community College</li> </ul>	
<b>Primary school</b>	
<ul style="list-style-type: none"> <li>• Approx 1200m to Kingsfield PS, Burnsfield Estate</li> </ul>	

<b>Definable Boundaries</b>	
<ul style="list-style-type: none"> <li>• The western limit of the area is the railway embankment for the disused railway to Somersham.</li> <li>• The northern boundaries abut Chatteris Town Football Club, and the dwellings along Blackmill Road, Millfield Close and Fairbairn Way.</li> <li>• The eastern boundaries abut the rear of dwellings in West Street and in London Road.</li> <li>• To the south the land is open with a series of lateral ditches around field boundaries as far south as the point where the disused railway line and the B1050 are closest. It is not obvious where a southern boundary would be provided.</li> <li>• Definable boundaries therefore exist to the west, north and east although landscaping would be required along a southern boundary once this was established to reduce the visual impact on the surrounding area.</li> </ul>	
<b>Impact on Town Morphology (Shape)</b>	
<ul style="list-style-type: none"> <li>• The area would extend into open countryside particular to the south and would result in a large addition to the south west which would have some impact on the town’s morphology by virtue of the creation of a more elongated shape.</li> </ul>	

<b>Land Resource</b>	
<b>Greenfield / Brownfield</b>	
<ul style="list-style-type: none"> <li>Greenfield</li> </ul>	
<b>Flood Risk</b>	
<ul style="list-style-type: none"> <li>A large amount of the area particularly to the west is within FZ3, with the remainder being in FZ1.</li> <li>The area would therefore allow for some residential development in accordance with the Sequential Approach, but a significant amount of residential development would not be possible without passing the Exception Test.</li> </ul>	
<b>Contamination</b>	
<ul style="list-style-type: none"> <li>Other than the disused railway line and two minor locations within the area, no known contamination.</li> </ul>	
<b>Grade of Agricultural Land</b>	
<ul style="list-style-type: none"> <li>Grade 2</li> </ul>	

<b>Minerals and Waste Issues</b>	
<b>Mineral Safeguarding Areas</b>	
<ul style="list-style-type: none"> <li>A line of sand and gravel deposits lie in an approximately north-south alignment to the west of London Road, although most of the area is free from any known deposits.</li> <li>Whilst large scale extraction is unlikely due both to the proximity to the existing built up area of the town, the extent of the area, and the known indicative amounts of deposits, opportunities exist to utilise the materials locally as part of any development.</li> </ul>	
<b>Waste Water Treatment Work Safeguarding Area</b>	
<ul style="list-style-type: none"> <li>None</li> </ul>	
<b>Transport Safeguarding Areas</b>	
<ul style="list-style-type: none"> <li>None</li> </ul>	
<b>Waste Site</b>	
<ul style="list-style-type: none"> <li>None</li> </ul>	
<b>Waste Consultation Area</b>	
<ul style="list-style-type: none"> <li>None</li> </ul>	

<b>Environmental Issues</b>	
<b>Landscape Character</b>	
<ul style="list-style-type: none"> <li>The land to the east is located within the Chatteris Clay Island landscape character type, with that to the west falling within the more ubiquitous Fens landscape character type.</li> <li>The area to the north and west is generally flat and comprises a number of small paddocks and fields whilst the area to the south and east is more open. Overall the land slopes gently upwards from the west to the east and south-east.</li> </ul>	

<ul style="list-style-type: none"> <li>There is substantial planting along the disused railway line and along the rear of dwellings in London Road, with a number of fields bounded by trees and semi-mature hedgerows.</li> </ul>	
<b>Historic Features</b>	
<ul style="list-style-type: none"> <li>Archaeological crop marked evidence of prehistoric, Roman, Saxon and medieval remains have been field tested nearest the town. Although abundant ridge and furrow evidence is known from air photographic evidence, no earthworks have survived in this landscape. There are 3 archaeological find spots within the location including an area of ridge and furrow north of Hollywood Lodge Farm, London Road.</li> <li>Grade II Listed building at 45 West Street, but none within the area.</li> <li>No other known visible heritage assets</li> </ul>	
<b>Proximity to Ramsar, SPA, SAC Sites</b>	
<ul style="list-style-type: none"> <li>Approx 5.5km from Ouse Washes</li> </ul>	
<b>Sites of Special Scientific Interest (SSSIs)</b>	
<ul style="list-style-type: none"> <li>Approx 5.5km from Ouse Washes</li> </ul>	
<b>County Wildlife Sites</b>	
<ul style="list-style-type: none"> <li>None</li> </ul>	
<b>Local Nature Reserves</b>	
<ul style="list-style-type: none"> <li>None</li> </ul>	
<b>Other known Biodiversity features</b>	
<ul style="list-style-type: none"> <li>Trees and hedgerows</li> <li>Drains and ditches</li> </ul>	
<b>TPO Trees</b>	
<ul style="list-style-type: none"> <li>There are a number of protected trees along London Road but none within the area</li> </ul>	
<b>Public Open Space / Sports and Recreation</b>	
<ul style="list-style-type: none"> <li>No public open space within the allocation.</li> <li>Area abuts Chatteris Football Club on its northern side.</li> <li>The Recreation Ground in Fairway is to the east of the northern "spur" of the area.</li> <li>Footpath through the area and bridleway along the disused railway appear to be well used</li> </ul>	

<b>Available Infrastructure</b>	
<b>Transport - Roads</b>	
<ul style="list-style-type: none"> <li>The B1050, London Road is to the east of the area. A new roundabout access from the B1050 at a suitable point is likely to be required.</li> <li>Vehicular access from West Street and Fairbairn Way may also be possible.</li> <li>Although access from the existing road network should be relatively easy to achieve, this will depend on how the whole area is to function in relation to the remainder of the town. The location of new accesses and alignments would need to be carefully considered to accord with highway safety and to reduce any visual impact on the surrounding area.</li> </ul>	

<b>Transport – Foot and Cycle Ways</b>	
<ul style="list-style-type: none"> <li>• A public byway forms part of Blackmill Road and a footpath in the form of a track known as Little Fen Drove runs in a north south alignment through the area. The disused railway to the west of the area is also a public bridleway.</li> <li>• The rights of way have a mixture of hedges and trees along parts of their lengths which appear to have relatively high biodiversity value.</li> <li>• There are currently no official cycleways linking directly to the site.</li> </ul>	
<b>Transport – Public Transport</b>	
<ul style="list-style-type: none"> <li>• Buses run relatively infrequently along London Road.</li> </ul>	
<b>Waste Water Treatment Works (WWTW)</b>	
<ul style="list-style-type: none"> <li>• Development would be reliant on the Chatteris WWTW at Nightlayers Drove to the north of the town where there is capacity for growth.</li> </ul>	
<b>Capacity of Sewer Network</b>	
<ul style="list-style-type: none"> <li>• The capacity of the sewer network in Chatteris as a whole is currently working at its limit. The distance and location of the WWTW means that detailed consideration of improvements to the network will be required to enable acceptable development.</li> </ul>	
<b>Electricity Provision</b>	
<ul style="list-style-type: none"> <li>• Upgrades to the Chatteris substation and existing 33kV network will be required in the medium to long term.</li> </ul>	
<b>Gas Main Connection</b>	
<ul style="list-style-type: none"> <li>• No known constraints from existing network.</li> </ul>	
<b>Water Usage and Connections</b>	
<ul style="list-style-type: none"> <li>• No known constraints from existing network.</li> </ul>	

<b>Deliverability</b>	
<ul style="list-style-type: none"> <li>• The Fenland Neighbourhood Planning Vision Study identified the area to the west of the town as being highly constrained with limited opportunities for development. Flood risk was identified as a particular issue to address.</li> <li>• 5 land submissions were submitted for the area between 2004 and 2007 (Nos: 15, 47, 93, 407 and 408) which would cover most of the area.</li> <li>• No further submissions were made at the time of subsequent consultations on the Core Strategy - July 2011 and July 2012.</li> <li>• Developer interest in the area is therefore uncertain.</li> </ul>	

<b>Assessment</b>
<p>Development of the area would be on a Greenfield site and involve the loss of high grade agricultural land. In addition a large part of the area is in FZ3 which would preclude substantial housing in this area in accordance with the sequential approach and test for flood risk.</p> <p>Although there are definable boundaries to the majority of the area, care would be needed to prevent unacceptable visual intrusion into the open countryside to the south, which is likely to require enhanced landscaping. Development in the area could adversely affect the town's morphology and particularly developments to the south.</p>

The area is some distance from the town centre although Kingsland Primary School, Cromwell Community College, and the Honeysome Road Industrial Estate would be relatively easily reached by foot and cycle.

Access is likely to be required from the B1050, London Road, and existing sustainable links means that the area should have good permeability with the rest of the town and the countryside. Opportunities also exist to enhance the bridleway along the disused railway to Somersham in the south.

Known issues to address include the exploration of the relatively small sand and gravel deposits within the area although these have the potential to provide a local resource for development.

Detailed consideration will also be needed in the upgrade of the sewer network although the WWTW has capacity to cater for the anticipated growth.

Whilst there has previously been interest in making the land available for development this was not borne out by recent public consultations on the Core Strategy in 2011 and 2012. The Council is therefore not confident that development would be deliverable. Bearing in mind the key impacts of flood risk, an adverse effect on the town's morphology, and deliverability, the area is not included as either a strategic allocation or broad location in the Core Strategy.



## **Chatteris North-West**

### **Site Characteristics**

This irregular shaped site is situated to the north-west of the town and west of the A141. It is bounded by houses and a commercial building in Albert Way to the north-west, Doddington Road to the north east, and Fillenham’s Drain to the south west. To the south-east are a motel and transport café, a breakers yard, caravan site, and the A142. The southern boundary follows the line of a public byway.

The area is generally flat although it is situated on part of the town “island” of higher ground above the fen landscape. The area is generally open, with intermittent trees and hedgerows, and in parts is unmanaged with little demarcation of field boundaries.

<b>Proximity to Key Services - Walking/Cycling</b>	
<b>Distance to Town Centre</b>	
<ul style="list-style-type: none"> <li>• Approx 1200m</li> </ul>	
<b>Other convenience shopping</b>	
<ul style="list-style-type: none"> <li>• Approx 300m to Co-op on Bridge Street</li> </ul>	
<b>Major employment area</b>	
<ul style="list-style-type: none"> <li>• Approx 550m to Dock Road Industrial Estate</li> </ul>	
<b>Secondary school</b>	
<ul style="list-style-type: none"> <li>• Approx 2000m to Cromwell Community College</li> </ul>	
<b>Primary school</b>	
<ul style="list-style-type: none"> <li>• Approx 1500m to Kingsfield PS, Larham Way</li> </ul>	

<b>Definable Boundaries</b>	
<ul style="list-style-type: none"> <li>• Fillenham’s Drain forms the western boundary of the area</li> <li>• The curtilages of dwellings and other buildings and developed sites on Albert Way, Doddington Road and the A142 form definable limits to the north, east and south.</li> <li>• The southern boundary follows the line of a public byway.</li> <li>• Definable boundaries therefore exist on to the west, north and east although landscaping would be required along the western boundary and southernmost boundary to reduce the visual impact on the surrounding area.</li> </ul>	
<b>Impact on Town Morphology (Shape)</b>	
<ul style="list-style-type: none"> <li>• The area would extend the built form of the town to the north west. This would have some impact on the town’s morphology by virtue of the creation of a “spur” shape with new development some distance from the town centre and local schools.</li> </ul>	

<b>Land Resource</b>	
<b>Greenfield / Brownfield</b>	

<ul style="list-style-type: none"> <li>Greenfield</li> </ul>	
<b>Flood Risk</b>	
<ul style="list-style-type: none"> <li>The vast majority of the area is in FZ1. The area would therefore allow for residential development in accordance with the Sequential Approach and Test.</li> </ul>	
<b>Contamination</b>	
<ul style="list-style-type: none"> <li>The eastern most part of the area falls within a 250m buffer of a former landfill site in Dock Road (located east and south of the A141 &amp; A142)</li> <li></li> </ul>	
<b>Grade of Agricultural Land</b>	
<ul style="list-style-type: none"> <li>Grade 3</li> </ul>	

<b>Minerals and Waste Issues</b>	
<b>Mineral Safeguarding Areas</b>	
<ul style="list-style-type: none"> <li>None</li> </ul>	
<b>Waste Water Treatment Work Safeguarding Area</b>	
<ul style="list-style-type: none"> <li>None</li> </ul>	
<b>Transport Safeguarding Areas</b>	
<ul style="list-style-type: none"> <li>None</li> </ul>	
<b>Waste Site</b>	
<ul style="list-style-type: none"> <li>None</li> </ul>	
<b>Waste Consultation Area</b>	
<ul style="list-style-type: none"> <li>None</li> </ul>	

<b>Environmental Issues</b>	
<b>Landscape Character</b>	
<ul style="list-style-type: none"> <li>The land to is located within the Chatteris Clay Island landscape character type.</li> <li>The area is generally flat although it is situated on part of the town "island" of higher ground above the fen landscape. The area is generally open, with intermittent trees and hedgerows, and in parts is unmanaged with little demarcation of field boundaries.</li> <li>The area to the west of the area comprises wide open arable countryside.</li> </ul>	
<b>Historic Features</b>	
<ul style="list-style-type: none"> <li>None known</li> </ul>	
<b>Proximity to Ramsar, SPA, SAC Sites</b>	
<ul style="list-style-type: none"> <li>Approx 7.0km from Ouse Washes</li> </ul>	
<b>Sites of Special Scientific Interest (SSSIs)</b>	
<ul style="list-style-type: none"> <li>Approx 7.0km from Ouse Washes</li> </ul>	

<b>County Wildlife Sites</b>	
<ul style="list-style-type: none"> <li>• None</li> </ul>	
<b>Local Nature Reserves</b>	
<ul style="list-style-type: none"> <li>• None</li> </ul>	
<b>Other known Biodiversity features</b>	
<ul style="list-style-type: none"> <li>• Trees and hedgerows</li> <li>• Fillenham's Drain supports a variety of wildlife</li> </ul>	
<b>TPO Trees</b>	
<ul style="list-style-type: none"> <li>• A single TPO on the former Sladefield House site on Doddington Road</li> </ul>	
<b>Public Open Space / Sports and Recreation</b>	
<ul style="list-style-type: none"> <li>• No public open space or sports and recreation within the site or immediate vicinity.</li> </ul>	

<b>Available Infrastructure</b>	
<b>Transport - Roads</b>	
<ul style="list-style-type: none"> <li>• Doddington Road is to the east which is likely to provide access to the area.</li> <li>• Access may also be possible from Albert Way.</li> <li>• In addition a new roundabout is proposed from the A141 to serve a proposed superstore (Tesco's) and builders merchants which may be able to provide access to the area if the planning permissions are implemented.</li> </ul>	
<b>Transport – Foot and Cycle Ways</b>	
<ul style="list-style-type: none"> <li>• A public byway forms the southern boundary of the site although this is severed from the byway on the western side of Fillenham's Drain and only runs for a short length to the A141. Other than a footway running northwards from this point there is no footpath along the west side of the A141 in the vicinity and no safe crossings of the A141 other than traffic islands on the A141/A142 roundabout.</li> <li>• Footpaths are available along Doddington Road but again no safe crossings of either the A141 (or A142) are available.</li> <li>• There are no cycle paths within the vicinity.</li> </ul>	
<b>Transport – Public Transport</b>	
<ul style="list-style-type: none"> <li>• Buses run relatively infrequently along Doddington Road.</li> </ul>	
<b>Waste Water Treatment Works (WWTW)</b>	
<ul style="list-style-type: none"> <li>• Development would be reliant on the Chatteris WWTW at Nightlayers Drove to the north of the town where there is capacity for growth.</li> </ul>	
<b>Capacity of Sewer Network</b>	
<ul style="list-style-type: none"> <li>• The capacity of the sewer network in Chatteris as a whole is currently working at its limit. The distance and location of the WWTW means that detailed consideration of improvements to the network will be required to enable acceptable development.</li> </ul>	
<b>Electricity Provision</b>	
<ul style="list-style-type: none"> <li>• Upgrades to the Chatteris substation and existing 33kV network will be required in the</li> </ul>	

medium to long term.	
<b>Gas Main Connection</b>	
<ul style="list-style-type: none"> <li>No known constraints from existing network.</li> </ul>	
<b>Water Usage and Connections</b>	
<ul style="list-style-type: none"> <li>No known constraints from existing network.</li> </ul>	

<b>Deliverability</b>	
<ul style="list-style-type: none"> <li>The Fenland Neighbourhood Planning Vision Study identified the area to the west of the town as being highly constrained with limited opportunities for development with severance accorded by the A141 being a key issue.</li> <li>There were 2 land submissions for the area submitted between 2004 and 2007 seeking approval for residential development (Nos: 10 &amp; 16) which would cover most of the area.</li> </ul>	

<b>Assessment</b>	
<p>Development of the area would be on a Greenfield site and involve the loss of good quality agricultural land. However almost all the site is in FZ1 which would mean housing could be provided in the area in accordance with the Sequential Approach for flood risk.</p> <p>Although there are definable boundaries to the area, care would be needed to prevent unacceptable visual intrusion into the open countryside from the west and south, which are likely to require enhanced landscaping.</p> <p>Development in the area would though adversely affect the town's morphology resulting in the town centre and local schools being difficult to access by foot or cycle. Furthermore the busy A141 lacks a safe crossing and in effect results in severance of the area from the remainder of the town further re-enforcing the relatively isolated location of the site.</p> <p>The area is well located in relation to local employment opportunities and convenience shopping, but again the A141 and A142 act as barriers to safe access to these facilities.</p> <p>The severance afforded by the A141 in particular and the distance from the town centre and local schools means that it is not considered to be suitable at the present time for inclusion as either a broad location or strategic allocation in the Core Strategy.</p>	

## Chatteris North

### Site Characteristics

The approximately triangular shaped area is located to the north of the town in an area to the south of the A142 bypass and east and north of the existing built limits of the town.

The area gently slopes from north to south and comprises a number of open arable fields some of which are demarcated with drainage ditches.

<b>Proximity to Key Services - Walking/Cycling</b>	
<b>Distance to Town Centre</b>	
<ul style="list-style-type: none"> <li>Approx 400m</li> </ul>	
<b>Other convenience shopping</b>	
<ul style="list-style-type: none"> <li>Approx 400m</li> </ul>	
<b>Major employment area</b>	
<ul style="list-style-type: none"> <li>Approx 250m to Dock Road Industrial Estate</li> </ul>	
<b>Secondary school</b>	
<ul style="list-style-type: none"> <li>Approx 1200m to Cromwell Community College</li> </ul>	
<b>Primary school</b>	
<ul style="list-style-type: none"> <li>Approx 500m to Glebelands PS, Farriers Gate</li> </ul>	

<b>Definable Boundaries</b>	
<ul style="list-style-type: none"> <li>The A142 is on the northern boundary. Beyond this the landscape is rural and very open.</li> <li>There are existing residential and business premises on the western boundary.</li> <li>To the south are dwellings as well as a cemetery and an area of public open space.</li> <li>The boundaries of the area are therefore reasonably well defined, though for flood risk and other issues, it is not certain where the appropriate final boundary could be.</li> </ul>	
<b>Impact on Town Morphology (Shape)</b>	
<ul style="list-style-type: none"> <li>Within existing overall built up limits of the town and within A142.</li> </ul>	

<b>Land Resource</b>	
<b>Greenfield / Brownfield</b>	
<ul style="list-style-type: none"> <li>Greenfield</li> </ul>	
<b>Flood Risk</b>	
<ul style="list-style-type: none"> <li>Predominantly FZ3 in the north part of the area. Land in the southern part falls within FZ1.</li> <li>Conclusion – The area to the south and adjacent to the existing built up part of the town would be suitable for some housing in accordance with the sequential test. The Exception Test would need to be passed to justify the remainder of the area for housing. Uses compatible with the flood zone risk status would be acceptable in this location in principle without the Exception Test being passed.</li> </ul>	

<b>Contamination</b>	
<ul style="list-style-type: none"> <li>No known contamination</li> </ul>	
<b>Grade of Agricultural Land</b>	
<ul style="list-style-type: none"> <li>Grade 2</li> </ul>	

<b>Minerals and Waste Issues</b>	
<b>Mineral Safeguarding Areas</b>	
<ul style="list-style-type: none"> <li>None</li> </ul>	
<b>Waste Water Treatment Work Safeguarding Area</b>	
<ul style="list-style-type: none"> <li>The area falls within the Nightlayers WWTW Safeguarding Area</li> </ul>	
<b>Transport Safeguarding Areas</b>	
<ul style="list-style-type: none"> <li>None</li> </ul>	
<b>Waste Consultation Area</b>	
<ul style="list-style-type: none"> <li>None</li> </ul>	
<b>Waste Safeguarding Area</b>	
<ul style="list-style-type: none"> <li>None</li> </ul>	

<b>Environmental Issues</b>	
<b>Landscape Character</b>	
<ul style="list-style-type: none"> <li>The area is located within the Chatteris Clay Island landscape character type</li> <li>It is agricultural in nature and very open and the land slopes gently away from the town towards the A142 bypass. It comprises a number of open arable fields some of which are demarcated with drainage ditches.</li> </ul>	
<b>Historic Features</b>	
<ul style="list-style-type: none"> <li>POS Amenity land in Furrowfields (adjacent to the south-west corner of the area) is an archaeological fieldwork area due to its ridge and furrow remains.</li> <li>No other known built heritage assets within area.</li> </ul>	
<b>Proximity to Ramsar, SPA, SAC Sites,</b>	
<ul style="list-style-type: none"> <li>Significant distance to Ouse Washes – 5.9km approx</li> </ul>	
<b>Sites of Special Scientific Interest (SSSIs)</b>	
<ul style="list-style-type: none"> <li>Significant distance to Ouse Washes – 5.9km approx</li> </ul>	
<b>Local Nature Reserves</b>	
<ul style="list-style-type: none"> <li>None</li> </ul>	
<b>County Wildlife Sites</b>	
<ul style="list-style-type: none"> <li>None</li> </ul>	

<b>Other known Biodiversity features</b>	
<ul style="list-style-type: none"> <li>• Drains and ditches</li> </ul>	
<b>TPO Trees</b>	
<ul style="list-style-type: none"> <li>• None within area</li> </ul>	
<b>Public Open Space / Recreation and Sports</b>	
<ul style="list-style-type: none"> <li>• No public open space within the area, but adjacent to an area of public open space in Furrowfields. An opportunity exists to extend this POS within the site.</li> <li>• Not adjacent to existing recreation and sports facilities</li> </ul>	
<b>Noise Pollution</b>	
<ul style="list-style-type: none"> <li>• Proximity to the A142, and existing employment uses may be an issue for any proposed residential development.</li> <li>• New employment uses in the area could affect existing residential occupiers.</li> </ul>	

<b>Available Infrastructure</b>	
<b>Transport - Roads</b>	
<ul style="list-style-type: none"> <li>• The A142 borders the area to the north. Access from this road should be possible but will require further detailed consideration.</li> <li>• There are a number of access points utilising existing residential roads which should be able to serve any housing development.</li> </ul>	
<b>Transport – Foot and Cycle Ways</b>	
<ul style="list-style-type: none"> <li>• The site is approximately 400m from the edge of Chatteris Town Centre by foot or cycle, using the existing highway network. There would be generally good connections to other parts of the town using the existing network for pedestrians and cyclists.</li> <li>• No public rights of way cross the site.</li> </ul>	
<b>Transport – Public Transport</b>	
<ul style="list-style-type: none"> <li>• Buses run relatively infrequently along New Road and High Street / Bridge Street.</li> </ul>	
<b>Waste Water Treatment Works</b>	
<ul style="list-style-type: none"> <li>• Development would be reliant on the Nightlayers WWTW north of the A142 where there is capacity for growth.</li> </ul>	
<b>Capacity of Sewer Network</b>	
<ul style="list-style-type: none"> <li>• The capacity of the sewer network in Chatteris as a whole is currently working at its limit. The distance of the area from the WWTW (within 150m) means that any upgrade required should be relatively straightforward to achieve.</li> </ul>	
<b>Electricity Provision</b>	
<ul style="list-style-type: none"> <li>• Upgrades to the Chatteris substation and existing 33kV network will be required in the medium to long term.</li> </ul>	
<b>Gas Main Connection</b>	
<ul style="list-style-type: none"> <li>• No known constraints</li> </ul>	
<b>Water Useage and Connections</b>	
<ul style="list-style-type: none"> <li>• No known constraints</li> </ul>	

## Deliverability

- The Fenland Neighbourhood Planning Vision Study identified the area to the north of the town as being constrained by flood risk but having opportunities to extend the employment area.
- The eastern side of the area has been the subject of a land submission (No.115) between 2004 and 2007.
- There have also been informal enquiries from developers to extend Furrowfields Road to gain access to develop the western side of the area.
- Whilst interest in developing the area has been indicated these have not as yet materialised into concept master plans. The site is well located in relation to the town centre and the remainder of the town. Assuming that flood risk, access and noise issues can be successfully addressed the area should provide a good opportunity for development in the longer term to assist with the Council's growth agenda. The Council is therefore of the view that there is a good chance that the site will be deliverable during the plan period.

## Assessment

Development of the area would be on a Greenfield site and involve the loss of high grade agricultural land. The majority of the area is in FZ3, but the land to the south (and closest to the town) is in FZ1. Some housing would be possible in this area in accordance with the sequential approach and test for flood risk, although the remainder of the area to the north would need to be compatible with its flood risk status, or the Exception Test would need to be passed.

Development in this area would accord well with the town's morphology. It should be possible to utilise the A142 as a potential access but there are also a number of existing local accesses for residential development, which would also provide sustainable transport links to the remainder of the town. There would also be an opportunity to expand the existing Furrowfields area of POS northwards.

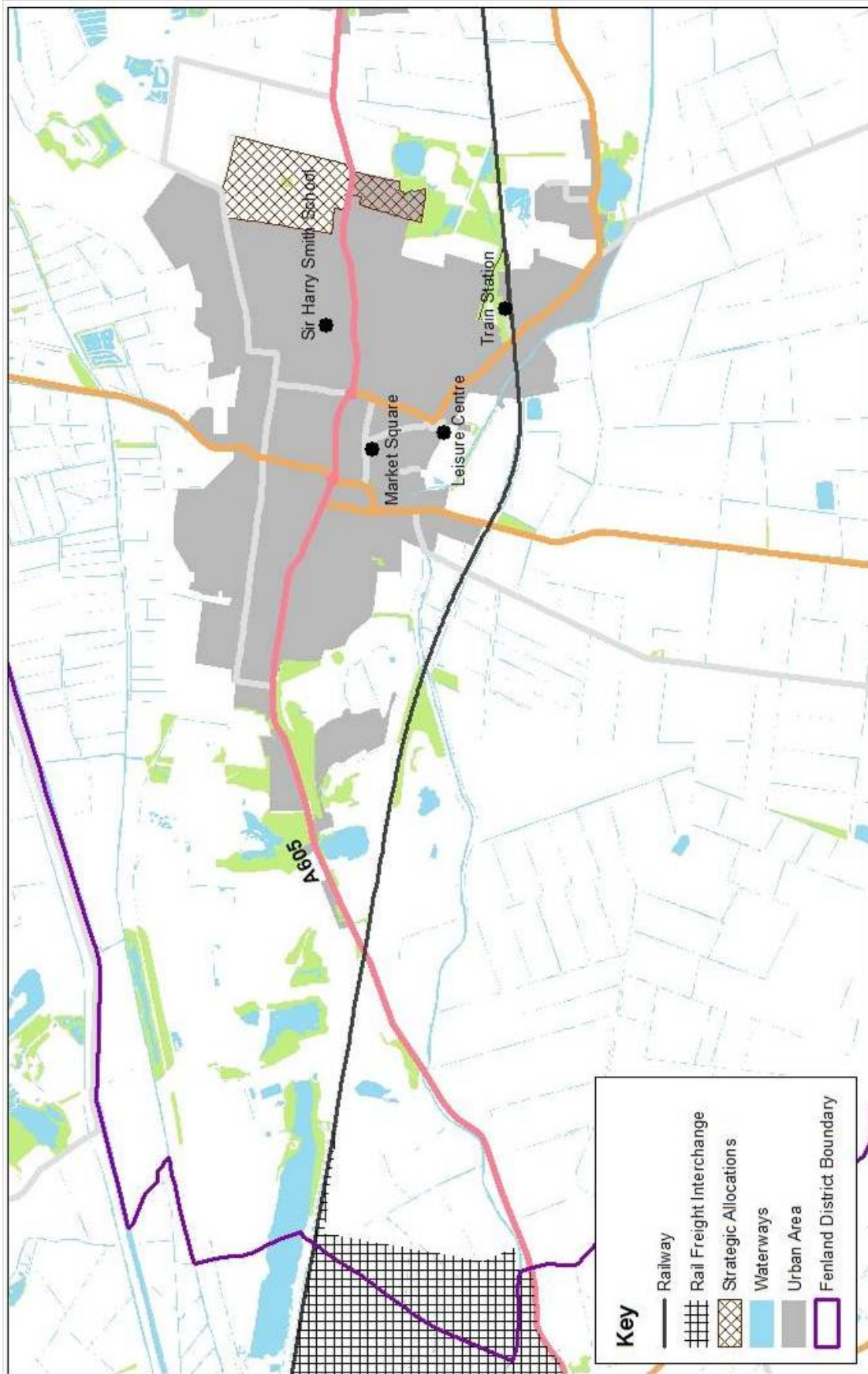
There are no known natural or heritage issues to consider and the proximity of the WWTW means that any upgrade of the sewer network should be relatively easy to address.

The area is well located to the remainder of the town and key services, and depending on the type and extent of development there would be relatively few constraints to overcome. The relatively close proximity to the town centre is a major advantage of the proposal, but development of the site would need to be compatible with its flood risk status.

The extent of developer interest may mean that it comes forward later in the plan period, though there is no particular reason why this must be the case. As the Council is keen to pursue a pro-growth agenda, and wishes to retain as flexible approach as possible for a variety of development types in the future, the area is included as a broad location rather than a strategic allocation at this time. The issues around flood risk issues, access potential and other matters prevent at this time from the area being specifically allocated as a strategic allocation – a comprehensive delivery scheme would need to test these in order to determine such boundaries.



Whittlesey



**Key**

- Railway
- Rail Freight Interchange
- Strategic Allocations
- Waterways
- Urban Area
- Fenland District Boundary



**Key Diagram for Whittlesey**

Not To Scale

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## **East Whittlesey**

### **Site Characteristics**

Situated to the east of the town the irregular shaped area is located to the north and south of the A605 Eastrea Road. The west of the site abuts the existing, predominantly residential, development on the east side of the town. To the south is the Lattersey Nature Reserve. To the east and north–east are open fields and to the north Drybread Road.

The area is flat and generally open, although new sports pitches in the northern part are enclosed by a 2.0m high fence. The area to the north of the A605 is predominantly arable, whilst that to the south is a former garden nursery.

<b>Proximity to Key Services - Walking/Cycling</b>	
<b>Distance to Town Centre</b>	
<ul style="list-style-type: none"> <li>• Approx 1500m</li> </ul>	
<b>Other convenience shopping</b>	
<ul style="list-style-type: none"> <li>• Approx 800m – Nisa, Victory Avenue</li> </ul>	
<b>Major employment area</b>	
<ul style="list-style-type: none"> <li>• Approx 1200m to Station Road EA</li> </ul>	
<b>Secondary school</b>	
<ul style="list-style-type: none"> <li>• Approx 650m to Sir Harry Smith Community College</li> </ul>	
<b>Primary school</b>	
<ul style="list-style-type: none"> <li>• Approx 650m to Alderman Jacobs PS</li> </ul>	
<b>Railway Station</b>	
<ul style="list-style-type: none"> <li>• Approx 1200m</li> </ul>	

<b>Definable Boundaries</b>	
<ul style="list-style-type: none"> <li>• The western limit of the area is the rear of dwellings and other buildings in Crescent Road, Feldale Place, Crescent Close, Guildenburgh Crescent, Bellman’s Grove and Mountbatten Way.</li> <li>• The south-west corner and southern boundary abut an area of public open space and the Lattersey Nature Reserve, an area of mature woodland.</li> <li>• The eastern boundary to the south of the A605 follows an access road with a mature hedge on its west side leading to Gildenburg Water, a National Inland Diving Centre. To the north of the A605 the eastern boundary follows a field boundary ditch with mature planting along most of its length as far as newly constructed and enclosed sports pitches. Development further to the east and north–east of the area would result in a marked visual encroachment into open countryside. Development further to the east of the area south of the A605 would also result in coalescence with a group of residential and commercial buildings, thereby giving emphasise to the linear form of the town and extending it markedly closer to the village of Eastrea.</li> <li>• The northern boundary follows the north side of the sports pitches and Drybread Road which currently has dwellings only on its northern side at this point.</li> <li>• Definable boundaries therefore exist for all of the area although some additional landscaping will be required along parts of the eastern boundary to the north of the</li> </ul>	

A605, to reduce any adverse visual impact on the openness of the area.	
<b>Impact on Town Morphology (Shape)</b>	
<ul style="list-style-type: none"> <li>Extending eastward into open countryside especially north of the A605 but no adverse impact on town's shape.</li> </ul>	

<b>Land Resource</b>	
<b>Greenfield / Brownfield</b>	
<ul style="list-style-type: none"> <li>Greenfield land</li> <li>The former nurseries to the south of the A605 are considered to be Greenfield land in accordance with planning legislation</li> </ul>	
<b>Flood Risk</b>	
<ul style="list-style-type: none"> <li>All within FZ1</li> </ul>	
<b>Contamination</b>	
<ul style="list-style-type: none"> <li>A former landfill site adjoins the area on its south-west side, and the majority of the area to the south of the A605 falls within a 250m buffer of that site.</li> <li>The land to the north of the A605 is not subject to any known contamination issues.</li> </ul>	
<b>Grade of Agricultural Land</b>	
<ul style="list-style-type: none"> <li>Grade 2</li> </ul>	

<b>Minerals and Waste Issues</b>	
<b>Mineral Safeguarding Areas</b>	
<ul style="list-style-type: none"> <li>Sand and gravel deposits are located on the east side of the area to the north of the A605, and cover the whole of the area to the south of the A605.</li> <li>For the area to the south of the A605 large scale extraction is unlikely due to its proximity to the existing built up area of the town, but opportunities exist to utilise the material deposits covering the whole area as part of any development.</li> </ul>	
<b>Waste Water Treatment Work Safeguarding Area</b>	
<ul style="list-style-type: none"> <li>None</li> </ul>	
<b>Transport Safeguarding Areas</b>	
<ul style="list-style-type: none"> <li>None</li> </ul>	
<b>Waste Site</b>	
<ul style="list-style-type: none"> <li>None</li> </ul>	
<b>Waste Consultation Area</b>	
<ul style="list-style-type: none"> <li>South-west corner of the area falls within a Waste Consultation Area.</li> </ul>	

<b>Environmental Issues</b>	
<b>Landscape Character</b>	

<ul style="list-style-type: none"> <li>• The area is generally flat. The area to the north of the A605 consists of several open arable fields of mixed sizes and the enclosed sports pitches. A small copse of mature trees is located within the centre of this area. The area to the south of the A605 is more enclosed but consists of a single homogenous area.</li> <li>• To the west the area is predominantly developed but to the south the woodland of the nature reserve and area of public amenity space form a more natural environment.</li> <li>• To the east and north of the area, the landscape is generally open with extensive arable farming.</li> </ul>	
<b>Historic Features</b>	
<ul style="list-style-type: none"> <li>• Archaeological find spot in area north of the A605 near to Crescent Close, and in the south east corner to the south of the A605.</li> <li>• No known visible heritage assets</li> </ul>	
<b>Proximity to Ramsar, SPA, SAC Sites</b>	
<ul style="list-style-type: none"> <li>• Approximately 1.0km to Nene Washes Ramsar Site, and Special Protection Area (to north)</li> <li>• Approximately 1.0km to Morton's Leam Drain Special Area of Conservation (to north)</li> </ul>	
<b>Sites of Special Scientific Interest (SSSIs)</b>	
<ul style="list-style-type: none"> <li>• Within 550m of Bassenhally Pit SSSI (to north east)</li> <li>• Approximately 1.0km from Nene Washes SSSI (to north)</li> </ul>	
<b>Local Nature Reserve</b>	
<ul style="list-style-type: none"> <li>• Adjacent to Lattersey Local Nature Reserve (to south and south-west)</li> </ul>	
<b>County Wildlife Sites (CWS)</b>	
<ul style="list-style-type: none"> <li>• Approximately 625 m from Pit south east of Bassenhally Pit CWS (to north)</li> <li>• Approximately 900m from Drover's Field, Eastrea, CWS (to east)</li> </ul>	
<b>Other known Biodiversity features</b>	
<ul style="list-style-type: none"> <li>• Trees and hedgerows</li> <li>• Drains and ditches</li> </ul>	
<b>TPO Trees</b>	
<ul style="list-style-type: none"> <li>• None affected</li> </ul>	
<b>Public Open Space / Sports and Recreation</b>	
<ul style="list-style-type: none"> <li>• New sports pitches located within the north part of the area.</li> <li>• Crescent Close play area adjoins the west side of the area to the north of the A605.</li> <li>• Mountbatten Way public open space adjoins the west side of the area to the south of the A605.</li> <li>• Lattersey Nature Reserve adjacent to the south and south-west of the site is open to the public.</li> <li>• Gildenburgh Water to the south east of the area is a National Inland Diving Centre.</li> <li>• Edges of fields of the area to the north of the A605 are currently used mainly for walking by members of the public.</li> </ul>	

<b>Available Infrastructure</b>
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<b>Transport - Roads</b>	
<ul style="list-style-type: none"> <li>The A605 transects the area and new accesses to north and south should be relatively easy to provide.</li> <li>Drybread Road to the north is a residential distributor road, and should also be able to provide access to the northern part of the area.</li> </ul>	
<b>Transport – Foot and Cycle Ways</b>	
<ul style="list-style-type: none"> <li>There are no public rights of way across the area but the area to the north is accessed via an existing farm track from the A605.</li> <li>Footpath access is also provided to the area from Feldale Place.</li> <li>There are currently no official cycleways linking directly to the site.</li> <li>However, footpath and cycle access are potentially available to the southern part of the area via Mountbatten Way, Diana Close and the Lattersey Nature Reserve.</li> </ul>	
<b>Transport – Public Transport</b>	
<ul style="list-style-type: none"> <li>Buses run along the A605 relatively regularly.</li> <li>Should a town loop bus service be provided links through the site to join the A605 with Drybread Road could be potentially possible.</li> </ul>	
<b>Waste Water Treatment Works (WWTW)</b>	
<ul style="list-style-type: none"> <li>Development would be reliant on the Whittlesey WWTW to the south of the town where there are known capacity constraints at present.</li> <li>Due to physical constraints in the Middle Level System, WWTW is unable to treat any additional flows until upgrades are in place.</li> </ul>	
<b>Capacity of Sewer Network</b>	
<ul style="list-style-type: none"> <li>The capacity of the sewer network in Whittlesey as a whole is currently working at its limit. The distance and location of the WWTW means that detailed consideration of improvements to the network will be required to enable acceptable development.</li> </ul>	
<b>Electricity Provision</b>	
<ul style="list-style-type: none"> <li>No known constraints from existing network</li> </ul>	
<b>Gas Main Connection</b>	
<ul style="list-style-type: none"> <li>No known constraints from existing network</li> </ul>	
<b>Water Usage and Connections</b>	
<ul style="list-style-type: none"> <li>No known constraints from existing network</li> </ul>	

<b>Deliverability</b>	
<ul style="list-style-type: none"> <li>The Fenland Neighbourhood Planning Vision Study identified the area as having opportunities for development with limited constraints/risks.</li> <li>3 land submissions were submitted for the area between 2004 and 2007 (Nos: 84, 191, 209).</li> <li>The Preferred Options Consultation July 2011 for the Core Strategy indicated that these areas were still available for development (Nos: 000590-000597, 000580-000586, and 000562).</li> <li>The land to the north of the A605 was granted outline planning permission for 450 dwellings in February 2012 (known as Bassenhally Farm).</li> <li>Land to the south of the A605 has recently been the subject of planning application for two new supermarkets (one within the area identified, one just outside), and also</li> </ul>	

includes housing, employment and open space to the north, east and south of the Gildenberg Water Inland Diving Centre. This area is the subject of a concept master plan.

- Overall, there is clear developer interest in this location (and further east) and deliverability does not appear a problem.

### **Assessment**

Development of the area would be on Greenfield land. On land to the north of the A605 this would involve the loss of high grade agricultural. However, the area is in FZ1 which would allow substantial housing in this area in accordance with the sequential approach and test for flood risk. In any event, the land has the benefit of planning permission.

Although there are definable boundaries to the majority of the area, care will be needed to prevent unacceptable visual intrusion into to the open countryside to the east which is likely to require enhanced landscaping. Whilst there would be a significant expansion of the town to the east, there would not be any unacceptable adverse impact on its morphology.

The area is relatively well located to the town centre, railway station, and Sir Harry Smith Community College and Alderman Jacobs Primary School. Sustainable connections to the remainder of the town are also possible and new access(es) should be relatively straightforward to provide from the A605 and Drybread Road.

Known issues to address include the upgrade of the sewer network and capacity of the WWTW. The proximity of Lattersey Nature Reserve will need to be carefully considered in any developments as well as impacts on the Nene Washes and other designated areas. In addition regard should be had to the Waste and Minerals Plan about the known mineral deposits. Whilst large scale commercial extraction is unlikely, they may provide opportunities to be used locally as part of any development.

There is significant developer interest in the area including an extant planning permission to the north of the A605, and the Council is confident that development would be deliverable. The area is therefore included as a strategic allocation in the Core Strategy.

## South Whittlesey

### Site Characteristics

This area is situated immediately to the south of the town and is bounded by the Kings Dyke river to the north, Aliwal Road to the east, the main line railway to the south and Ramsey Road and existing development to the west.

It comprises two agricultural fields of varying sizes which are both flat and open. There is a line of mature trees along the river bank.

<b>Proximity to Key Services - Walking/Cycling</b>	
<b>Distance to Town Centre</b>	
<ul style="list-style-type: none"> <li>Approx 500m</li> </ul>	
<b>Other convenience shopping</b>	
<ul style="list-style-type: none"> <li>Approx 500m</li> </ul>	
<b>Major employment area</b>	
<ul style="list-style-type: none"> <li>Approx 550m to Station Road EA</li> </ul>	
<b>Secondary school</b>	
<ul style="list-style-type: none"> <li>Approx 1100m to Sir Harry Smith Community College</li> </ul>	
<b>Primary school</b>	
<ul style="list-style-type: none"> <li>Approx 550m to Park Lane Primary School</li> </ul>	
<b>Railway Station</b>	
<ul style="list-style-type: none"> <li>Approx 550m</li> </ul>	

<b>Definable Boundaries</b>	
<ul style="list-style-type: none"> <li>The western limit of the area is Ramsey Road and existing development on the west side of the road.</li> <li>To the north is the King's Dyke river and to the east Aliwal Road.</li> <li>To the south is the Peterborough to Ely railway line.</li> <li>There are therefore definable boundaries for the whole of the area.</li> </ul>	
<b>Impact on Town Morphology (Shape)</b>	
<ul style="list-style-type: none"> <li>There would be no adverse impact on the shape of the town.</li> </ul>	

<b>Land Resource</b>	
<b>Greenfield / Brownfield</b>	
<ul style="list-style-type: none"> <li>Greenfield land</li> </ul>	
<b>Flood Risk</b>	
<ul style="list-style-type: none"> <li>Most of the area falls within FZ2 &amp; FZ3 with a "finger" shaped line nearest the river falling within FZ1. Both the Sequential Test and Exception Test would need to be passed to allow larger scale residential development on the site.</li> </ul>	

<b>Contamination</b>	
<ul style="list-style-type: none"> <li>No known major contamination within the area</li> </ul>	
<b>Grade of Agricultural Land</b>	
<ul style="list-style-type: none"> <li>Grade 3</li> </ul>	

<b>Minerals and Waste Issues</b>	
<b>Mineral Safeguarding Areas</b>	
<ul style="list-style-type: none"> <li>Sand and gravel deposits cover almost the entire area.</li> <li>It may be that large scale commercial extraction would be unlikely due to the proximity of the site to local residents but there may be opportunities to utilise the deposits as part of any development.</li> </ul>	
<b>Waste Site</b>	
<ul style="list-style-type: none"> <li>Ashline Pumping Station is located in the north-east part of the site</li> <li>Anglian Water WWTW is located adjacent to the south-east of the site</li> <li>FDC Sewage Treatment Works are situated immediately to the north of the area on the north side of King's Dyke</li> </ul>	
<b>Waste Water Treatment Work Safeguarding Area</b>	
<ul style="list-style-type: none"> <li>Approximately three quarters of the site (eastern part) falls within WWTW safeguarding areas</li> </ul>	
<b>Transport Safeguarding Areas</b>	
<ul style="list-style-type: none"> <li>None</li> </ul>	
<b>Waste Consultation Area</b>	
<ul style="list-style-type: none"> <li>None</li> </ul>	

<b>Environmental Issues</b>	
<b>Landscape Character</b>	
<ul style="list-style-type: none"> <li>The area is generally flat and open with mature trees along the river embankment.</li> <li>Due to the proximity of the railway line embankment which effectively encloses the area it has a distinct edge of town character rather than of open countryside.</li> <li>A mature hedgerow divides the two fields with drainage ditches along the western and southern boundaries.</li> <li>To the south of the railway land the land is open countryside.</li> </ul>	
<b>Historic Features</b>	
<ul style="list-style-type: none"> <li>A military pillbox is located on the river bank in the northwest part of the site.</li> <li>There are no other identified heritage assets within the area, although excavations of the nearby brick clay pits have historically provided a rich vein of archaeological deposits</li> </ul>	



<b>Proximity to Ramsar, SPA, SAC Sites</b>	
<ul style="list-style-type: none"> <li>Approx 1700m to the Nene Washes Ramsar Site, Special Protection Area and Morton's Leam Drain Special Area of Conservation (to the north)</li> </ul>	
<b>Sites of Special Scientific Interest (SSSIs)</b>	
<ul style="list-style-type: none"> <li>Approx 1700m to the Nene Washes SSSI</li> </ul>	
<b>Local Nature Reserve</b>	
<ul style="list-style-type: none"> <li>None adjacent or within the immediate vicinity of the site</li> </ul>	
<b>County Wildlife Sites (CWS)</b>	
<ul style="list-style-type: none"> <li>None adjacent or within the immediate vicinity of the site</li> </ul>	
<b>Other known Biodiversity features</b>	
<ul style="list-style-type: none"> <li>Hedgerows and trees</li> <li>Drains and ditches</li> <li>Kings Dyke river habitat hosts a variety of species</li> </ul>	
<b>TPO Trees</b>	
<ul style="list-style-type: none"> <li>None within the area</li> </ul>	
<b>Public Open Space / Sports and Recreation</b>	
<ul style="list-style-type: none"> <li>There is no public open space within area although the Manor Leisure Centre and playing fields are in very close proximity to the area on the north side of King's Dyke.</li> <li>The Recreation Ground in Station Road is within 300m of the site.</li> </ul>	

<b>Available Infrastructure</b>	
<b>Transport - Roads</b>	
<ul style="list-style-type: none"> <li>Vehicular access should be possible from Ramsey Road and Aliwal Road</li> </ul>	
<b>Transport – Foot and Cycle Ways</b>	
<ul style="list-style-type: none"> <li>There are good potential links to the existing footpath network which would allow access to both the town and countryside</li> <li>There are no cycle routes within the immediate vicinity but the area is within 700m of a national cycle route (NCR63).</li> </ul>	
<b>Transport – Public Transport</b>	
<ul style="list-style-type: none"> <li>The No31 runs along Ramsey Road Monday to Saturday with generally a 1 hourly service during the peak periods and 2 hourly service in between</li> <li>Other bus services can be accessed from the town centre approximately 500m walk.</li> <li>Trains at Whittlesea Station (approx 550m away) stop on an approximately 2 hourly basis.</li> </ul>	

<b>Waste Water Treatment Works (WWTW)</b>	
<ul style="list-style-type: none"> <li>• Development would be reliant on the Whittlesey WWTW to the south of the town where there are known capacity constraints at present.</li> <li>• Due to physical constraints in the Middle Level System, WWTW is unable to treat any additional flows until upgrades are in place.</li> </ul>	
<b>Capacity of Sewer Network</b>	
<ul style="list-style-type: none"> <li>• The capacity of the sewer network in Whittlesey as a whole is currently working at its limit. The distance and location of the WWTW means that detailed consideration of improvements to the network will be required to enable acceptable development.</li> </ul>	
<b>Electricity Provision</b>	
<ul style="list-style-type: none"> <li>• No known constraints from existing network</li> </ul>	
<b>Gas Main Connection</b>	
<ul style="list-style-type: none"> <li>• No known constraints from existing network</li> </ul>	
<b>Water Usage and Connections</b>	
<ul style="list-style-type: none"> <li>• No known constraints from existing network</li> </ul>	

<b>Deliverability</b>	
<ul style="list-style-type: none"> <li>• The Fenland Neighbourhood Planning Vision Study identified the area as being constrained for development and identified flood risk and safeguarded minerals allocation as key constraints.</li> <li>• Land submissions were submitted for the area between 2004 and 2007 (No: 18) which included concept master plans for the area but there has been little developer interest since.</li> <li>• It is therefore uncertain whether the area could be delivered during the plan period, particularly as there are key constraints to overcome.</li> </ul>	

<b>Assessment</b>
<p>Development of the area would be on Greenfield land although it is not the highest grade agricultural land. There are definable boundaries to the area and there would be no adverse impact on the town's morphology.</p> <p>However a significant amount of the area is in FZ3 which would mean that for residential development the Sequential Test and Exception Test would need to be passed.</p> <p>The area is well located in relation to key services, facilities and the available public transport, and not unduly constrained by nature conservation designations. However there are sand and gravel deposits in the area which would require further assessment to establish if they could be utilised either for commercial extraction or as part of any development of the site.</p> <p>The upgrade of the sewer network and capacity of the WWTW would also require attention.</p> <p>Whilst there has been developer interest in the land in the past it is uncertain as to the extent of this at the present time. However the key constraint of flood risk would preclude the site being acceptable at the present time, particular as there are other suitable sites available for development within and around the town which are within FZ1. As a result the area is not included in the Core Strategy as either a broad location or strategic allocation.</p>

**North West Whittlesey**

Site Characteristics

This area is situated to the north-west of the town and is bounded by Stonald Road and existing development to the south and east, by the Kings Dyke Nature Reserve to the west, and the Common Wash County Wildlife Site (CWS) to the north. Beyond the Common Wash CWS are the Nene Washes and both are designed to flood in a controlled manner when the capacity of the River Nene is exceeded. The Washes are an internationally designated area for nature conservation.

The area is generally flat and comprises a number of medium sized fields bounded by mature hedgerows. National Cycle Route 63 passes through the western part of the area.

<b>Proximity to Key Services - Walking/Cycling</b>	
<b>Distance to Town Centre</b>	
<ul style="list-style-type: none"> <li>• Approx 1300m</li> </ul>	
<b>Other convenience shopping</b>	
<ul style="list-style-type: none"> <li>• Approx 300m – Petrol filling station, 33 Peterborough Road</li> </ul>	
<b>Major employment area</b>	
<ul style="list-style-type: none"> <li>• Approx 950m to main employers in Peterborough Road</li> </ul>	
<b>Secondary school</b>	
<ul style="list-style-type: none"> <li>• Approx 2200m to Sir Harry Smith Community College</li> </ul>	
<b>Primary school</b>	
<ul style="list-style-type: none"> <li>• Approx 1300m to Park Lane Primary School</li> </ul>	
<b>Railway Station</b>	
<ul style="list-style-type: none"> <li>• Approx 2600m</li> </ul>	

<b>Definable Boundaries</b>	
<ul style="list-style-type: none"> <li>• The western limit of the area is a mature hedgerow forming the eastern extent of the Kings Dyke Nature Reserve.</li> <li>• To the north and east are also mature hedgerows, with the hedgerow to the north forming the southern boundary of the Common Wash CWS.</li> <li>• To the south east are dwellings in Snowfields and Glenfields and to the south Stonald Road (a length of Roman Road) with dwellings, rear gardens, and sports pitches on the opposite side of the road.</li> <li>• It is therefore possible to establish reasonably well defined boundaries for the whole area.</li> </ul>	
<b>Impact on Town Morphology (Shape)</b>	
<ul style="list-style-type: none"> <li>• Extending north westwards will result in the town’s shape being more elongated to some degree.</li> </ul>	

<b>Land Resource</b>
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<b>Greenfield / Brownfield</b>	
<ul style="list-style-type: none"> <li>Greenfield land</li> </ul>	
<b>Flood Risk</b>	
<ul style="list-style-type: none"> <li>Almost all of the area falls within FZ1</li> </ul>	
<b>Contamination</b>	
<ul style="list-style-type: none"> <li>No known major contamination within the area</li> </ul>	
<b>Grade of Agricultural Land</b>	
<ul style="list-style-type: none"> <li>Grade 4</li> </ul>	

<b>Minerals and Waste Issues</b>	
<b>Mineral Safeguarding Areas</b>	
<ul style="list-style-type: none"> <li>Sand and gravel deposits cover the entire area.</li> <li>The proximity of existing residential development, a County Wildlife Site, Local Nature Reserve and the Nene Washes means that large scale extraction is unlikely, but opportunities would exist to utilise the material deposits covering the area as part of any development.</li> </ul>	
<b>Waste Water Treatment Work Safeguarding Area</b>	
<ul style="list-style-type: none"> <li>None</li> </ul>	
<b>Transport Safeguarding Areas</b>	
<ul style="list-style-type: none"> <li>None</li> </ul>	
<b>Waste Site</b>	
<ul style="list-style-type: none"> <li>None</li> </ul>	
<b>Waste Consultation Area</b>	
<ul style="list-style-type: none"> <li>The southern most part of the area falls within a Waste Consultation Area</li> </ul>	

<b>Environmental Issues</b>	
<b>Landscape Character</b>	
<ul style="list-style-type: none"> <li>The area is generally flat and comprises a number of medium sized fields bounded by mature hedgerows, some of which are uncultivated.</li> <li>The Washes themselves are generally wide and open although broke up by smaller fields and paddocks with intermittent mature planting</li> <li>The land to the north is open countryside, whilst to the west the land is also open thereby providing a transition between the built up areas of the town and the industrial nature of the Whittlesey brick works and clay pits.</li> </ul>	

<b>Historic Features</b>	
<ul style="list-style-type: none"> <li>• Stonald Road immediately to the south of the area comprises an identified length of Roman Road.</li> <li>• There are no other identified heritage assets within the area, although excavation of the nearby brick clay pits have historically provided a rich vein of archaeological deposits</li> </ul>	
<b>Proximity to Ramsar, SPA, SAC Sites</b>	
<ul style="list-style-type: none"> <li>• Approx 175m to the Nene Washes Ramsar Site, Special Protection Area and Morton's Leam Drain Special Area of Conservation (to the north)</li> </ul>	
<b>Sites of Special Scientific Interest (SSSIs)</b>	
<ul style="list-style-type: none"> <li>• Approx 175m to the Nene Washes SSSI</li> </ul>	
<b>Local Nature Reserve</b>	
<ul style="list-style-type: none"> <li>• Adjacent to the Kings Dyke Nature Reserve to the west</li> </ul>	
<b>County Wildlife Sites (CWS)</b>	
<ul style="list-style-type: none"> <li>• Adjacent to the Common Wash CWS to the north</li> </ul>	
<b>Other known Biodiversity features</b>	
<ul style="list-style-type: none"> <li>• Hedgerows and trees</li> <li>• Drains and ditches</li> <li>• Uncultivated land</li> </ul>	
<b>TPO Trees</b>	
<ul style="list-style-type: none"> <li>• None within the area</li> </ul>	
<b>Public Open Space / Sports and Recreation</b>	
<ul style="list-style-type: none"> <li>• There is no public open space within area although a public footpath and national cycle route (NCR63) runs through the area.</li> <li>• There are a number of sports pitches in Stonald Road immediately to the south of the area.</li> <li>• Some of the fields appear to be used informally by members of the public.</li> </ul>	

<b>Available Infrastructure</b>	
<b>Transport - Roads</b>	
<ul style="list-style-type: none"> <li>• Vehicular access should be possible from Stonald Road, Glenfields and Snowley Park</li> </ul>	
<b>Transport – Foot and Cycle Ways</b>	
<ul style="list-style-type: none"> <li>• A public footpath and national cycle route (NCR63) runs through the area. To the east this leads to Whittlesey Town Centre and eventually March and Wisbech, whilst to the west the route leads to a bridge over the River Nene and onwards to Peterborough, including links to the Peterborough Green Wheel.</li> </ul>	

<b>Transport – Public Transport</b>	
<ul style="list-style-type: none"> <li>The area is approx 200m away from the Whittlesey to Peterborough bus service route along the A605 which operates on a daily basis generally on a half hourly basis during the peak and hourly at off peak times.</li> <li>Should a town loop bus service be provided a link through the area may be possible.</li> </ul>	
<b>Waste Water Treatment Works (WWTW)</b>	
<ul style="list-style-type: none"> <li>Development would be reliant on the Whittlesey WWTW to the south of the town where there are known capacity constraints at present.</li> <li>Due to physical constraints in the Middle Level System, WWTW is unable to treat any additional flows until upgrades are in place.</li> </ul>	
<b>Capacity of Sewer Network</b>	
<ul style="list-style-type: none"> <li>The capacity of the sewer network in Whittlesey as a whole is currently working at its limit. The distance and location of the WWTW means that detailed consideration of improvements to the network will be required to enable acceptable development.</li> </ul>	
<b>Electricity Provision</b>	
<ul style="list-style-type: none"> <li>No known constraints from existing network</li> </ul>	
<b>Gas Main Connection</b>	
<ul style="list-style-type: none"> <li>No known constraints from existing network</li> </ul>	
<b>Water Usage and Connections</b>	
<ul style="list-style-type: none"> <li>No known constraints from existing network</li> </ul>	

<b>Deliverability</b>	
<ul style="list-style-type: none"> <li>The Fenland Neighbourhood Planning Vision Study identified the area as being constrained but having some opportunities for development. Flood risk, proximity to nature conservation sites, and poor public transport were identified as constraints.</li> <li>2 land submissions have been submitted for the area between 2004 and 2011 (Nos: 156 and 284). These indicated some interest in two areas which together comprise a total of about a quarter of the area.</li> <li>The Preferred Options Consultation July 2012 for the Core Strategy indicated that these areas were still available for development (Nos: 000829 and 001130-001133).</li> <li>Overall, there is some developer interest in this location but deliverability of the whole area through a master planned approach is uncertain particularly as there are key constraints, especially in relation to nature conservation, to overcome.</li> </ul>	

<b>Assessment</b>
<p>Development of the area would be on Greenfield land although it is not high grade agricultural land. A significant amount of the area is in FZ1 which would mean that for residential development the Sequential Test could be passed.</p> <p>Development though is particularly constrained by the proximity of designated nature conservation sites including the Ramsar, SPA, SAC and SSSI designations of the Nene Washes, the Kings Dyke Nature Reserve, and the Common Wash County Wildlife Site. In order to ensure that there was no unacceptable impact on any of these designations an Appropriate Assessment under the Habitats Regulations would be required.</p> <p>Although there are definable boundaries to the majority of the area, the expansion of the town to</p>

the northwest could have some impact on its morphology by effectively “elongating” the town. The area is also some distance from the town centre, railway station, and primary and secondary schools but relatively well located in relation to businesses along the A605, Peterborough Road.

The upgrade of the sewer network and capacity of the WWTW would also require attention. In addition regard should be had to the Waste and Minerals Plan about the known mineral deposits. Whilst large scale commercial extraction is unlikely, there may be opportunities to use these locally as part of any development.

There is some limited developer interest in the area and due to its proximity to international, national, and locally designated nature conservation sites, and taking account of other preferable locations at Whittlesey, the area is not included as either a broad location or strategic allocation in the Core Strategy.

## **North Whittlesey**

### **Site Characteristics**

This area is situated immediately to the north of the town and to the east and west of the B1040, East Delph, and south of the Nene Washes. The west, south and eastern boundaries abut existing development in the town. To the north is open countryside and the Washes which are designed to flood in a controlled manner when the capacity of the River Nene is exceeded. The Washes are an internationally designated area for nature conservation.

The area is generally flat and comprises a number of medium sized uncultivated fields which are defined by hedgerows interspersed with mature trees.

<b>Proximity to Key Services - Walking/Cycling</b>	
<b>Distance to Town Centre</b>	
<ul style="list-style-type: none"> <li>Approx 600m</li> </ul>	
<b>Other convenience shopping</b>	
<ul style="list-style-type: none"> <li>Within 300m – Londis, Shell Garage, East Delph</li> </ul>	
<b>Major employment area</b>	
<ul style="list-style-type: none"> <li>Approx 1800m to Station Road EA</li> </ul>	
<b>Secondary school</b>	
<ul style="list-style-type: none"> <li>Approx 700m to Sir Harry Smith Community College</li> </ul>	
<b>Primary school</b>	
<ul style="list-style-type: none"> <li>Approx 250m to Alderman Jacobs PS</li> </ul>	
<b>Railway Station</b>	
<ul style="list-style-type: none"> <li>Approx 1800m</li> </ul>	

<b>Definable Boundaries</b>	
<ul style="list-style-type: none"> <li>The western limit of the area is the existing residential development in West Delph.</li> <li>The general southern boundary is existing development in the main comprising the rear of dwellings in Wash Lane, East Delph, Hammersley Drive, Viking Way , Norman Close, Whiteacres Road, Otago Road, Otago Close and Kingfisher Road.</li> <li>The eastern boundary is a hedgerow and drain which run in a northerly direction from the eastern “arm” of Kingfisher Road.</li> <li>To the north the area is more open and a definite boundary less well defined. However on land to the west of the B1040 it would be possible to utilise the track running mainly in an east-west direction between West Delph and East Delph. To the east of the B1040 an existing access and track way (south of 51 East Delph) and mature hedgerow could demarcate the northern boundary.</li> <li>It is therefore possible to establish reasonably well defined boundaries for the whole area, although additional landscaping may be required along the northern and far eastern boundaries to supplement existing trees and hedgerows.</li> </ul>	
<b>Impact on Town Morphology (Shape)</b>	
<ul style="list-style-type: none"> <li>Extending northwards into open countryside but no adverse impact on the town’s shape.</li> </ul>	



<b>Land Resource</b>	
<b>Greenfield / Brownfield</b>	
<ul style="list-style-type: none"> <li>Greenfield land</li> </ul>	
<b>Flood Risk</b>	
<ul style="list-style-type: none"> <li>All of the area to the west of East Delph falls within FZ3.</li> <li>Approximately one half of the area to the east of East Delph (predominantly the northern and eastern parts) falls within FZ3 with the remainder falling within FZ1.</li> <li>Large scale residential development would therefore not be possible unless both the Sequential Test and Exception Test could be passed.</li> </ul>	
<b>Contamination</b>	
<ul style="list-style-type: none"> <li>No known major contamination within the area</li> </ul>	
<b>Grade of Agricultural Land</b>	
<ul style="list-style-type: none"> <li>Grade 4</li> </ul>	

<b>Minerals and Waste Issues</b>	
<b>Mineral Safeguarding Areas</b>	
<ul style="list-style-type: none"> <li>Sand and gravel deposits cover almost the entire area on the land between West Delph and East Delph</li> <li>There are no mineral deposits on land to the east of East Delph except for a very narrow strip running approximately along the line of the trackway and hedgerow which comprise the northern boundary of the area.</li> <li>The proximity of both existing residential development and the Nene Washes means that large scale extraction is unlikely, but opportunities would exist to utilise the material deposits covering the area as part of any development.</li> </ul>	
<b>Waste Water Treatment Work Safeguarding Area</b>	
<ul style="list-style-type: none"> <li>None</li> </ul>	
<b>Transport Safeguarding Areas</b>	
<ul style="list-style-type: none"> <li>None</li> </ul>	
<b>Waste Site</b>	
<ul style="list-style-type: none"> <li>None</li> </ul>	
<b>Waste Consultation Area</b>	
<ul style="list-style-type: none"> <li>South-west corner of the area falls within a Waste Consultation Area.</li> </ul>	

<b>Environmental Issues</b>	
<b>Landscape Character</b>	
<ul style="list-style-type: none"> <li>The area is generally flat comprises a number of medium sized uncultivated fields, some of which are used for horse grazing, which are defined by hedgerows interspersed with</li> </ul>	

<p>mature trees.</p> <ul style="list-style-type: none"> <li>• The Washes themselves are generally wide and open although broke up by smaller fields and paddocks with intermittent tree and hedge planting.</li> <li>• The northern part of the area between East and West Delph slopes away markedly towards the Washes, enhancing the impression of open countryside to the north.</li> </ul>	
<b>Historic Features</b>	
<ul style="list-style-type: none"> <li>• There are no known heritage assets within the area</li> </ul>	
<b>Proximity to Ramsar, SPA, SAC Sites</b>	
<ul style="list-style-type: none"> <li>• Approx 225m to the Nene Washes Ramsar Site, Special Protection Area and Morton's Leam Drain Special Area of Conservation (to the north)</li> </ul>	
<b>Sites of Special Scientific Interest (SSSIs)</b>	
<ul style="list-style-type: none"> <li>• Approx 225m to the Nene Washes SSSI</li> <li>• Approx 800m to Bassenhally Pit SSSI (to north east)</li> </ul>	
<b>Local Nature Reserve</b>	
<ul style="list-style-type: none"> <li>• None adjacent or within the vicinity of the area</li> </ul>	
<b>County Wildlife Sites (CWS)</b>	
<ul style="list-style-type: none"> <li>• Part of the area to the east of the B1040 East Delph falls within the Wash Road Pollard Willows CWS</li> <li>• In very close proximity to the Common Wash CWS on north-west boundary</li> </ul>	
<b>Other known Biodiversity features</b>	
<ul style="list-style-type: none"> <li>• Trees and hedgerows</li> <li>• Drains and ditches</li> <li>• Uncultivated land</li> <li>• Pond in the north west area of land to the west of East Delph</li> </ul>	
<b>TPO Trees</b>	
<ul style="list-style-type: none"> <li>• None within the area</li> </ul>	
<b>Public Open Space / Sports and Recreation</b>	
<ul style="list-style-type: none"> <li>• There is no public open space in or adjacent to the site although nearby public footpaths and byways do provide access along, or to parts of the Nene Washes.</li> <li>• Fields particularly to the east of the B1040 appear to be used informally by members of the public.</li> </ul>	

<b>Available Infrastructure</b>	
<b>Transport - Roads</b>	
<ul style="list-style-type: none"> <li>• The B1040 East Delph A605 transects the area and new accesses from it should be relatively straight forward to provide.</li> <li>• Vehicular accesses would also be possible from West Delph, and Teal Road.</li> </ul>	

<b>Transport – Foot and Cycle Ways</b>	
<ul style="list-style-type: none"> <li>• There are no public rights of way across the area but there are a number of public footpaths and byways in the vicinity that provide access to the Nene Washes.</li> <li>• The network of existing pedestrian routes through adjacent developments means that sustainable links to surrounding development should be possible to provide.</li> <li>• There are currently no official cycle ways linking directly to the site, although National Cycle Route (NCR 63) on Stonald Road is approximately 350m from the site.</li> </ul>	
<b>Transport – Public Transport</b>	
<ul style="list-style-type: none"> <li>• There is a weekly bus service along the B1040 (Friday)</li> <li>• Should a town loop bus service be provided a link through the area may be possible.</li> </ul>	
<b>Waste Water Treatment Works (WWTW)</b>	
<ul style="list-style-type: none"> <li>• Development would be reliant on the Whittlesey WWTW to the south of the town where there are known capacity constraints at present.</li> <li>• Due to physical constraints in the Middle Level System, WWTW is unable to treat any additional flows until upgrades are in place.</li> </ul>	
<b>Capacity of Sewer Network</b>	
<ul style="list-style-type: none"> <li>• The capacity of the sewer network in Whittlesey as a whole is currently working at its limit. The distance and location of the WWTW means that detailed consideration of improvements to the network will be required to enable acceptable development.</li> </ul>	
<b>Electricity Provision</b>	
<ul style="list-style-type: none"> <li>• No known constraints from existing network</li> </ul>	
<b>Gas Main Connection</b>	
<ul style="list-style-type: none"> <li>• No known constraints from existing network</li> </ul>	
<b>Water Usage and Connections</b>	
<ul style="list-style-type: none"> <li>• No known constraints from existing network</li> </ul>	

<b>Deliverability</b>	
<ul style="list-style-type: none"> <li>• The Fenland Neighbourhood Planning Vision Study identified the area as having some opportunities for development but identified flood risk, poor public transport and the proximity to designated nature sites as key constraints.</li> <li>• 3 land submissions have been submitted for the area since between 2004 and 2011 (Nos: 204, 278, and 361).</li> <li>• The Preferred Options Consultation July 2012 for the Core Strategy indicated that these areas were still available for development (Nos: 000829 and 001130-001133).</li> <li>• The area to the east of East Delph has been the subject of a concept master plan and a public exhibition has been held in the last twelve months to indicate how the land might be developed.</li> <li>• Overall, there is developer interest in this location and deliverability is possible, provided all constraints could be overcome.</li> </ul>	

<b>Assessment</b>
Development of the area would be on Greenfield land although it is not high grade agricultural land. A significant amount of the area is in FZ3 which would preclude substantial housing in this area without the Sequential Test and Exception Test for flood risk being passed.

Development is also particularly constrained by the proximity of designated nature conservation sites particularly the Ramsar, SPA, SAC, SSSI designation of the Nene Washes. In order to ensure that there was no unacceptable impact on any of these designations and also adjacent County Wildlife Sites , an Appropriate Assessment under the Habitats Regulations would be required.

Although there are definable boundaries to the majority of the area, care would be needed to prevent unacceptable visual intrusion into open countryside to the north and east which is likely to require enhanced landscaping. The expansion of the town to the north would not have any adverse impact on its morphology.

The area is relatively well located to the town centre, Alderman Jacobs Primary School and Sir Harry Smith Community College, but some distance from the railway station and employment areas, although bus services in the immediate locality are poor. Sustainable connections to the remainder of the town are also possible and new access(es) should be relatively straightforward to provide from East Delph, West Delph and Teal Road.

The upgrade of the sewer network and capacity of the WWTW would also require attention. In addition regard should be had to the Waste and Minerals Plan about the known mineral deposits. Whilst large scale commercial extraction is unlikely, they may provide opportunities to be used locally as part of any development.

There is developer interest in the area but due to the key constraints of flood risk and proximity to internationally designated nature conservation sites, and taking account of other preferable sites at Whittlesey, the area is not included as either a broad location or strategic allocation in the Core Strategy.

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