

AGENDA

PLANNING COMMITTEE

WEDNESDAY, 11 DECEMBER 2024

1.00 PM

**COUNCIL CHAMBER, FENLAND HALL,
COUNTY ROAD, MARCH, PE15 8NQ**

Committee Officer: Jo Goodrum
Tel: 01354 622424
e-mail: memberservices@fenland.gov.uk

- 1 To receive apologies for absence.
- 2 Previous Minutes (Pages 5 - 24)

To confirm and sign the minutes from the previous meeting of 13 November 2024.
- 3 To report additional items for consideration which the Chairman deems urgent by virtue of the special circumstances to be now specified
- 4 To receive Members declarations of any interests under the Local Code of Conduct or any interest under the Local Code of Conduct or any interest under the Code of Conduct on Planning Matters in respect of any item to be discussed at the meeting.
- 5 F/YR24/0835/O
Land North Of Antwerp House, Gosmoor Lane, Elm
Erect up to 5no dwellings (outline application with all matters reserved) (Pages 25 - 42)

To determine the application.
- 6 F/YR23/0208/F
T Knowles (Farms) Ltd At Knowles Transport Limited, Manea Road, Wimblington.
Erect an extension to existing agricultural grain store, 2.5 metre high palisade and

security mesh fencing, installation of a weighbridge and associated hut, and widen existing access (retrospective) (Pages 43 - 62)

To determine the application.

7 F/YR24/0456/O

Land North Of, Lambs Hill Drove, March

Erect up to 50 x dwellings involving the demolition of existing dwelling and outbuildings (Outline application with all matters reserved)

(Pages 63 - 94)

To determine the application.

8 F/YR23/0993/O

Land South West Of The Hollies, Hospital Road, Doddington

Erect up to 3 x dwellings (outline application with all matters reserved) and associated highway improvement works. (Pages 95 - 110)

To determine the application.

9 F/YR22/0848/F

Land North East Of 81 - 87 High Street Accessed From, Slade Way, Chatteris

Erect 8 dwellings comprising of 1 x 2-storey 3-bed, 2 x single storey 2-bed and 5 x single storey 3-bed with detached garage to Plot 2 only (Pages 111 - 140)

To determine the application.

10 F/YR24/0661/F

Pecks Barn, Cross Drove, Tydd St Giles

Installation of 1x biomass burner including siting of 1x storage container (retrospective) (Pages 141 - 154)

To determine the application.

11 F/YR23/0209/RM

Land South West Of 317, Wisbech Road, Westry

Reserved Matters application relating to detailed matters of access, appearance, landscaping, layout and scale pursuant to outline permission F/YR20/0905/O to erect 3 x dwellings (3 x 2-storey 3-bed) (Pages 155 - 182)

To determine the application.

12 F/YR24/0772/O

Land South Of 4 - 16, Back Road, Gorefield

Erect up to 9 x dwellings (outline application with all matters reserved) (Pages 183 - 196)

To determine the application.

13 F/YR24/0684/F

Land North of Hill View, Eastwood End, Wimblington

Erect 8 x dwellings (single-storey 2-bed) and a 1.2m high boundary post and rail fence, and the formation of a new access and a 2.5m high bund (Pages 197 - 216)

To determine the application.

14 Items which the Chairman has under item 3 deemed urgent

Members: Councillor D Connor (Chairman), Councillor C Marks (Vice-Chairman), Councillor I Benney, Councillor Mrs J French, Councillor R Gerstner, Councillor S Imafidon and Councillor E Sennitt Clough,

This page is intentionally left blank

PLANNING COMMITTEE



WEDNESDAY, 13 NOVEMBER 2024 - 1.00 PM

PRESENT: Councillor D Connor (Chairman), Councillor C Marks (Vice-Chairman), Councillor I Benney, Councillor Mrs J French, Councillor R Gerstner, Councillor S Imafidon and Councillor E Sennitt Clough,

APOLOGIES: ,

Officers in attendance: Matthew Leigh (Head of Planning), Gavin Taylor (Principal Development Officer), Tom Donnelly (Senior Development Officer), Stephen Turnbull (Legal Officer) and Jo Goodrum (Member Services & Governance Officer)

P57/24 PREVIOUS MINUTES

The minutes of the 16 October 2024 were signed and agreed as an accurate record.

P58/24 F/YR24/0085/O LAND SOUTH OF 19 BLACKMILL ROAD, CHATTERIS ERECT UP TO 5 X DWELLINGS (OUTLINE APPLICATION WITH MATTERS COMMITTED IN RESPECT OF ACCESS) WITH HIGHWAY WORKS

Tom Donnelly presented the report to members.

Members received a presentation, in accordance with the public participation procedure, from Victor Joyce, an objector. Mr Joyce stated that he was representing the residents of Blackmill Road and Fairview Gardens and made the point that the revisions to the application, included a revised certificate C, which he believes is a type of ownership certificate, but the applicant does not own any part of the drove. He explained that as stated in previous applications the applicant has tried to claim ownership and failed and recently the applicant has employed local contractors to undertake unauthorised works on the drove and also to the drainage ditch to the left which borders the properties on Millfield Close.

Mr Joyce explained that the Highways Enforcement Team insisted that the applicant cease the removal of any more trees and hedgerows from the ditch which then resulted in a fine of £4,400. He added that the applicant's recent works have resulted in the drainage ditch bordering Millfield Close to partially collapse and block the drainage outfall pipe which was installed by the Highway Authority in order to alleviate the flooding issues.

Mr Joyce made the point that it was suggested that the reason for the Certificate C was to enable the applicant to fill in the ditch and try to widen the width of the drove to enable the ability of two cars to pass. He stated that the traffic that the development will incur has increased to 20 or more cars, an increase since the previous application.

Mr Joyce made the point that two of the objections are from properties at the end of Millfield Close that face directly towards the new proposed development and the illegal removal of the trees and hedgerows has already reduced the privacy to those properties and the residents fear that they will lose even more if the development is approved. He explained that the drove is 2 to 3 feet higher than the bordering properties where on the left-hand side Millfield Close is located and Fairview

Gardens to the right-hand side, with residents concerned that if any attempt is made to fill in the ditches or widen the drove could mean the potential to cause further flooding issues.

Mr Joyce made the point that the drove is a byway with a one car width of approximately 3.2 metres at its widest point and it is used by many pedestrians, families, joggers, dog walkers and horse riders and at the end of the byway there is the pocket park owned by the Council which is well used and has increased the footfall along the drove. He stated that the width of the drove is a restricted width and has no footpaths or street lighting and, therefore, the increase in traffic could make the drove unsafe for pedestrians to use.

Mr Joyce explained that the residents in the vicinity of the application site have found it necessary to keep raising objections to the applications which have been ongoing since 2016 and objections have been submitted from the residents and other authorities with the main objectors since 2016 being the local residents, highways and byways, County Council Access and Bridleways, the British Horse Society, Chatteris Town Council and Anglian Water. He explained that Anglian Water have concerns because the mains sewer runs the length of the drove and made the point that whilst he is a member of Chatteris Town Council he is addressing the committee as a local resident.

Members asked Mr Joyce the following questions:

- Councillor Marks referred to the point made concerning flooding, and he asked whether there have been any issues of flooding previously? Mr Joyce confirmed that there have been instances of flooding. Councillor Marks stated that when he visited the site, there is a dyke which is full and overgrown and it also looks as though the boundaries appear to be fairly flexible as there are posts which have been introduced along with fences which have been doglegged and he questioned whether flooding issues would be alleviated if the dyke were to be piped? Mr Joyce explained that the property that Councillor Marks referred to which has introduced posts is actually his property which he has owned for 50 years, and he has maintained the flow of the ditch over that period along with other properties. He stated that it is still a free-flowing drain and does take water and is not blocked but it is piped further down. Mr Joyce explained that over 10 years ago he encountered some flooding problems when one of the storm drains overflowed causing gardens to become flooded and as a result the Highway Authority diverted the pipe from the right-hand ditch to the left hand as it is the main flow drain. He added that the drove in comparison to the gardens is higher and even if the ditches were filled in there cannot be a level due to the slope and that is the reason he has never piped his ditch. Mr Joyce added that the main storm drain is now on the left-hand side from the top of Blackmill Road to the bottom which goes out into the storm drains.
- Councillor Connor asked for confirmation as to whether the drains are riparian drains and whether Mr Joyce can confirm who owns them? Mr Joyce stated that the reason he has highlighted the issue concerning the Certificate C is due to the fact that over the years, the residents have always cleared the ditches along with Highways. He explained that when his garden flooded he had a conversation with Highways and they had diverted the pipe from the right-hand ditch to the left-hand ditch and the main flow to Millfield Close. Mr Joyce added that Highways had advised him that it was his responsibility to maintain the flow in his ditch which all the houses who border the property have done.
- Councillor Connor stated that the ditch appears to be overgrown and, therefore, he questioned whether it would be better for the ditch to be cleaned out and piped in order to alleviate any problems going forwards? Mr Joyce expressed the opinion it has been like that for many years before those developments were there and the byway has always been there, and it has always flowed without any real problem. He added that the only issue that has occurred is when the main storm drain blocked which resulted in Highways diverting the pipe into the left-hand drain and the fact that it has not been cleaned is not down to the residents or the applicant, but Highways have said it is a riparian drain and residents have to maintain part of the ditch. Councillor Connor stated that it appears that it is a riparian

ditch and, therefore, if the residents all agreed and piped it then it would flow a lot better without any obstruction. Mr Joyce stated that he does not see any benefit in clearing it out if it does not flood and has not done so in the last 20 years, adding that if it is filled in which is also what the applicant wants to see happen then the applicant will claim part ownership of the ditch and if it is piped then the next step will be to see the ditch filled in. He added that a future application which will be submitted will be to improve the byway in order to facilitate the ability to let two cars pass, with applications having been submitted since 2016 on the same basis and, in his view, it is not the fact that the residents have any problems or issues with the applicant. Mr Joyce explained that the hedges have been sprayed with chemicals and there have been trees removed along with a contractor who recently attended with the intention of levelling off the top of the brink resulting in the subsidence of the ditch.

- Councillor Benney expressed the view that there has been a great deal of speculation in the points made by Mr Joyce and Planning Committee have to deal with factual information. He added that he is familiar with the road and the posts which Mr Joyce has erected have been placed on land which does not belong to him as nobody can own both sides of a drain. Councillor Benney stated that some of what has been said appears to be with regards to the drainage issues and possibly an element of personality is also an issue. He feels that the fact that posts have been erected to narrow the width of the road along with a fence which was not there before make him think there is something slightly untoward here. Councillor Benney asked Mr Joyce to confirm whether the posts are his? Mr Joyce confirmed that they are as well as part of the ditch which is in his ownership. Councillor Benney asked whether the posts are placed on land which Mr Joyce owns? Mr Joyce confirmed that is the case and explained that the reasons he installed the posts was due to the fact that he maintains the ditch and has done so for the last forty years. He added that when he cuts the grass he has also had to clear up dog fouling and the posts he has installed with chain link goes some way to alleviate that issue and to also stop cars driving onto the grass partly because the boundary slopes and he is trying to ensure vehicles do not have an accident and fall into the ditch. Mr Joyce added that there is no animosity between him and the applicant and the only issue that he has is the illegal works being undertaken in order to get the application passed, with every time an application is submitted it appears to be altered and amended in some way. Mr Joyce explained that the posts have only been erected recently and further around that side of the drove over the last 30 to 40 years people have filled in part of the ditch to the right and planted hedgerows, trees and fences and he explained that he is the last one to undertake any works down the drove. He added that the ditch has been open where his property is located for the last 50 to 60 years and since the houses were built, with him and his wife having lived there for 50 years and the ditch has always been maintained along with the drove.

Members received a presentation, in accordance with the public participation procedure, from Mr Matthew Hall, the agent. Mr Hall stated that he is pleased to note in the officer's report that the principle of residential development at the site is accepted and there is no reason for refusal with the site all being located in Flood Zone 1. He explained that at the present time a Council's refuse freighter uses the access to collect the bins down the access road and some properties have been there for about 50 years, with large agricultural vehicles also using the access road and have done so for a considerable number of years.

Mr Hall referred to the map on the presentation screen and highlighted that since the first application in 2021, there has been two delegated approvals and pointed out the yellow and purple areas on the plan where approvals have been made for bungalows, and they were approved with no objections from Highways under delegated approval, with to the east there is a development for 50 dwellings which was approved in 2019. He explained that when he submitted the application, he also submitted Land Registry documentation with some of it being from the 1970s, including one for Fairview Gardens, and the Land Registry maps consistently shows the width between rear boundaries and properties of Fairview Gardens and Millfield Close of between 7 and 8 metres, with there being a continuous curve and no kickouts.

Mr Hall stated that when he has visited the site and measured between some of the fences, there is consistency with the Ordnance Survey plan which was also submitted of 7 to 8 metres. He made the point that he has maps going back to 1886 and a further map from 1950 that shows the access as Blackmill Drove at a consistent width.

Mr Hall stated that the previous speaker has explained that when you go down there on the right-hand side towards the bend there is a kick in the fence which is not consistent and it does not match the Land Registry red lines of residents private ownership. He referred to one of the photos that the officer displayed that shows where the drove is narrow, which does not match the Land Registry, there is quite a lot of difference where those fences are compared to where the red line is on the Land Registry documents, with some of them going back to the 1970s.

Mr Hall referred to 5.6 of the officer's report and made the point that Highways states that "there is a modest increase in peak hour vehicle trips arising from this development which would not result in a detrimental impact on safety grounds as such an objection could not be sustained solely on the grounds of highway safety". He stated on 12 March Highways came back and raised no objection to this application based on five dwellings and two passing bays but when looking further at Public Access and in the officer's report on 4 November they have now come back objecting to the application even though they have said there is no detrimental impact on safety grounds, with the application still being for up to five dwellings and two passing places proposed, one on each side and the previous applications were approved under delegated powers with no Highway concerns.

Mr Hall stated that this site and also the land to the south and west is all in the emerging Local Plan for residential development, with the two plots already approved off this access not having concerns raised with regards to sand and gravel extraction and the 50 house development to the east also did not have any concerns raised in relation to this. He referred to Policy LP15 stated as a reason for refusal to create a more sustainable transport network in Fenland and, in his view, this application provides betterment to the existing situation by creating passing places which would be used by vehicles and pedestrians who use the actual drove now.

Mr Hall made the point that the site is all in Flood Zone 1, there have been previous approvals given and since the previous refusal two delegated approvals so there is a material change since that previous refusal, the site abuts a 50 house development which is being built out and there are no objections in the officer report with regard to the principle of residential development.

Members asked questions of Mr Hall as follows:

- Councillor Marks referred to the highway/byway and asked if he had a calculation as to how wide a byway should be? Mr Hall responded that when he has looked at byways down Mill Hill Lane in March, Westfield Road in Manea and this one they all seem to vary and when he spoke to the byways officer about this he was informed there is no defined width.
- Councillor Sennitt Clough stated that she has looked at the previous application from 2021, with this application going down in the number of properties from 6 to 5 and asked if there is a reason for this? Mr Hall responded that it was felt that if the number of dwellings was reduced it would reduce the number of highway trips which would help when it was consulted on by Highways. Councillor Sennitt Clough asked if he felt that there is an issue with the byway based on the decision to reduce the number of properties? Mr Hall responded no, they looked at the previous application in 2021 which showed no improvements to the byway so it was felt that there needed to be a material change which was to undertake some improvements to the byway, with surveys having been undertaken and research on Land Registry. He made the point that where these improvements have been shown incorporated the byway and passing place at 5½

metres which includes the existing byway but when you go down there and measure and look on Land Registry in places it is 7-8 metres so they are not going the whole width of this area.

- Councillor Sennitt Clough referred to mention of agriculture vehicles using the access road, with some combine harvesters being wide, and asked how this can be overcome and mitigated? Mr Hall responded that the farmer who farm some of the land use this access now so by making these improvements, in his opinion, it is a betterment and if they meet a vehicle there will be passing places which is far better than what it is now.
- Councillor Benney referred to the previous application, before the posts and the fence were put up, where he went down and measured the roadway before it came to committee in 2001 and at its narrowest point that roadway was 7 metres wide and since then these posts and fence have encroached making it narrower. He referred to mention of the Land Registry not matching the drove and asked if the Land Registry shows for Fairview Gardens where the boundary was, which side of the dyke and is it a shared dyke? Mr Hall responded that on the Land Registry documents going back to 1971, 1972 and more recent ones the ditches are not shown but the boundary line is consistently a lot wider on the right hand side as you go down, the fences on 2-3 properties kicks in and that does not match properties Land Registry red lines so he would question whether the fences on those 2-3 properties are in the right place.

Members asked questions of officers as follows:

- Councillor Marks asked for them to define a byway and what its width should be? Gavin Taylor responded that looking at the Definitive Maps Team comments at 5.4.3, who are the experts in defining byway extents and locations, these state “there is no legally defined and recorded width for this byway, and we are not able to advise what it would be. As the dimensions are not known, we cannot guarantee the applicant will be able to improve and widen the byway to secure a standard that may be required by the Local Planning Authority”. He added that this is far as they can go as officers because they are advised by the Definitive Maps Team who are deemed to be the experts. Councillor Marks asked for confirmation that there is no laid down measurement so it could be a metre or 10 metres so members are working on an unknown. Gavin Taylor responded that this was correct.
- Councillor Connor asked for the photos to be shown where the fences were positioned.
- Councillor Marks asked if it is known what minerals are needing safeguarding under the ground at this location? Gavin Taylor advised that it would be gravel and general sort of minerals for gravel, which are used for construction. Councillor Marks stated that it also says waste local plan and asked if it is thought that this would then be used as a waste site thereafter. Gavin Taylor responded that Cambridgeshire and Peterborough have a joint local plan which forms part of Fenland’s Development Plan, with Cambridgeshire and Peterborough being the Waste and Minerals Authority so they deal with minerals and waste separately. He added with other applications coming forward there is consideration of their waste guidance, which sits separate to the minerals safeguarding. Councillor Marks requested confirmation that it is sand and gravel that is being dealt with? Gavin Taylor confirmed as far as he was aware.
- Councillor Mrs French asked officers to confirm what Mr Joyce stated about Anglian Water objecting as her understanding is that Anglian Water do not normally and she cannot see anything in the report. Gavin Taylor responded that there is not reference to Anglian Water within the report, they have not been consulted with as this scheme does not fall under a major application which they would be consulted on and he is not aware of any comments from Anglian Water on this application.
- Councillor Gerstner asked officers to confirm the right of way to accessing a byway? The Legal Officer responded that a byway is a public highway and members of the public are allowed to pass and repass on foot, horseback and motorised vehicles.
- Councillor Marks asked who has the obligation to upkeep that as a highway, is it Cambridgeshire County Council? The Legal Officer responded that the Highway Authority has general obligations to maintain highways but it is not adopted so it would not be as

maintained as an adopted highway would be. He added that the owner may have an obligation but it is not known who the owner is, it might be the County Council but it might be somebody else. The Legal Officer continued if the byway is in unknown ownership the applicant should have served Certificate D to confirm the land is in unknown ownership and it should have been advertised as such and he understands that this has not been done so there may be a technical issue why this application may not be determined.

Councillor Connor allowed Mr Hall back to clarify this issue. Mr Hall advised that during the application they serve various notices but they then put an advert in the newspaper and he has an e-mail from Mr Rowen agreeing to the advert and they also served a notice on the byway people as well. Councillor Connor expressed the opinion that it seems they have done as much as they can.

- Councillor Mrs French stated that quite often the County Council do not own public rights of way and somebody else owns it, with it being very seldom that the County Council will actually repair it. She expressed confusion about who owns the land? The Legal Officer responded that it may be that Mr Joyce believes he is a riparian owner because there is a legal presumption if land is a roadway or a river and is in unknown ownership then it is deemed to be the owners of either side owning halfway across. Councillor Mrs French stated that Mr Joyce might own to the middle of the dyke but he does not own the whole dyke so there is a need to establish who actually owns the road because there are dykes on both sides and a road so, in her view, Mr Joyce does not own part of the road he only owns half of the dyke.
- Councillor Benney stated that this is his understanding and that was what he was trying to establish with Mr Joyce as he has put these stakes on the wrong side of his boundary, it is a riparian drain to the centre of the drain and the stakes have been put on the roadway side which is narrowing the width. He added that from his understanding you do not own both sides of a drain on a riparian drain so those posts have been put on somebody else's property and they only appeared a few months ago, which has narrowed the roadway to make it look bad. Councillor Connor stated that this is something that does need looking into.
- Matthew Leigh stated that this application has been at committee before and members found it unacceptable on highway grounds, which is why objections were not raised on the principle because at the time the committee looked at the application they found the principle accepted but had concerns about the highway. He added that whether fences have moved or not moved since that application is irrelevant and is not part of the reasons for refusal or the decision that was made previously. Matthew Leigh made the point that while there may well be potential to make the access way acceptable compared to the previous application, officers have concerns about the ability to deliver those passing bays because of ownership issues and as decision makers it needs to be decided is it safe, is it possible to impose a condition that requires these passing bays to be implemented on this roadway where there are significant concerns about ownership.
- Councillor Marks requested clarification that with the two passing places there has been a material change to the highway, with it being refused previously on highway grounds, which alleviates the concern of vehicles passing and it is purely just an ownership issue. Gavin Taylor responded that the Local Highway Authority have confirmed that the scheme with the passing bays is acceptable but it is subject to delivery of those passing bays so its objection is on the basis that it does not know how those passing bays are going to be secured because it is not known what the legal status is of the extent of highway or land required to deliver the passing bays. He added that this is what is different to the previous proposal as there was nothing tabled at that time other than an agreement or acceptance from the applicant at that time that they would explore and deliver necessary mitigation for footways, etc and that application was refused on failure to evidence that they were deliverable and it would be unreasonable to secure through a condition. Gavin Taylor stated that officers consider that there is a similar situation with this application as whilst there may be a plan with drawings that show what could be delivered, it is the deliverability that is in question.

Members made comments, asked questions and received responses as follows:

- Councillor Imafidon referred to the fences, posts and dykes filled in without authorisation and questioned why this was not picked up when the application was made and why has no enforcement been made on those unauthorised encroachments. He asked if it could not be made a condition if this application is approved that the passing places be effectively delivered.
- Councillor Connor clarified that it was being said that the passing places could be conditioned and if they cannot be delivered then the development will not get built.
- Councillor Marks stated that he has visited the site, he thinks building land will run out long before sand and gravel is started to be dug up to take any minerals away and there are 50 houses next door to the site which should have been picked up if minerals were an issue. He expressed the view that the applicant has come back with this application, it is not clear regarding the roadway ownership but there is a scheme, whether it works or not that has got to be negotiation with other people so if it can be conditioned he is happy to support the proposal.
- Councillor Connor agreed with the comments of Councillor Marks, it is an improved scheme and feels there is some way forward for the proposal.
- Councillor Sennitt Clough made the point this is an outline application, it has to be looked at as presented and her concern is that if committee says it will condition this and condition that where does this end and are conditions being applied that cannot be delivered. She expressed the view that, in terms of the deliverability of this application, at the moment there has not been enough undertaken to mitigate the safety in terms of the access.
- Councillor Marks stated that the road is quite wide already in this location and by creating two passing places he feels it would better that roadway and further down the road there are two building plots which have now been given permission so it did not seem to be a problem to give this approval so committee is actually looking at five more houses on a road that is not busy.
- Councillor Gerstner made the point that members have been told in the past about land ownership not being a material planning consideration and committee seems to have spent a long time discussing this byway, with officers making it clear both on the 2021 application and this application about the fact that there is the public byway open to all traffic and until such time that the applicant can prove that the land is deliverable he does not think committee should support it.
- Councillor Benney stated that when this proposal came before committee previously he proposed that it be turned down because access was not committed at that time but on this application, in his view, it is a good scheme that can be delivered and there have been two other applications that are served from the same drove further down, one in 2022 and the other in 2023, and when you look at those reports there was no mention of additional traffic and they were approved with officer delegation. He stated that the thing that changes it for him is the fact that these two building plots were approved so if it was good enough for these plots why is it not good enough for this proposal. Councillor Benney expressed the opinion that the passing places will improve the byway and public safety and there will be public betterment by approving this application. He feels if the land ownership cannot be resolved then these dwellings will not be built.
- Gavin Taylor stated that there are two issues with this byway, one is not just land ownership it also the legal extent of the byway which has not been explored, confirmed or an order made so there are two issues in establishing what is or is not deliverable and how the byway should and can accommodate the additional traffic. He made the point that in relation to the two applications for single dwellings that have been approved, both reports do refer to both the refused application and the fact that this is a byway and there will be additional traffic impacts, however, it was considered in both applications because they were incrementally single dwellings and infill at that time that they would not cumulatively create a significant harm in terms of highway conflict. Gavin Taylor added that there is now an application in front of committee where the Local Highway Authority are clearly objecting on

the basis of the increase which would ultimately total seven dwellings here, which would create a material impact on the highway which would be unsafe for users. He continued that in terms of betterment, whilst he takes members point that passing places would only serve to improve that byway and create access for all, if this is going to be given significant weight there is the need to be certain that it can be delivered and securing it through a condition means that the tests of a planning condition can be met, that they are reasonable, achievable and deliverable, if they are not and a condition is imposed that does not meet those tests the applicant could seek to remove that condition and the Council may be in a weak position to object to this. Gavin Taylor referred to minerals and waste, the Local Plan for Minerals and Waste was updated post refusal of the application for six dwellings and there is a condition that forms part of the Council's Development Plan and there is a legal duty to assess applications and determine them in accordance with the Development Plan and that policy under minerals and waste says that applications on mineral safeguarding areas should not be supported where it is not demonstrated that they meet a need. He added that on the scheme for 50 dwellings it was considered that would meet a need in terms of a wider need of housing delivery but this proposal is only serving five market dwellings which is unlikely to meet current needs notwithstanding that there is a healthy land supply. Gavin Taylor referred to encroachment onto public highway stating that enforcement acts occur in the public interest and if there are no concerns raised about unauthorised works it is not reasonable for the Council to take action notwithstanding that the Highway Authority would also be entitled to take action where they felt it affected their highway.

- Councillor Benney stated that he has the Cambridgeshire County Council report in front of him and it says "whilst there is no submitted forecast of vehicle movements from the proposed dwelling and it is clearly accepted that the byway is currently utilised by a number of pedestrians throughout the day, the modest increase in peak hours vehicle trips arising from the development would not result in detrimental impact on safety grounds such that an objection from the Highway Authority could not be substantiated solely on the grounds of highway safety". He feels that this says that there is no objection on highway grounds for safety, it is about the delivery of the scheme. Gavin Taylor responded that if the comments are read further it continues "it should be clearly understood however that the acceptance of the proposed development on highway grounds is contingent upon the provision of the widening works."
- Councillor Marks questioned the comments made about enforcement, was it Cambridgeshire County Council or Fenland being referred to? Gavin Taylor responded any enforcement party so if it was felt that it was unauthorised works then the Local Planning Authority could take action if they felt it was expedient to do so but equally if the Local Highway Authority felt it expedient to take action then they could do so also. Councillor Marks clarified that this is moving of the boundary fence over the dyke. Gavin Taylor responded that he believes that this is what the suggestion was.

It was proposed by Councillor Gerstner, seconded by Councillor Sennitt Clough to refuse the application as per officer's recommendation but this was not supported on a vote by members.

Proposed by Councillor Benney, seconded by Councillor Imafidon and agreed that the application be APPROVED against officer's recommendation, with authority delegated to officers to apply condition in consultation with the Chairman, Proposer and Seconder.

Members do not support officer's recommendation of refusal of planning permission as they feel that the proposal is not in conflict with Policy LP15 of the Fenland Local Plan and Paragraphs 108 and 110 of the NPPF as they feel that anybody who lives in these dwellings is going to have a car as a car is needed to live in Chatteris as public transport is abysmal, there is no highway harm but betterment and deliverability can be mitigated against, there have been two other dwellings that have been approved that use this drove over a longer distance than this proposal would and there has been a material change since the previously refused application in terms of the number of

houses and the access arrangements.

(Councillor Benney declared that the agent has undertaken work for Chatteris Town Council and himself personally and that the applicant is also known to him, however, he has not met or socialised with him for many years, but he is not predetermined and will consider the application with an open mind. He further declared, in accordance with Paragraph 14 of the Code of Conduct on Planning Matters, that he is a member of Chatteris Town Council but takes no part in planning)

(Councillor Marks declared, in accordance with Paragraph 14 of the Code of Conduct on Planning Matters, that he is a ward councillor for Chatteris and does attend Chatteris Town Council meetings, but takes no part in planning)

P59/24

F/YR24/0373/F

**LAND NORTH OF THE WALNUTS, FLAGGRASS HILL ROAD, MARCH
CONVERSION OF EXISTING AGRICULTURAL BUILDING TO 2 X DWELLINGS (2-
STOREY 4-BED) INVOLVING DEMOLITION OF EXISTING SHEDS.**

Tom Donnelly presented the report to members.

Members received a presentation, in accordance with the public participation procedure, from Shanna Jackson, on behalf of the agent Ian Gowler as a Planning Consultant. Mrs Jackson explained that the application is for the conversion of an existing agricultural building to form two dwellings and the application has been recommended for refusal due to the location of the site being within the countryside and because the building is not considered to be of an architectural or historic merit. She expressed the view that the building is not isolated or in a countryside location as there are other dwellings physically adjoining the site which leads up to the continuous built-up frontage of Creek Road, adding that when taking that point into consideration the development will be in acceptable in accordance with Policy LP3.

Mrs Jackson stated that the barn is capable of conversion under permitted development procedure Class Q, however, the proposal was submitted under Class Q in order that a higher quality development could be achieved and by submitting the proposal under a full application, it has meant that the upgrade of the external wall materials to brick and cladding has been possible in order to meet the Planning Officer's request. She added that more energy efficient features have been incorporated within the structure which include upgrades to the fabric of the building plus the addition of a formal garden area.

Mrs Jackson referred to case law from the Court of Appeal with regards to Mansell versus Tonbridge and Malling Borough Council stating that development under Class Q is a fall back position which means that it is a material planning consideration for planning applications and that permitted development rights under Class Q can be exercised. She stated that in order for a fallback position to be realised, the development must be a real prospect, and it was confirmed within the Mansell case that Class Q permitted development rights do comprise a real prospect on whether there is a prior approval in place or not.

Mrs Jackson expressed the view that the fact that the barn can be converted in Class Q should be given substantial weight in the decision-making process and the principle of converting to residential use can accordingly be considered as established. She made the point that the application has the support of March Town Council, and the officer's report confirms that it is technically acceptable in terms of highways impacts, residential amenity biodiversity and flood risk.

Mrs Jackson stated that she hoped that the committee are able to see the planning merits of the case and that it complies with both Policy LP3 and the relevant case law.

Members asked Mrs Jackson the following questions:

- Councillor Mrs French stated that she has noted from the officer's report that on the 19 May last year the proposal was refused and asked what is different between that application and the one before the committee now and why did the previous application not go to an appeal? Mrs Jackson stated that it is her understanding that the two applications are quite similar and in terms of appeal it is her understanding that it was a procedural issue and there was not enough time to take it forward to appeal.
- Councillor Imafidon asked for clarification on how the proposal complies with Policy LP3? Mrs Jackson stated that policy LP3 is a directional policy, and it directs development into locations of built-up settlements. She explained that LP3 requires development to be within the settlements or within built up areas and, in her opinion, it does comply with LP3 because there is development on either side of it and it is within that cluster of existing development around Creek Fen. Councillor Imafidon asked officers to display the aerial photo for him to review.
- Councillor Mrs French asked for an explanation as to why the applicant has chosen to apply for the conversion of the building rather than demolishing and rebuilding a dwelling? Mrs Jackson explained that it is her understanding that because there is an existing structure in place, the impact on the surrounding area is less and, therefore, by converting what is already there, the views from the open countryside from the surrounding area will essentially be the same and it will be more sympathetic to convert rather than do a rebuild.

Members asked officers the following questions:

- Councillor Sennitt Clough stated that Mrs Jackson had made reference to the fallback plan, and she asked officers whether they concur with her description of it in relation to the proposal before the committee. Tom Donnelly stated that whilst Class Q is a viable fallback position and a material consideration it would be necessary to obtain Class Q approval prior to the submission of an application such as the proposal before the committee.
- Matthew Leigh added that officers would not have quite an exact same approach as the agent did in relation to the weight that should be given to a material consideration and case law is clear that it is up to the decision maker to do that as long as it is reasonable. He made the point that there needs to be a reasonable prospect of a permission being implemented, officers have not undertaken any academic exercise to consider whether or not the building is capable of approval and nobody has undertaken any exercise about whether or not the pre-approval can be implemented, and he would suggest that if there is reliance on a pre-approval then one should be submitted and use that as a fallback position which can then be given substantial weight rather than trying to use it as an academic potential exercise in the future. Matthew Leigh stated that planning is about facts, and it is not about unknowns, and weight should be given appropriately compared to if there was definitely a fallback position that could be delivered.

Members asked questions, made comments and received responses as follows:

- Councillor Mrs French stated that she can see no difference with the current application compared to the one which was refused last year and, therefore, she does not know why this application should be approved.
- Councillor Gerstner stated that the committee need to be consistent in their decision making and he agrees with the views of Councillor Mrs French.
- Councillor Connor explained that he refused the application under his delegated powers as Chairman, and he sees no reason for the application to be approved as it appears to be extremely similar.

Proposed by Councillor Gerstner, seconded by Councillor Sennitt Clough and agreed that the application be REFUSED as per the officer's recommendation.

(Councillor Marks declared that he knows the applicant through business dealings and took no part in the discussion and voting thereon)

P60/24

F/YR24/0637/O

**LAND NORTH-EAST OF 190 WYPE ROAD, EASTREA
ERECT UP TO 3 X DWELLINGS INVOLVING THE FORMATION OF 3 X
ACCESSES (2 X RESIDENTIAL, 1 X AGRICULTURAL) (OUTLINE APPLICATION
WITH MATTERS COMMITTED IN RESPECT OF ACCESS)**

Tom Donnelly presented the report to members.

Members received a presentation, in accordance with the public participation procedure, from Mr Matthew Hall, the agent. Mr Hall stated that the application site is very similar to three sites across the road which have received planning approval in the last 4 years, including one application receiving approval in October. He added that the site abuts existing development in Eastrea and in accordance with Policy LP12 along this section of Wype Road, the form of development is linear which is what has been proposed with the application before the committee.

Mr Hall stated that scale of development proposed is bungalows which is in keeping with the adjacent property and also bungalows all approved in the last four years directly opposite the site. He explained that under Policy LP16, which was mentioned in the officer's report, that retaining natural features by the side of the bungalow which was shown in the officer's presentation are all being kept along with the majority of the hedge at the front if the site is to be maintained.

Mr Hall stated that an ecology report has been undertaken and if the application is approved, then there will be biodiversity net gain, with site all being located in Flood Zone 1 as are the bungalows on the opposite side of the road and the application also includes the proposal to increase and link the adoptable footpath all the way across the front of the site to link with the adjacent adoptable footpath and Cambridgeshire County Council have not raised any concerns concerning this. He referred to the presentation screen and indicated to members of the committee the location of the application site and pointed out the three applications directly opposite the application site highlighting the first one approved by the committee in 2019 against the officer's recommendation for two large bungalows which have been built out.

Mr Hall explained that the next application was for 2 bungalows which were approved in 2023 and one of which is currently being built out, with the blue area on the slide approved against the officer's recommendation for a further 2 bungalows in October. He referred to the photos on the presentation screen and pointed out the view that can be seen from the application site which are of the bungalows which have been approved previously.

Mr Hall stated that Whittlesey Town Council support the application and there have been no local objections to the proposal. He expressed the view that it is an ideal site for single storey dwellings and abuts existing development as well as being opposite recently approved built out development and is all located in Flood Zone 1 with no technical objections submitted either.

Members asked Mr Hall the following questions:

- Councillor Sennitt Clough referred to section 3 of the officer's report and asked for clarity with regards to the footpath as it is not clear where the path is extending to. She made the point that there is a right of way in the dip, and she asked whether the public footpath would extend to that? Mr Hall referred to the location plan in the officer's report where it shows that the red line has been extended all the way across the front of the neighbouring

bungalow where the actual footpath starts. He added that it is his understanding from the Highway Authority that it is where the adoptable footpath is now and, therefore, he is planning to extend a new adoptable footpath to link up with that shown in the report. Councillor Sennitt Clough asked whether the extension would go to the public right of way that goes towards Coates. Mr Hall explained that his path is going back towards the village of Eastrea to the northwest and not extending further down into the countryside.

- Councillor Sennitt Clough stated that in the report it mentions that the dwellings are likely to be bungalows, and she made the point that she is concerned that the type of dwelling is not confirmed. Mr Hall explained that he has spoken to the applicant and if the proposal is approved the applicant is happy to accept a condition that the dwellings are all single storey.
- Councillor Gerstner stated that a footpath is very important to the local residents down there for walking and also for dog walkers. He added that there is no footpath on the other side of the road, and he questioned whether the footpath would be delivered at the same time or at the end of the development? Mr Hall stated that it is his understanding that if the application were to be approved, then officers would word a condition to reflect that the footpath has to be delivered prior to the occupation of the dwellings.
- Councillor Gerstner made the point that the speed limit changes imminently near the application site, and it could cause an issue, or a problem and he asked Mr Hall whether he would consider taking steps to get the speed limit lowered to 30mph prior to development? Mr Hall explained that at a recent planning Committee in October, two dwellings were approved which are located further down from the current proposal before members and the Highway Authority raised no objection to that application and it is where the speed limit changes, and that applicant was not asked to consider taking steps to change the speed limit. He explained that Highways are happy that the visibility splays can be achieved, and he stated that with regards to looking to take steps to reduce the speed limit then he would say no.

Members asked officers the following questions:

- Councillor Sennitt Clough asked whether it would be possible to add a condition that only single storey dwellings were allowed? Matthew Leigh stated that the application is in outline form, and it is his understanding that there is nothing in the documentation that says that it will be two storey. He added that if members decided that the only reason that the proposal would be acceptable is if they were two storey dwellings then a condition can be imposed. Matthew Leigh added that there are quite strong draconian conditions that can be applied on outline applications if officers deem it necessary to influence the reserved matters.

Members asked questions, made comments and received responses as follows:

- Councillor Gerstner referred to the approval of application F/YR22/1410 for bungalows almost opposite the current application site and he added that there are two bungalows further down the road and he questioned at what point the committee are going to decide that the developments are outside of the Eastrea village limit as there needs to be a stop point. He stated that the issue is consistency and as properties have been approved opposite the application site he cannot see why the current application is different.
- Councillor Mrs French stated that several years ago when the committee approved two bungalows against the officer's recommendation at that time, the committee said enough is enough. She expressed the view that when the application was approved in October, she would not have supported that proposal, and she added that consideration does need to be given as to where the development in this area stops once and for all.
- Councillor Benney stated that he agrees with the points made by Councillor Mrs French, and he recalled that when the F/YR22/1410 application was approved he stated that there should be no further development in the vicinity. He referred to the site plan and stated that the two bungalows were approved against the officer's recommendation are very nice homes and are very well designed, making the entrance into the village good because of the quality of the build. Councillor Benney added that the proposal before the committee is

on the opposite side of the road and will square the development up and he does not have an issue with the application but expressed the view that if the committee feels that there should be no further development in that particular location then maybe they should all agree that, however, he is happy with the current application but then in his view that should be the end.

- Councillor Sennitt Clough expressed the view that there is the need for bungalows locally and she agrees that the bungalows which are already there do provide a nice entrance point to the village. She added that the proposed dwellings on the other side of the road are very tastefully designed, and the application would create a balance now to those that were approved at committee last month on the opposite side of the road. Councillor Sennitt Clough stated that she concurs with Councillor Benney with the points he made and this would be the last site before it drops into Flood Zones 2 and 3. She expressed the view that the application is located in Flood Zone 1 and, in her opinion, is perfectly acceptable and will create a balance.
- Councillor Connor stated that he agrees with the comments made by other members, and he agrees that there needs to be consistency. He added that the bungalows opposite are an absolute credit, and he will be looking to support the application, but he does not think he will be able to support anything else down Wype Road in the future.
- The Legal Officer advised members that they must keep an open mind when considering any future applications.
- Councillor Connor stated that a condition cannot be added to an application which dictates that if an application is submitted then it will not be considered.

Proposed by Councillor Gerstner, seconded by Councillor Sennitt Clough and decided that the application be GRANTED against the officer's recommendation with authority delegated to officers to apply suitable conditions, including the construction of the path prior to first occupation and also that the dwellings be single storey.

Members do not support the officer's recommendation of refusal as they feel that they need to be consistent with the two previous applications which have already been passed on the opposite side of the road.

(Councillor Benney declared that the agent has undertaken work for Chatteris Town Council and himself personally, but he is not pre-determined and will consider the application with an open mind)

P61/24

F/YR24/0424/F

**LAND EAST OF MILL HILL ROUNDABOUT, WIMBLINGTON ROAD, MARCH
CHANGE OF USE OF LAND TO DOG EXERCISE AREA, INSTALLATION OF
SECURE FENCING UP TO 1.8M HIGH (MAX), ERECT SHELTERS AND
FORMATION OF NEW ACCESS AND CAR PARKING.**

Gavin Taylor presented the report to members and drew members attention to the update report that had been circulated.

Members received a presentation, in accordance with the public participation procedure, from Sean Saxby, the applicant. Mr Saxby expressed the view that the proposed dog park aligns with community needs and meets multiple planning policy objectives, with the demand for dog parks in this region being substantial given the fact that 33% of households own dogs. He added that existing parks are frequently oversubscribed reflecting a clear need for additional well managed facilities and the proposal aims to provide a safe, clean and professionally operated space for pet owners and will offer a safe environment for dogs and people who like to enjoy the outdoors, with this proposal meeting a crucial need especially given the 22% increase in dog related incidents this year highlighting the need for controlled spaces and socialisation.

Mr Saxby stated that the site is accessible and can be reached by footpath for those residents living in both March and Wimblington who wish to walk to the park and there is a bus stop adjacent to the site providing easy access for those wishing to use public transport if they do not have access to a private car. He made the point that this also supports sustainability goals by reducing reliance on car travel and promoting more healthier active lifestyles for residents who walk or take the bus to the facility.

Mr Saxby referred to biodiversity and enhancement and explained that whilst the current site is just an agricultural field, the proposed dog park incorporates extensive hedging and landscaping which will significantly enhance the biodiversity and create a thriving habitat for wildlife, which aligns with Policy LP16e as it directly supports and enriches the biodiversity. He added that the landscaping will also create natural buffers to include screening, fencing and other park features to maintain the rural character of the area, with the visual impact on the park being minimal and thoughtfully mitigated.

Mr Saxby explained that the design features, fencing and structures will be effectively screened by newly planted hedgerows which will mirror traditional field boundaries common throughout the Fenland countryside, with there being natural topography along with existing mature trees on the southern boundary which limit the visibility from public viewpoints particularly from the south and west. He explained that as a result this will ensure that the project aligns with Policy LP16(c) and (d) which will preserve the character of the landscape and avoiding any adverse impact on the rural scene.

Mr Saxby explained that with regards to the precedence of existing development there are several other leisure and commercial developments nearby including the driving range and golf course which is opposite the proposed site and a petrol station to the west and the facilities already include built features and flood lighting into the area which are visually more prominent than the dog parks proposed facilities. He stated that recent permission for an office building to the north of the road has set a precedent for further development in the area which demonstrates that controlled non residential use is compatible with the local setting.

Mr Saxby expressed the view that future demands and the anticipated southeast March development means that there will be an increase in the local population including houses with dogs which are essential to proactively address the recreational needs of the residents including dedicated spaces for pet exercise and socialisation and should even a third of these new households have a dog then the demand for secure accessible outdoor space will only increase which highlights the need for the dog park in particular. He expressed the opinion that although LP16 primarily addresses residential and commercial development, the dog park aligns well with the policy's broader objectives and will align with protecting and enhancing the biodiversity on the site with significant landscaping and hedging and will incorporate and respect natural features and will create a landscape in harmony with traditional countryside patterns.

Mr Saxby expressed the opinion that it will enhance the local character, provide additional leisure opportunity, will be in keeping with nearby amenities, will not disrupt the existing landscape and will incorporate facilities for waste collection and disposal ensuring that a well maintained and user-friendly environment. He explained that it will be a safe environment by using secure fencing and be of a design to provide a controlled space that deters crime and promotes community safety.

Mr Saxby stated that there has been significant community support for the project and minimal objection emphasising community endorsement of the facility encouraging exercise and social interaction including mental wellbeing for pet owners and their dogs. He added that this aligns with Fenland's Local Plan and broader goal for community orientated development.

Members asked Mr Saxby the following questions:

- Councillor Mrs French asked whether he has any concerns over the loss of prime farmland

and could he have not found another location which was not as prominent as the A141? She also asked him to confirm whether he is proposing to include toilet facilities on the site? Mr Saxby stated that at the current time there are no plans to include toilet facilities and he added that he is aware that other dog parks in the area do not have toilet facilities. He added that with regard to the loss of farmland, in his opinion, there is still plenty of farmland that Fenland has to offer and the proposal is in alignment with existing development including that of the March South East development for 2000 homes which is going on land which is currently farmland.

- Councillor Mrs French made the point that she finds it disappointing that Highways have not objected to the proposal as it is a 60mph stretch of road. She added that the proposal includes a no right-hand turn, however, in her view, she cannot see how that will work and she does have concerns regarding this.
- Councillor Mrs French stated that Mr Saxby mentioned about people visiting the site by taking their dog on a bus and she questioned whether people take dogs on buses. Mr Saxby stated that many of the dog parks which are operating already are over subscribed and, therefore, if you need to take your dog out to a dog park and you do not drive then there is the option of getting a bus with a bus stop being located outside the site.
- Councillor Marks stated that there appears to be 28 parking spaces at the site, with the rent of the dog field being by the hour, which appears to be 168 vehicle movements in a day which, in his opinion, concerns him over the access point due to the close proximity of the roundabout to the site. He asked Mr Saxby what his view is and does he not think that is too many movements? Mr Saxby stated that the way that the facility has been designed and detailed in the design access statement is that there will be hourly blocks but broken down into half hourly sections so that the demand on the half hour point is less than if it was just on the hour. Councillor Marks stated that may be the case but there is still the same volume of cars which is 168 vehicle movements off the road per day and the garage across the road also needs to be taken into consideration. He added that he has concerns that the traffic is going to back up to the roundabout very quickly and will cause a bottleneck with the number of vehicles being proposed. Mr Saxby explained that many of the parking spaces on the site are additional waiting spaces and are not for use throughout the whole hour. He explained that when somebody arrives at the site, they will be held in a waiting space and not on the road. Councillor Marks stated that fact is irrelevant as they will still be turning into and leaving the field in one way or another and it is still going to be the same amount of vehicle movements. Mr Saxby stated that he agrees with the fact that cars are going to have to come in and out and from a highways perspective he has spoken to them and has had transport studies measuring the speed of vehicles along the road. He added that if a vehicle is approaching a roundabout then it should not be doing 60mph and he explained that he has gone through all the necessary hurdles with the Highways Authority that were necessary to alleviate concerns.
- Councillor Marks asked that if the dog park idea does not work going forwards, would the land be returned to farmland or used for something else especially if the application is approved and would have an access point? Mr Saxby stated that nothing further has been considered as there is a great demand for a dog park and it is something that he feels that the community needs.
- Councillor Connor stated that there are 550 homes in the pipeline which includes the 400 dwellings which were passed a couple of months ago and 130 which were approved very recently. He added that a number of those dwellings will access from Lambs Hill Drove.
- Councillor Sennitt Clough asked whether there is any comparative data on the number of vehicles for the other dog parks in Thorney and Wisbech so that members can have a proper idea of the numbers of people coming in and out. Mr Saxby responded that their modelling of how booked these facilities are in advance is typically around 30-40% on the available hours. Councillor Sennitt Clough asked 30-40% of what number? Mr Saxby responded that some have different booking hours but they are typically from 8am until 6pm or longer. Councillor Sennitt Clough questioned 30-40% of what overall percentage as she is sure that he has comparative data to share based on other business models around the

area of dog parks and how many visitors per day those other places achieving. Mr Saxby responded that weekends are fully booked so there will be 10-11 trips or visits, with there being four fields here but he does not expect them to be at 100% even at the weekend, during the week numbers are much less typically there are around 6 hours or trips. Councillor Sennitt Clough sought clarification that at the weekends there are 11 trips per day and 6 during the week? Mr Saxby confirmed this was correct on average.

- Councillor Marks referred to 28 car parking spaces being provided for 11 cars per day on a weekend and asked if this was correct? Mr Saxby responded that most dog parks are for one field and they have the area on this proposal split into four as they feel the demand is there for four so there would be four times the amount of cars, 44 on a day. He added that they have additional car parking spaces in case people bring two cars, there are going to be more cars than at a single dog park with 11 cars per day. Councillor Marks questioned that working on 8 hours a day and the field is let by the hour. Mr Saxby stated that it was let by the hour but two fields would be let on the hour and the other two on the half hour to reduce the peak of traffic.
- Councillor Gerstner asked is it being said that each field is going to have one dog on it at one time? Mr Saxby responded that no, most of the time that is the case but there may be one person booking it who have two or more dogs.
- Councillor Gerstner asked if there are plans on how the dog fouling is being disposed of? Mr Saxby responded that there will be lots of dog bins on the site and they will have a contractor come in to empty them at a frequency rate still to be decided.

Members asked questions of officers as follows:

- Councillor Marks stated that he believes the application that committee approved for 400 homes that there was a change to this roundabout for an extra lane to come off turning left towards Chatteris and asked if this was the case? Gavin Taylor responded that this is not the case, he has looked at the plans for the Mill Hill Roundabout improvements and the improvement works incorporate a widening of the approach arm heading from Chatteris to Mill Hill Roundabout to give that capacity so there is not lane starvation and people queuing as they approach March. He added that the northern side of the A141 Mill Hill Roundabout the improvement works did not include any widening or adjustments notwithstanding that the application site sits outside any highway land so should there be a future need to widen any of the carriageways that members may be concerned about there appears to be highway land to accommodate that at this time, without prejudice to any final assessment of highways but this scheme does not appear to encroach onto highway land.
- Councillor Mrs French stated that she has a MATS meeting next week and will be asking questions but this does concern her as at the planning application a few weeks ago for Lambs Hill Drove the applicant was requested money for MATS for the improvements at Mill Hill so she feels the information might not have been fed back and she is concerned about Mill Hill as the traffic is horrendous, with the access to this proposal being so close to the roundabout. Gavin Taylor responded that the MATS scheme is for upgrade improvements at Peas Hill Roundabout, Hostmoor and St Peters Road, with the Mill Hill Roundabout mitigation being a direct delivery by the developer as there is not actually a project on hand with the Local Highway Authority to deliver it. Councillor Mrs French stated that she is not convinced, she has been working on MATS since 2017 and it was never expected the amount of homes being proposed, with the traffic in March being chaotic and she will find out at the MATS meeting next week what work is being undertaken but it is her understanding that Mill Hill will be looked at.

Members made comments, asked questions and received responses as follow:

- Councillor Mrs French expressed the view that there is a need for a dog park as there are hundreds of dogs, and she understands that there is already one in March if it still operating and one in Manea but this one is premature.
- Councillor Marks agreed with Councillor Mrs French, he is concerned about the highway as whilst the Highway Authority say one thing using a desktop survey members live in the area,

use these roads and roundabouts and he feels the access is too close to the roundabout and he can see another bottleneck happening. He expressed the opinion that there is a need, the one in Manea does very well, but he thinks this is in the wrong place.

- Councillor Benney stated he does not disagree that an area is needed to walk dogs but this area in the emerging Local Plan is for industrial use and looking at the flood maps the part by the road is in Flood Zone 1 and that could be used for car showrooms, McDonalds and to turn this into a dog walking area is the waste of a prime site that could be so much better used. He expressed the view there are plenty of other places that a dog walking site could be located on land that has less potential.
- Councillor Connor agreed that it is needed but this is the wrong place so close to the Mill Hill Roundabout.
- Councillor Sennitt Clough stated that her reservations are based purely on the fact that she did not get the clarity that she wanted on the numbers coming in and out.
- Councillor Mrs French referred to the update from Environmental Health who recommend refusal and she feels they should be listened to.
- Councillor Imafidon stated that he knows Highways did not object but his concern is about the impact it would have where the access is located as he feels it could create a bottleneck at the roundabout and it is in an open area where something more productive can be undertaken with that land.

Proposed by Councillor Marks, seconded by Councillor Imafidon and agreed that the application be REFUSED as per the officer's recommendation.

(Councillor Mrs French declared, in accordance with Paragraph 14 of the Code of Conduct on Planning Matters, that she is a member of March Town Council, but takes no part in planning. She further declared, in accordance with Paragraph 2 of the Code of Conduct on Planning Matters, that she had been lobbied on this application)

P62/24

F/YR24/0626/O

LAND AND GARAGES AT HAWTHORNE DRIVE, WHITTLESEY

ERECT UP TO 2 X DWELLINGS (OUTLINE APPLICATION WITH MATTERS COMMITTED IN RESPECT OF ACCESS AND SCALE)

Gavin Taylor presented the report to members.

Members received a presentation, in accordance with the public participation procedure, from Rob Parsons, the applicant. Mr Parsons stated that he represents Parco Developments who are the applicants for the proposed development and they are a small construction company, with the development representing a considerable investment for his company. He added that he is aware of a number of objections to the application and most of them appear to be around the subject of access and overlooking, with the application being before the committee due to the number of objections.

Mr Parsons stated that, with regards to access, a number of the adjacent properties' rear gardens back onto the application site and the owners of those properties have given themselves access into the land, with the land having also been used previously as a short cut through and prior to the purchase of the land, checks were undertaken with his solicitor to check who had access rights and what the access rights were. He explained that the searches revealed that none of the properties that back onto or who are adjacent have any access rights other than for maintenance and repair and he added that it is not a public right of way or byway, with the fact that it has always been open, and people have chosen to walk through and give themselves access being one of the main reasons which has formed part of the submitted objections.

Mr Parsons explained that the land has now been fenced off which has removed the access for people, however, that access was not permitted in the first place. He expressed the view that he

did have concerns with regards to people fly tipping and as the landowner he is now responsible for anybody who accessed land, adding that should somebody access the land and have an accident then he would be responsible for any injuries and, therefore, by fencing off his land it will look to address the risk of fly tipping and also unauthorised access.

Mr Parsons added that when considering the objections concerning loss of light and overlooking, he took into consideration the advice and guidance from the Planning Officer and the scheme was reduced to include single storey dwellings even though there are two storey properties adjacent to the application site. He explained that the scheme was also reduced from four units down to two even though the four units met the planning criteria and made the point that he has considered the advice given by officers and have been considerate to the neighbouring properties and he hoped the committee would look to approve the application.

Members asked the following questions:

- Councillor Sennitt Clough stated that she understands that people have chosen to use the land for different reasons, and she is familiar with the area and is aware that children have used the site as a playground. She added that it is hard to re-educate children and she asked what steps he plans to take to re-educate the children with regards to the dangers on the site during the construction phase? Mr Parsons explained that as part of his role as a developer there are certain measures which have to be adhered to in order to protect members of the public and those steps include keeping the site secure during construction and ensuring the site cannot be accessed at any time which will include erecting signage and fencing to ensure everybody is kept safe. He made the point that within 100 yards of the site there is a small pocket park which the local children can use along with a new primary school which is being built in the area. Mr Parsons added that the application site is not a suitable area for children to play in due to the many changes in levels and the fact that the area is just a concrete surface. Councillor Sennitt Clough expressed the view that the application site will probably be far more attractive to the children rather than the playground and asked whether he would consider undertaking a leaflet drop to the local area in order to make parents aware? Mr Parsons stated that as a matter of course whenever he is undertaking development in a built-up area his company contact all of the neighbours and provide contact details so that any issues can be reported and he added that he would be willing to undertake a leaflet drop. Councillor Sennitt Clough made the point that she appreciates that the site will be secure and, therefore, will prove difficult to access, however, as the site has been unused for so long, she feels that the steps to notify the neighbours will be a worthwhile exercise.
- Councillor Gerstner asked how he intends to dispose of all of the concrete from the site and for the detail concerning any surface water and drainage strategy as the report states that there is not one in place. He added that the area was well developed in the 1950s and whilst the area is not prone to flooding it does suffer in heavy rain episodes. Mr Parsons stated that the concrete will be disposed of via a licensed carrier and whilst some of it will be crushed and used on site due to the fact that there is likely to be too much then some will be removed from the site. He explained that with regards to a drainage strategy there was a drainage scheme supplied with the application, however, it may not have satisfied the Planning Officer, but there is surface and foul drainage within the site already which the proposal could possibly connect up to, however, this needs to be explored further to ascertain whether a soakaway would be possible or not.
- Councillor Gerstner asked whether he has permission from Anglian Water for disposal of foul and surface water?. Mr Parsons explained that he did request the views from Anglian Water, however, they responded to say that they would not review the scheme until outline planning permission was given.
- Councillor Mrs French asked what the site was used for previously? Mr Parsons stated that it is his understanding that it had been owned previously by the Council and had been used as a garage site and the garages have been demolished leaving a concrete area. Councillor Mrs French asked whether there is currently any mains sewerage on the site? Mr Parsons

stated that there are two manholes, a foul and a storm drain.

- Councillor Connor stated that he finds it very refreshing to learn that Mr Parsons has consulted with officers and taken on board their advice with regards to single storey dwellings and that should be applauded. He added that the site will obviously operate under health and safety guidelines and made the point that it would be helpful to add a contact number onto the site notice so that if there is a problem then contact can be made. Councillor Connor referred to the point made by Councillor Gerstner and stated that the waste concrete needs to be removed from the site by a licensed waste carrier and he is pleased to hear that Mr Parsons is aware of the steps to be taken. Mr Parsons explained that he has worked previously for much larger developers and at that time he sat on the original committee for the Considerate Constructors Construction Scheme which has now been rolled out across the whole of the UK and, therefore, working with neighbours and local businesses is something which he is very aware of and he will look to ensure that the development follows the same values even though it is a much smaller scheme.

Members asked officers the following questions:

- Councillor Mrs French stated that the application is only in outline form, and should the proposal be approved then local residents will be consulted at the reserved matters stage. Officers confirmed this. She made the point that with regards to the point made by Councillor Sennitt Clough, in her view, it is not down to the applicant to consult with the local residents when it is a function of the Council.

Members asked questions, made comments and received responses as follows:

- Councillor Imafidon expressed the view that he does not see any issue with the proposal, it is an outline application in a built-up area and at the current time the site is largely a concrete area and by the time it is developed there will be green areas for rainwater attenuation.
- Councillor Connor stated that it a brownfield site and has had garages on it previously and as members of the committee are aware there is always a steer for brownfield sites to be used if at all possible and he will support the application.

Proposed by Councillor Mrs French, seconded by Councillor Imafidon and agreed that the application be GRANTED as per the officer's recommendation.

(Councillor Gerstner declared, in accordance with Paragraph 14 of the Code of Conduct on Planning Matters, that he is a member of Whittlesey Town Council, but takes no part in planning)

3.46 pm

Chairman

This page is intentionally left blank

F/YR24/0835/O

Applicant: Mr R Crofts

**Agent: Mr Nigel Lowe
Peter Humphrey Associates Ltd**

Land North Of Antwerp House, Gosmoor Lane, Elm,

Erect up to 5no dwellings (outline application with all matters reserved)

Officer recommendation: Refuse

Reason for Committee: Number of representations contrary to Officer recommendation

Government Planning Guarantee

Statutory Target Date For Determination: 11 December 2024

EOT in Place: Yes

EOT Expiry: 20 December 2024

Application Fee: £0

Risk Statement:

This application must be determined by 20 December 2024 otherwise it will be out of time and therefore negatively affect the performance figures.

1 EXECUTIVE SUMMARY

- | |
|--|
| <p>1.1. The application seeks outline planning approval with all matters reserved for the erection of up to five dwellings on a triangular area of undeveloped scrubland located on the corner of the western side of Colletts Bridge Lane and the northern side of Gosmoor Lane at Colletts Bridge.</p> <p>1.2. Colletts Bridge is identified in Policy LP3 as an 'Other Village' where residential development will be considered on its merits and will normally be restricted to single dwelling infill sites situated within an otherwise built up frontage. Policy LP12 defines the developed footprint of a village as the continuous built form of the settlement and excludes undeveloped land on the edge of the settlement where the land relates more to the surrounding countryside than to the built-up area of the settlement.</p> <p>1.3. It is considered that the principle of development of this parcel of land would be in contravention of Policy LP12 (a) and (b). In addition, it could not be argued that the development represents an infill proposal and accordingly the scheme would fail to comply with the specific requirements of LP3 in so far as they relate to the form of development.</p> <p>1.4. Furthermore, the development proposed would result in an enclosure and</p> |
|--|

urbanisation of an area of open countryside to the detriment of the character and appearance of the area. The development would arguably create a precedent for further development on the both the western side of Colletts Bridge Lane and northern side of Gosmoor Lane that would erode the existing open rural character both sides. As such, the proposal would be contrary to the requirements of Policies LP12 and LP16 (d).

- 1.5. Policy LP14 states that all applications for relevant developments must include a drainage strategy to demonstrate that suitable consideration has been given to surface water drainage and that appropriate arrangements for attenuating surface water run-off can be accommodated within the site. The application seeks to address concerns regarding surface water drainage through the submission of a drainage strategy, which includes, at its heart, attenuation and discharge of surface water via a newly dug drainage ditch to the west of the site. However the position of this ditch is outside the redline application boundary and can therefore not be considered as part of the application. As such, the scheme is contrary to the requirements of Policy LP14.
- 1.6. Given the above, and detailed within the below assessment, the proposed development is contrary to local planning policy and should therefore be refused.

2 SITE DESCRIPTION

- 2.1. The application site is a triangular area of undeveloped scrubland located on the corner of the western side of Colletts Bridge Lane and the northern side of Gosmoor Lane at Colletts Bridge; both lanes are single track, unclassified roads.
- 2.2. Residential development is situated to the opposite sides of the respective Lanes to the east and south. Adjacent to the site to the north is Iris Cottage, a replacement dwelling (F/YR03/0602/F). Further to the west is open agricultural land.
- 2.3. The site is located in Flood Zone 1.

3 PROPOSAL

- 3.1. The application seeks outline planning approval with all matters reserved for the erection of up to five dwellings. The submitted indicative site plan depicts five detached dwellings, denoted as 3-bed bungalows, with detached garages. Three accesses are indicated off Gosmoor Lane, one for each of the plots denoted as 2 & 3 to the south of the site, with another leading to a private roadway providing access to Plots, 1 to the east and 4 & 5 to the north of the site.
- 3.2. Full plans and associated documents for this application can be found at: <https://www.publicaccess.fenland.gov.uk/publicaccess/>

4 SITE PLANNING HISTORY

F/YR23/0904/O	Erect up to 5no dwellings (outline application with all matters reserved)	Withdrawn 07.02.2024
---------------	---	-------------------------

5 CONSULTATIONS

5.1. Elm Parish Council

Elm Parish Council maintains its strong objection (details as submitted for F/YR23/0904/O) to outline proposals submitted under planning application F/YR24/0835/O on the basis that they are contrary to;

Policy LP3 - development should be restricted to single dwelling infill sites.

Policy LP12(d) - development should be in-keeping with existing pattern of settlement.

Policy 16(d) - development should make a positive contribution to the character of the street scene and landscape.

Policy DM3 - requirement for character of landscape, local built environment and settlement pattern to reinforce positive features of local identity.

Policy LP12 - developments should be served by sustainable infrastructure.

In respect of the latter, Members cannot stress strongly enough, the issue of flood risk, not just at the proposed site but further along Gosmoor Lane itself (which already floods) and the wider parish.

There is clear evidence that the proposed site is a marsh area and any measures implemented to manage surface ground water will not work during periods of heavy rainfall because; the drainage system/pumping systems are already working at maximum capacity and cannot accommodate an increase in volume of water.

At a recent meeting convened by the Parish Council for the purpose of discussing flooding in Elm (with CCC Principal Flood Risk Officer in attendance), there was an admission that the current system 'could not cope' and any additional development would lead to further flooding. In simple terms; there is nowhere for the water to go.

The concerns raised by Middle Level Commissioners in respect of the previous application must not be ignored.

Concerning Highways, the issues previously raised are now magnified due to increased HGV activity along Gosmoor Lane, connected to operations at the Fenmarc site. Vehicles entering Gosmoor Lane from the A1101 have to negotiate a blind bend which creates significant hazard for motorists wishing to pull out from Collett's Bridge Lane.

In respect of evidence submitted by Highways, we request that assertions made in respect of traffic speed are reconsidered and a traffic speed survey

should be requested from the applicant. Additionally, the claims concerning visibility at the Collett's Bridge Lane junction are spurious as the splay includes a tall dense hedge, the maintenance of which is not under the applicant's control.

Finally, Gosmoor Lane is a peat soil affected roadway, prone to potholes and subsidence, it has a soft verge with no footpath or streetlighting making it unsuitable for pedestrians and cyclists.

The Parish Council urges the Planning Committee to;

- re-visit the reasons provided for unanimously refusing the previous application (F/YR23/0904/O) and;*
- maintain this refusal for the current application.*

5.2. Councillor D Roy

After looking through this application it looks suspiciously like a previous application that was withdrawn, F/YR23/0904/O. My understanding is that when committee members refused this application it was withdrawn - not a practice that sits well with me.

I note that there are a list of reasons that were, considered in the last application and rather than me list them all here, I suggest that the previous notes be given to planning members to consider from the previous application.

I therefore strongly object to this application.

5.3. Councillor M Summers

I strenuously object to this application because it is not materially different to the previous application ref F/YR23/0904/O where officers recommended its refusal and the committee agreed. The applicant withdrew their application before the refusal notice was issued which I find to be questionable practice. Most of, if not all of the grounds for refusal still exist in this application (of which there were many). I shall not repeat them here but instead ask that officers include their previous report and the previous committee report in their pack for this application.

**5.4. Cambridgeshire County Council Highways Authority
Recommendation**

On the basis of the information submitted, from the perspective of the Local Highway Authority, I consider the proposed development is acceptable.

Comments

The proposed development seeks the construction of 5 residential dwellings with access to be achieved via Gosmoor Lane, as per the previous planning scheme (planning ref. F/YR23/0904/O) which was withdrawn. As part of the previous planning application, the principal of the development was considered acceptable to the Local Highway Authority.

In the event that the LPA are mindful to approve the application, please append the following Condition to any consent granted:

Conditions

Prior to the commencement of the development full details (in the form of scaled plans and/or written specifications) shall be submitted to and approved in writing by the Local Planning Authority to illustrate the following:

- a) The layout of the site, including roads, buildings, parking provision and surface water drainage.*
- b) The siting of the building(s) and means of access thereto.*
- c) Visibility splays*
- d) Turning and parking provision*

5.5. Environment & Health Services (FDC)

This is a simple lift of comments made for the previous application F/YR23/0904/O.

The Environmental Health Team have 'No Objections' to the proposed development although it is noted that the development lies within 250m of the site of the former canal, but not on the canal itself. The former Wisbech Canal is a closed landfill site and was infilled in the 1960's with a mix of agricultural and domestic wastes. The site is monitored for landfill gases in a number of locations by Kings Lynn and West Norfolk Council and has been investigated under Part IIA of the Environmental Protection Act 1990 and found not to be of concern. The results showed that although there were some chemicals present these were only found in low levels and buried deep in the waste and not outside of the canal area. Tests showed that they are not travelling out of the waste. This means that there is no evidence to show significant risk of harm to the environment, people, property, crops, or livestock. As long as the structure of the canal continues to contain the waste there is no evidence to demonstrate that there will be a pathway to receptors beyond the boundary of the landfill site. No further investigation is proposed for the canal area.

Notwithstanding the above findings and given close proximity to noise sensitive dwellings, the following conditions should be imposed in the event that planning permission is granted;

UNSUSPECTED CONTAMINATION

CONDITION: If during development, contamination not previously identified, is found to be present at the site then no further development (unless otherwise agreed in writing with the LPA) shall be carried out until the developer has submitted, and obtained written approval from the LPA, a Method Statement detailing how this unsuspected contamination shall be dealt with.

REASON: To ensure that the development complies with approved details in the interests of the protection of human health and the environment.

NOISE CONSTRUCTION HOURS

CONDITION: No construction work shall be carried out and no plant or power operated machinery operated other than between the following hours: 0800 hours and 1800 hours on Monday to Friday, 0800 hours and 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays, unless otherwise previously agreed in writing with the Local Planning Authority.

REASON: To protect the amenities of the nearby residential properties.

5.6. Middle Level Commissioners

Many thanks for your e-mail dated 12th November advising that a revised planning application has recently been submitted for the above site.

As a point of clarification this response is made on behalf of the Hundred of Wisbech IDB to which the Middle Level Commissioners provide a planning consultancy service.

Together with the adjacent Waldersey IDB, the Hundred of Wisbech IDB are currently undertaking a Catchment Study which includes hydraulic modelling of its network of District Drains. In the absence of the resultant hydraulic modelling, which it is anticipated will be available in March/April 2025, it is difficult to be conclusive at this time.

Having reviewed the relevant submission documents the contents of Environmental Health's e-mail dated 11th November about the former Wisbech Canal are noted.

Further to the Boards previous correspondence, it appears that the applicant has made considerable effort in trying to resolve the drainage and flood risk issues raised previously including the formation of a new open channel to serve the proposed development. If dealt with correctly this watercourse may have wider benefits by lowering the water level within the hamlet and providing a positive point of discharge for future development.

The Board believes "that our drain point 90 to 88 is in very good condition, and quite capable of taking this water" but this cannot be confirmed until the above mentioned hydraulic modelling has been completed.

The Board has a duty to conserve and enhance the natural environment, and must therefore consider the environmental implications of any proposal and will require a statement outlining the environmental impact of the proposals, identifying all likely effects on the environment, including opportunities for improvement. The provision of a Preliminary Ecology Appraisal (PEA) (also known as a Phase 1 habitat survey) may suffice.

Therefore, the Board seeks appropriate reassurance perhaps in the form of an "agreed strategy" or similar on how the site will be established, developed and maintained during its lifetime. This will include but will not be limited to the provision of further detail of the proposed watercourse and those that connect to the Boards District Drain, including any potential improvement works and installation of relevant infrastructure; design, construction and long term maintenance arrangements of the water disposal systems used including relevant open watercourses; ecological protection and enhancement of open watercourses; etc.

The Board would be pleased to continue discussions with the applicant and his agents/consultants as part of a Detailed Post-Application Consultation.

5.7. **Local Residents/Interested Parties**

Objectors

The Council has received 11 letters of objection from the scheme, from 10 address points including seven addresses on Colletts Bridge Lane, two addresses on Gosmoor Lane, and one from Short Lane in Elm.

Many letters reiterated concerns raised with respect to a previous planning application on the site.

Reasons for objection to the scheme can be summarised as:

- Concerns over highway safety;
- Development would restrict potential for future road widening;
- Concerns over flooding/drainage;
- The site is not infill;
- Concerns of the impact of development to the countryside character;
- Wildlife impacts;
- Lack of justification for proposal;
- Unsustainable location, lack of services, facilities etc;
- Residential amenity impacts – light and noise pollution;
- Would set precedent for additional development;
- Recent appeal decision on Colletts Bridge Lane.

Supporters

Seven letters of support have been received via the agent for the application, from seven address points including, two from Fridaybridge Road (Elm), three from Main Road (Elm), one from Colletts Bridge Farm (Gosmoor Lane), and one from The Wroe (Emneth).

All but one of the letters were previously submitted with respect to a previous planning application on the site, but were redated and noted their continued support for the current application reference.

Reasons for supporting the scheme can be summarised as:

- Improvement of unkempt land;
- Would not spoil the countryside character;
- No concerns over wildlife;
- A lack of services and facilities would be accepted by any future occupier;
- Other planning approvals along Gosmoor Lane;
- Sustainable development;
- Development of bungalows welcomed;
- Would address housing need;
- Would increase natural surveillance and deter anti-social behaviour.

6 STATUTORY DUTY

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

7 POLICY FRAMEWORK

7.1. National Planning Policy Framework (NPPF)

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

Chapter 2 – Achieving sustainable development

Chapter 4 – Decision-making

Chapter 5 – Delivering a sufficient supply of homes

Chapter 9 – Promoting sustainable transport

Chapter 12 – Achieving well-designed and beautiful places

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

Chapter 15 – Conserving and enhancing the natural environment

7.2. National Planning Practice Guidance (NPPG)

Determining a Planning Application

7.3. National Design Guide 2021

Context

Identity

Built Form

Movement

Nature

Homes and Buildings

Resources

Lifespan

7.4. Fenland Local Plan 2014

LP1 – A Presumption in Favour of Sustainable Development

LP2 – Facilitating Health and Wellbeing of Fenland Residents

LP3 – Spatial Strategy, the Settlement Hierarchy and the Countryside

LP12 – Rural Areas Development Policy

LP14 – Responding to Climate Change and Managing the Risk of Flooding

LP15 – Facilitating the Creation of a More Sustainable Transport Network

LP16 – Delivering and Protecting High Quality Environments

LP19 – The Natural Environment

7.5. Cambridgeshire and Peterborough Minerals and Waste Local Plan 2021

Policy 5 – Mineral Safeguarding Areas

Policy 14 – Waste management needs arising from residential and commercial development

Policy 16 – Consultation Areas (CAS)

7.6. Delivering and Protecting High Quality Environments in Fenland SPD 2014

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

7.7. Cambridgeshire Flood and Water SPD 2016

7.8. **Emerging Local Plan**

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

LP1 – Settlement Hierarchy

LP2 – Spatial Strategy for the Location of Residential Development

LP7 – Design

LP8 – Amenity Provision

LP18 – Development in the Countryside

LP20 – Accessibility and Transport

LP22 – Parking Provision

LP24 – Natural Environment

LP28 – Landscape

LP65 – Residential site allocations in Colletts Bridge

8 **KEY ISSUES**

- **Principle of Development**
- **Impact on the Character and Appearance of the area**
- **Access and Highway Safety**
- **Flooding and Drainage**
- **Residential Amenity**
- **Sustainability**
- **Biodiversity & Biodiversity Net Gain (BNG)**

9 **BACKGROUND**

- 9.1. In 2019, the applicant sought pre-application advice for the erection of 3 dwellings, two situated on the current application site fronting Gosmoor Lane, with a third proposed to the north of Iris Cottage fronting Colletts Bridge Lane. The Officer returned a non-favourable response, outlining that the proposed development would likely be considered unacceptable in respect of the principle of development (LP3) and rural area character and appearance impact (LP12).
- 9.2. Following this, in February 2024, Members resolved to uphold a recommendation to refuse an application seeking outline planning approval with all matters reserved for the erection of 5no. dwellings at the site (F/YR23/0904/O).
- 9.3. Officer's recommended to refuse the scheme on the basis of:
- the proposal not comprising infill development and being sited in an unsustainable location, contrary to Policies LP3 and LP12 of the Fenland Local Plan; and

- the impact of the proposal on the countryside character, contrary to Policies LP12, LP16 (d) and DM3.
- 9.4. Further to the clear policy contravention in respect of principle and character, Members were seriously concerned about the proposed surface water drainage capabilities of the site when considering comments made by Middle Level Commissioners at the time. However, Officers were unable to substantiate a reason for refusal on the basis of flood risk within their assessment owing to a lack of specific evidence pertaining to the overall risk of flooding at the site.
- 9.5. Notwithstanding, Members remained unconvinced that a suitable surface water drainage scheme could be achieved for the development, and there was, in their opinion, a clear risk of flooding at the site. Accordingly, Members voted unanimously to refuse the application and resolved to add an additional reason for refusal on the basis of flood risk, with respect to Policy LP14.
- 9.6. However, before the formal decision could be issued by the Council, the applicant chose to withdraw the application.
- 9.7. The current application scheme is seeking outline planning approval with all matters reserved for the erection of 5no. dwellings; a resubmission of the earlier scheme by the same applicant. Matters of drainage, specifically, have been sought to be addressed within the submission, considered in more detail below.

10 ASSESSMENT

Principle of Development

- 10.1. Notwithstanding the site address of Gosmoor Lane, the site is located on the junction of Gosmoor Lane and Colletts Bridge Lane, is divorced from the main settlement of Elm and accordingly relates more to Colletts Bridge than Elm.
- 10.2. Policy LP3 identifies Colletts Bridge as an 'Other Village' where residential development will be considered on its merits and will normally be restricted to single dwelling infill sites situated within an otherwise built-up frontage. Policy LP12 defines the developed footprint of a village as the continuous built form of the settlement and excludes intermittent or sporadic development on land that is clearly detached from the built-up area of the settlement that relates more to the open countryside.
- 10.3. There are only 3 dwellings on the west side of Colletts Bridge Lane and it is not considered that these dwellings in isolation form part of a continuous built form on this side of the lane, as any dwellings are separated by large swathes of undeveloped and/or agricultural land, of which the application site is part.
- 10.4. Similarly, development on the north side of Gosmoor Lane is also sporadic in nature. With the nearest dwelling on the northern side of Gosmoor Lane being approximately 260m to the west separated by a significant track of

agricultural land. Accordingly, the application site forms a soft frontage to the existing development along both rural lanes.

- 10.5. When considering earlier appeal decisions relating to development in the locality, F/YR14/0616/F and F/YR22/1239/O, it is noted that the Inspector in both cases highlighted the sporadic nature of development on this side of Colletts Bridge Lane, further supporting officers' assessment of the local built form.
- 10.6. Whilst a decision was not formally issued, the resolution by Members to refuse the earlier application F/YR23/0904/O implies that the principle of development of this site was considered unacceptable by Members in respect of Policies LP3 and LP12 at that time. No changes have occurred with respect to the built form and sporadic nature of development in the area within the last year (since the submission of the earlier application) and there have been no substantive changes to the proposal to outweigh the clear policy contravention in this regard.
- 10.7. Thus, having due regard to the relevant Development Plan policies with respect to the settlement hierarchy and rural areas development, the Inspectors' descriptions of the area within the aforementioned Appeal decisions, and moreover the conclusions reached by Members when considering the previous application specific to this site, Officers maintain that the principle of development of this parcel of land would be in contravention of both Policies LP3 and Policy LP12 (a) and (b) in so far as they relate to the form of development, and as such the scheme should be refused on this basis.

Impact on the Character and Appearance of the area

- 10.8. There were no indicative elevations provided with this outline application, with matters relating to the specific appearance, layout and scale to be committed at Reserved Matters stage.
- 10.9. Notwithstanding, the development proposed would encroach into undeveloped land that is characteristic of the intermittent nature of development in the area and contributes the openness to the west of Colletts Bridge Lane and north of Gosmoor Lane.
- 10.10. In addition, whilst it is acknowledged that details of access and layout are not committed within this outline application, the indicative site plan indicates three access points from Gosmoor Lane leading to a private roadway serving three of the proposed plots (discussed in more detail below). It can therefore be reasonably assumed that any development of the site in this quantum would have to be laid out in such a form which would result in the development appearing similar to a small 'estate' type development that is entirely alien to the nature of the frontage built form in the vicinity.
- 10.11. Accordingly, the development proposed would result in an enclosure and urbanisation of an area of open countryside to the detriment of the character and appearance of the area. The indicated layout utilising a private roadway would appear distinctly uncharacteristic of the local development pattern. In addition, the development would arguably create a precedent for further

development on the both the western side of Colletts Bridge Lane and northern side of Gosmoor Lane that would further erode the existing open rural character both sides. As such, the proposal is contrary to the requirements of Policies LP12 and LP16 (d).

- 10.12. The indicative proposals are no different to those previously submitted within F/YR23/0904/O, and accordingly there is no alternative assessment to be had with respect to the detrimental impact of the development on the character and appearance of the area and as such the reason for refusal on this basis should remain.

Access and Highway Safety

- 10.13. The scheme follows the revised indicative proposal utilising only three accesses, two individual dwelling accesses and a private roadway to serve three of the intended plots. This is the same as that previously submitted under F/YR23/0904/O.
- 10.14. During consideration of the previous scheme, the principle of the development with respect to highway safety was considered acceptable to the Highway Authority.
- 10.15. The current scheme was subsequently consulted with the Highways Authority, who maintained their position and considered that the proposal was acceptable in principle, subject to Reserved Matters including full details of the access for consideration and approval going forward.
- 10.16. Accordingly, any remaining concerns in respect of highway safety are not considered to result in unacceptable impacts, nor are the residual cumulative impacts on the road network considered severe. Thus, refusal on the grounds of highway safety is not justified in this case (NPPF Para 115). Notwithstanding, this does not outweigh the character harm that the proposed development (and uncharacteristic access layout) would inflict on the area contrary to Policies LP12 and LP16 as considered above.

Flooding and Drainage

- 10.17. Policy LP14 Part B of the Fenland Local Plan (2014) and chapter 14 of the National Planning Policy Framework set out the policy approach towards development and flood risk. The policy requires all development proposals to adopt a sequential approach to flood risk from all forms of flooding. In addition Policy LP14 states that all applications for relevant developments must include a drainage strategy to demonstrate that suitable consideration has been given to surface water drainage.
- 10.18. The application site falls within Flood Zone 1 (low risk) and as such the proposal is considered to be appropriate development and does not require the submission of a flood risk assessment or inclusion of flood mitigation measures.
- 10.19. During consideration of the previous scheme under F/YR23/0904/O, a substantive objection was received from Middle Level Commissioners along with many concerns from local residents relating to the potential for surface water flooding at the site. Notwithstanding these concerns, Officers

considered that there was insufficient evidence to the scale and level of potential surface water flooding at the site to substantiate a reason for refusal on this basis. However, on deliberation of the application at Committee, Members drew on their local knowledge of the site and on the objection from Middle Level Commissioners, and resolved to include an additional reason for refusal on the basis of flood risk at the site.

- 10.20. The current application seeks to address matters of potential surface water flood risk through the submission of a drainage strategy. It outlines that the disposal of surface water via infiltration is unlikely to be feasible given the underlying geology of the site. It rules out various options for drainage with respect to the drainage hierarchy, resolving that a mix of permeable paving and cellular storage to attenuate flows before being discharged off site, via a hydro brake flow controlled system to a newly dug ditch beyond the western boundary of the site, which links to the IDB system to the northwest of the site. This system, in theory, may be appropriate to manage surface water runoff from the site. However the scheme is merely indicative in nature at this stage.
- 10.21. Criterion (b) of Part B of Policy LP14 is clear in that it requires applications to demonstrate that surface water run-off attenuation can be accommodated *within the site*. It is noted that the indicative positions of the proposed permeable paving and cellular storage are intended to be positioned within the site. However, these systems are linked to a proposed newly dug drainage ditch outside the western boundary of the site, which will in turn link to IDB watercourses beyond. This element of the scheme forms the crux of the surface water run-off attenuation for the scheme, yet the proposed drainage ditch falls outside the redline boundary of the application site.
- 10.22. Middle Level Commissioners were duly consulted with respect to the revised scheme and proposed surface water drainage strategy, considering that the proposal may be appropriate, however caveats this with noting that the IDB are currently undertaking hydraulic modelling for the site and until the results of this are unlikely to be available until Spring 2025. As such, at this stage, it cannot confirm if the system would have capacity to receive flows from the site as proposed. It requests 'appropriate reassurance' through an agreed strategy on how the site and its drainage system will be established, developed and maintained during its lifetime. Including, but will not be limited to the provision of further detail of the proposed watercourse and those that connect to the Boards District Drain, any potential improvement works and installation of relevant infrastructure; design, construction and long-term maintenance arrangements of the water disposal systems used including relevant open watercourses; ecological protection and enhancement of open watercourses; etc.
- 10.23. Whilst these matters are subject to detailed design, the principle of draining the site in this way has not been fully established by the submitted evidence by the applicant. In the first instance, it is noted that the proposed drainage ditch, which is development in its own right, has not been included within the redline boundary of the application site and therefore should not be considered part of the application. Therefore, the submitted drainage strategy, whilst providing indicative proposals for the drainage and

management of surface water, does not provide appropriate comfort that the scheme could be achievable and appropriate to ensure the site is adequately drained and will not increase flood risk elsewhere.

- 10.24. No additional information has been provided in direct response to earlier Member deliberations or the previous Middle Level Commissioner's comments with respect to F/YR23/0904/O to satisfy Officers that matters of surface water drainage have been adequately considered.
- 10.25. As such, given the indicative system constitutes development in its own right and is located outside the development red line, and earlier Members' resolutions regarding surface water flooding on the basis of local knowledge, and the lack of sufficient evidence to contravene these claims, there remains a concern that matters of surface water drainage have not been adequately addressed in respect of the requirements of Policy LP14.

Residential Amenity

- 10.26. It would appear from the indicative plans submitted that there would be limited impacts to neighbouring residential amenity as a result of the scheme by way of overlooking, overshadowing or overbearing, as such it is likely that the scheme could be compliant with Policy LP16 (e), subject to acceptable details of appearance, landscaping, layout, and scale to be submitted at Reserved Matters stage.
- 10.27. The Environmental Health team do not object to the development in principle, recommending that matters of amenity safeguarding are ensured through the imposition of conditions, should outline consent be approved.

Sustainability

- 10.28. A number of residents consider that the scheme should be resisted on the grounds of sustainability (owing to the lack of suitable footpaths and street lighting).
- 10.29. In terms of the site's sustainability credentials, the occupiers of the site would be wholly reliant on car-based transport for all services and facilities within the wider local area as there are no such facilities in the immediate area of the site. Accordingly, the development of the site for residential use would fail to meet with the Government's environmental and sustainability objectives.

Biodiversity and Biodiversity Net Gain (BNG)

- 10.30. Several resident representations raised concerns over implications for wildlife and biodiversity at the site being detrimentally impacted by the proposed development.
- 10.31. The site is a marshy area of scrubland, with no significant trees or hedgerow. In addition, there are no watercourses within the immediate vicinity of the site. Accordingly, the submitted Biodiversity Checklist, and subsequent on-site inspection by the Case Officer, did not highlight any areas of concern with respect to priority habitats or species. Thus, there was no requirement for an ecology survey to be undertaken in respect of the proposals.

- 10.32. Notwithstanding, should outline consent be approved, ecological enhancements could be conditioned to be included within the development to limit impacts to local wildlife.
- 10.33. The Environment Act 2021 requires development proposals to deliver a net gain in biodiversity following a mitigation hierarchy which is focused on avoiding ecological harm over minimising, rectifying, reducing and then off-setting. This approach accords with Local Plan policies LP16 and LP19 which outlines a primary objective for biodiversity to be conserved or enhanced and provides for the protection of Protected Species, Priority Species and Priority Habitat.
- 10.34. To accompany the planning application a Biodiversity Net Gain (BNG) report has been prepared, supported by a metric to calculate the baseline and proposed habitats. The supporting report outlines that the proposal will achieve the 10% net gain in biodiversity across the site. Therefore, a Biodiversity Gain Condition is required to be approved before development is begun to secure the measures proposed.

11 CONCLUSIONS

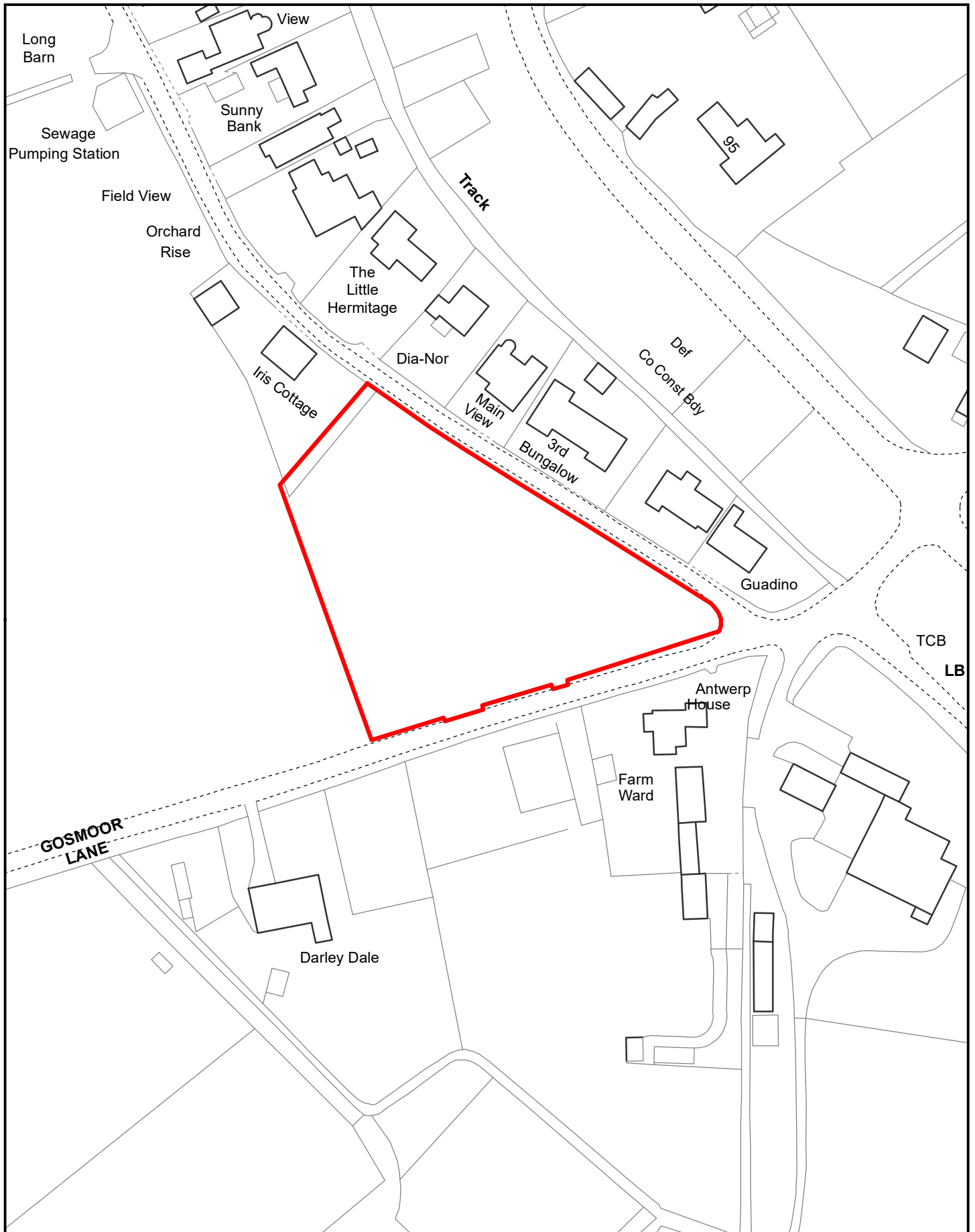
- 11.1. This application follows a previous application for a similar scheme (F/YR23/0904/O) that was subsequently withdrawn by the applicant before a decision to refuse could be issued by the Council.
- 11.2. Notwithstanding, on the basis of the consideration of the issues of the current application and previous relevant planning history, conflict arises through the principle of the development of the site and the impact on the character of the area rather than as a result of matters that could be addressed at the design stage, and as such it is concluded that the application is contrary to the relevant planning policies of the development plan, LP3, LP12 and LP16.
- 11.3. Further to this, the current application sought to address matters of surface water flood risk concern through the submission of a drainage strategy, however the main element of surface water disposal, via a proposed newly dug drainage ditch, lies outside the application boundary red line and thus cannot be considered as part of the application. Additionally, the IDB have failed to confirm that this approach would work from a technical perspective in any event. As such, matters of surface water drainage have not been adequately addressed in respect of the requirements of Policy LP14.
- 11.4. Accordingly, the proposed development is contrary to local planning policy and should be refused.

12 RECOMMENDATION

Refuse, for the following reasons;

1	Policy LP3 of the Fenland Local Plan (2014) sets out the settlement hierarchy within the district, and Policy LP12 details a range of criteria against which development within the District will be assessed. Colletts Bridge site is categorised as an 'Other Village' where residential development will be considered on its merits and will
---	--

	<p>normally be restricted to single dwelling infill sites situated within an otherwise built up frontage. Policy LP12 defines the developed footprint of a village as the continuous built form of the settlement and excludes:</p> <ul style="list-style-type: none"> (a) individual buildings and groups of dispersed, or intermittent buildings, that are clearly detached from the continuous built-up area of the settlement; and (b) gardens, paddocks, and other undeveloped land within the curtilage of buildings on the edge of the settlement where the land relates more to the surrounding countryside than to the built-up area of the settlement. <p>The existing dwellings along the western side of Colletts Bridge Lane and northern side of Gosmoor Lane do not form part of a continuous built frontage and as such the site cannot be considered as an infill site. The site relates more to the large swathes of undeveloped and/or agricultural land between sporadic residential development on both lanes and development of this parcel of land would be excluded by (a) and (b) above. The site is located within an unsustainable location where future occupants would be reliant on private motor vehicles to access services and facilities. Thus, the proposal therefore fails to comply with Policies LP3 and LP12 of the Fenland Local Plan 2014.</p>
2	<p>Policy LP12 seeks to support development that does not harm the character of the countryside. Policy LP16 (d) of the Fenland Local Plan (2014) and Policy DM3 of Delivering and Protecting High Quality Environments in Fenland Supplementary Planning Document (2014) requires development to deliver and protect high quality environments through, amongst other things, making a positive contribution to the local distinctiveness and character of the area. The development proposed would result in an enclosure and urbanisation of an area of open countryside to the detriment of the character and appearance of the area. The development would arguably create a precedent for further development on the both the western side of Colletts Bridge Lane and northern side of Gosmoor Lane that would erode the existing open rural character both sides. As such, the proposal would be contrary to the requirements of the Policies LP12, LP16(d) and DM3 (2014).</p>
3	<p>Policy LP14 Part B of the Fenland Local Plan (2014) and chapter 14 of the National Planning Policy Framework set out the policy approach towards development and flood risk. Policy LP14 states that all applications for relevant developments must include a drainage strategy to demonstrate that suitable consideration has been given to surface water drainage and that appropriate arrangements for attenuating surface water run-off can be accommodated within the site. By virtue that the main element of the proposed surface water drainage scheme, a newly dug drainage ditch, falls outside the application redline boundary, and there is no evidence to confirm the proposal would work from a technical perspective, the application has failed to adequately evidence that appropriate surface water drainage measures can be employed within the site, and thus the scheme is contrary to the requirements of Policy LP14.</p>



Created on: 22/10/2024

© Crown Copyright and database rights 2023 Ordnance Survey 10023778

F/YR24/0835/O

Scale = 1:1,250





Boundary fence to have 1 hedgehog gravel board to each boundary



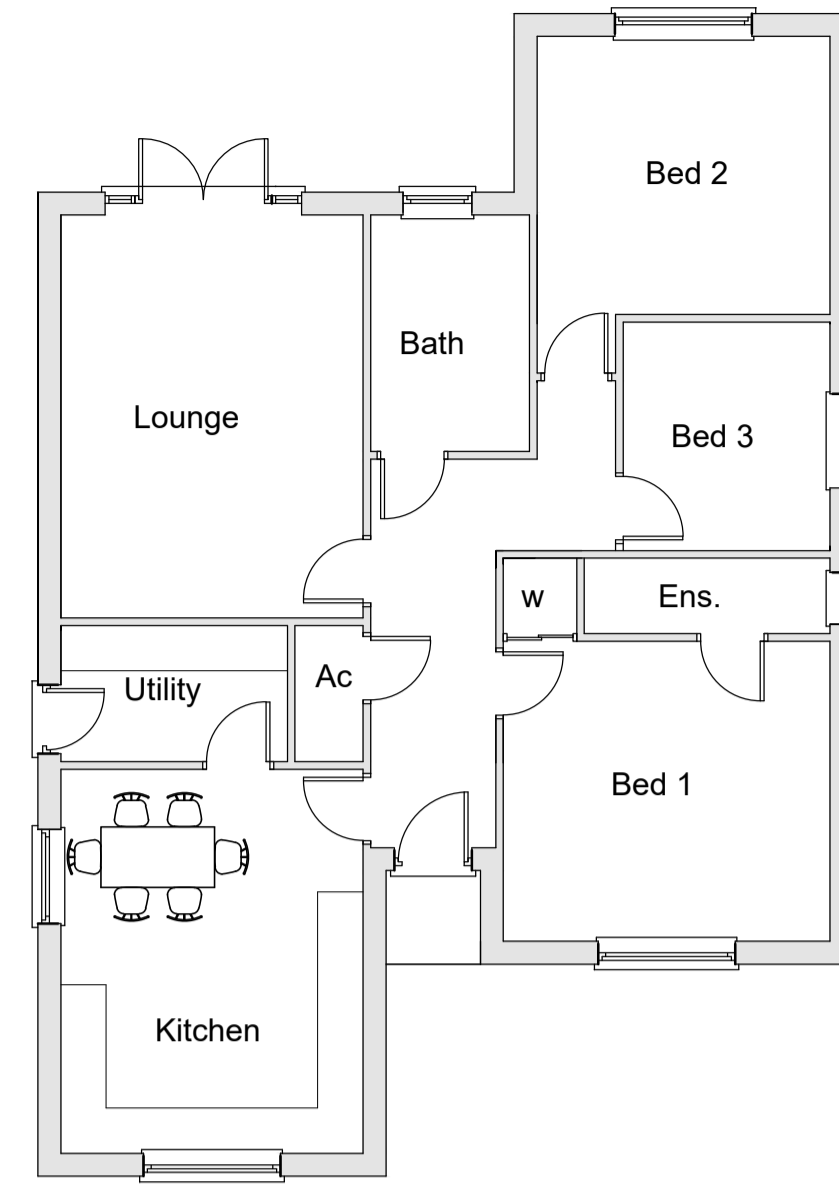
Nestbox company Starling box
1 to each dwelling



Nestbox company Sparrow box
1 to each dwelling



NHBS Habitat bat box
One on each South
Elevation

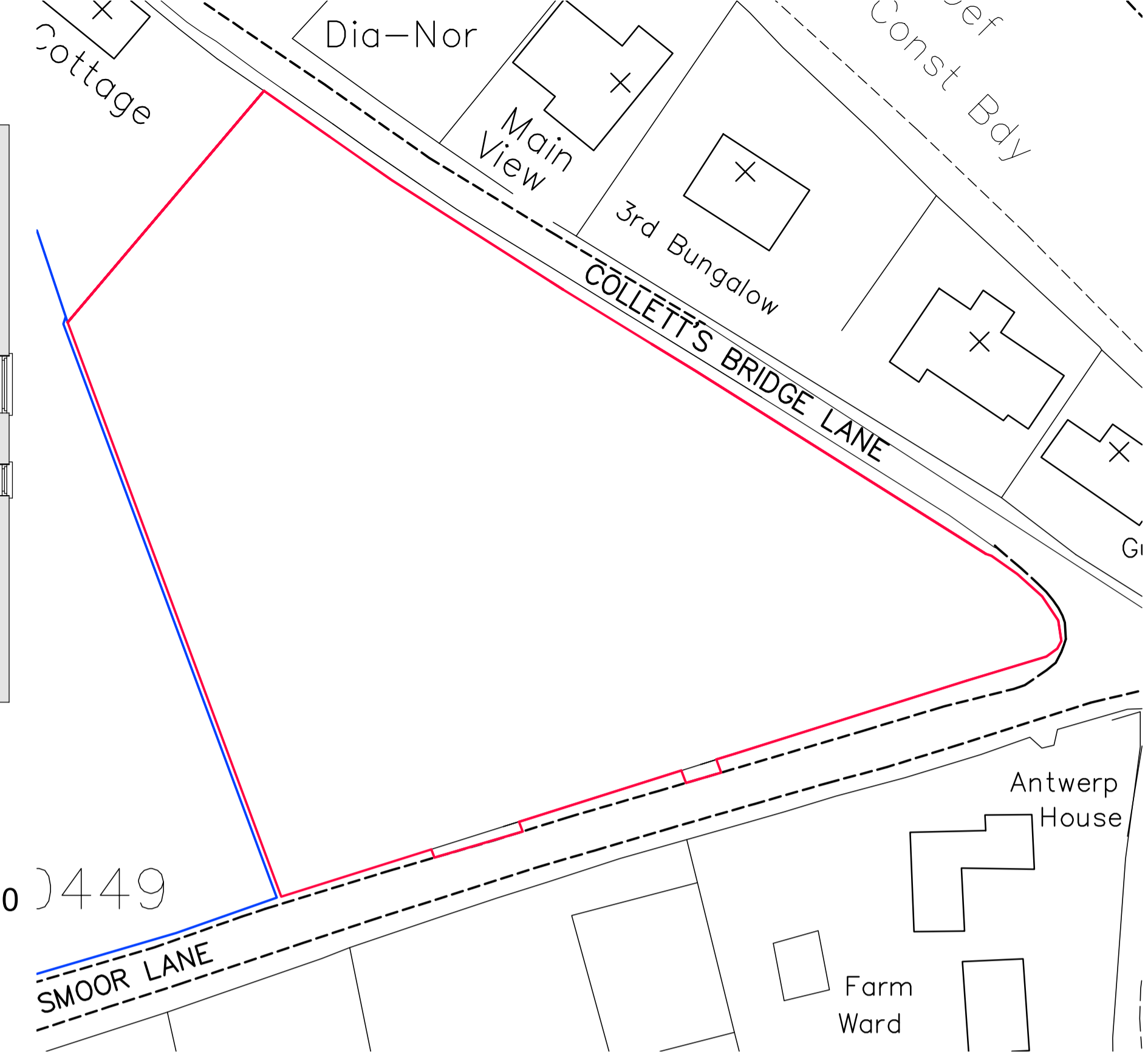


Indicative bungalow layout only 1:100

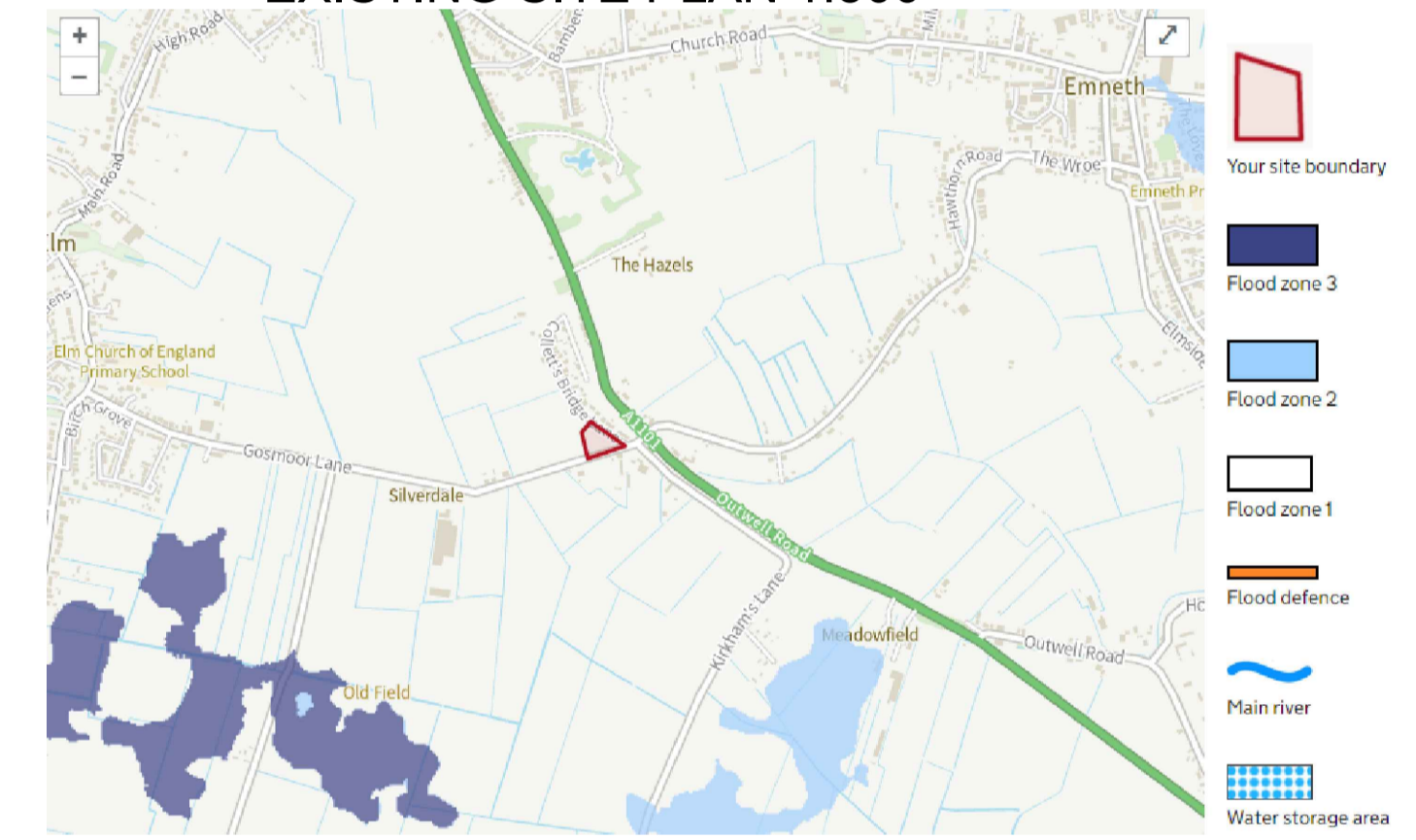


SITE PLAN 1:500
Indicative layout only

Dwelling approved
F/YR21/1494/F



EXISTING SITE PLAN 1:500



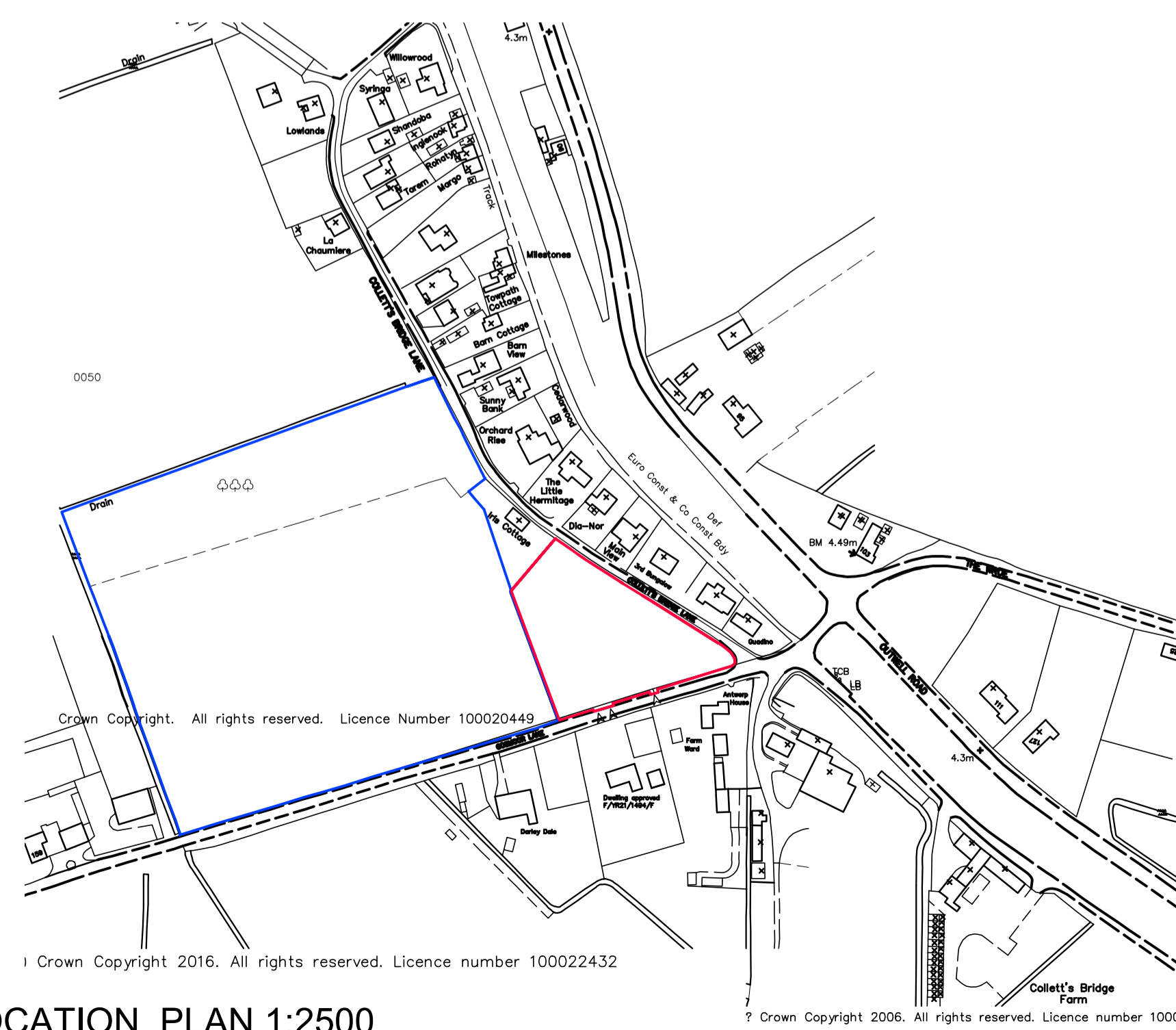
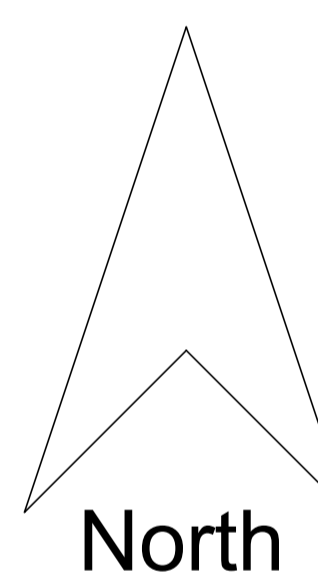
FLOOD ZONE 1

SITE AREA 0.498Ha.

Tree Schedule
 1. Silver birch (*Betula pendula*) @8 Standard Bareroot
 2. Bird cherry (*Prunus padus*) @8 Standard Bareroot

Conservation Hedge
 For a mixed native hedge, try to include three plants of the same species per 1 m (3 1/2 ft) with one each of two other species. Plant size to be 90/120cm bare rooted.

Native shrubs and trees like hawthorn, field maple, blackthorn, brack, hornbeam and holly make an ideal mixture of hedging plants. Grow rambling plants, such as wild rose, bramble and honeysuckle, through your hedge to provide even more shelter and food for wildlife.



LOCATION PLAN 1:2500

REVISIONS



PETER HUMPHREY ASSOCIATES

ADDRESS: 2 CHAPEL ROAD, WISBECH, CAMBS, PE13 1RG.
 TELEPHONE: 01945 466966
 E-MAIL: info@peterhumphrey.co.uk
 WEB: www.peterhumphrey.co.uk

CLIENT
MR CROFTS

PROJECT
RESIDENTIAL DEVELOPMENT

SITE
**PROPOSED DEVELOPMENT
 COLLETT'S BRIDGE LANE
 /GOSMOOR LANE
 COLLETT'S BRIDGE
 ELM, Nr WISBECH
 PE14 0EE**

DRAWING
6857 PL01b

JOB NO. 6857	PAPER SIZE A1	DATE 27/09/2023
------------------------	-------------------------	---------------------------

Notes:
 This drawing is the permission of Peter Humphrey Associates Ltd. and may not be re-used, loaned or copied in whole or part without written consent.
 All dimensions shown on the drawing are in millimeters unless stated otherwise. If the drawing is received electronically (PDF) it is the recipient's responsibility to ensure it is printed to the correct paper size. All dimensions to be checked on site prior to commencing work and any discrepancies to be highlighted immediately.
 The Construction (Design and Management) Regulations 2015:
 Peter Humphrey Associates' form of appointment with the client confirms whether the agent is appointed as 'Designer' or 'Principal Designer' under these regulations. Nevertheless, the design phase has been carried out with due consideration for the safety during construction, occupation and maintenance of the finished project. No extraordinary hazards or risks were identified outside of the routine construction operations that would not already be apparent to a competent contractor.

F/YR23/0208/F

**Applicant: Mr T Knowles
T Knowles (Farms) Ltd**

**Agent : Mr Jordan Trundle
Peter Humphrey Associates Ltd**

T Knowles (Farms) Ltd At Knowles Transport Limited, Manea Road, Wimblington, Cambridgeshire

Erect an extension to existing agricultural grain store, 2.5 metre high palisade and security mesh fencing, installation of a weighbridge and associated hut, and widen existing access (retrospective)

Officer recommendation: GRANT

Reason for Committee: Parish Council comments contrary to Officer recommendation

1 EXECUTIVE SUMMARY

- 1.1 The application seeks to regularise development that has taken place on site. The extension was not built out in accordance with the plans that were allowed at appeal. The overall footprint remains the same as that allowed, however, this is difference to the design of the roof and therefore the overall height.
- 1.2 Further to this, the application seeks permission to amend an existing access from Manea Road to align with the covered route through the building, as has been constructed.
- 1.3 The main issues with regard to the formal determination of this application relate to the visual impact of the changes; the impact upon the heritage assets; highway safety implications and issues relating to drainage.
- 1.4 In summary, and given the Inspectors decision which is given material weight, along with consultee comments, the development as built out has a negligible adverse impact upon visual amenity; impact upon the heritage asset and residential amenity, therefore there development is considered to be in compliance with policies LP2, LP16 and LP18 of the Fenland Local Plan (2014).
- 1.5 One detailed matter to be resolved related to surface water and drainage. Further to original objections from the LLFA and through submission of an updated Flood Risk Assessment and Drainage Strategy in August 2024, the LLFA raise no objections subject to the imposition of conditions.
- 1.6 During the course of the application, an amended plan was received detailing a revised access. However, in order for this to be achievable, a TRO application was submitted to Cambridgeshire County Council. The LHA has resolved to grant the TRO meaning it is permissable to move the current speed limit sign east of the bend in Manea Road. This would therefore allow for the alterations to the access to take place to the satisfaction of the Highways Authority and can be secured by

condition.

- 1.7 Given that the two main issues relating to flooding/drainage and highway safety have been addressed, the application is therefore recommended for approval subject to conditions.

2 SITE DESCRIPTION

- 2.1 The site lies to the east of Wimblington but is divorced from the settlement by the A141 carriageway which runs alongside the western boundary of the site. The site is considered to be in the open countryside.
- 2.2 The total site area equates to 1.86Ha and is bounded along the western and northern boundaries and partial eastern boundary. The site is relatively flat throughout and is enclosed by a palisade fence which runs partially along the site frontage of Manea Road. The site lies in Flood Zone 1 therefore at lowest probability of flooding.
- 2.3 To the west of the site is a two storey, detached dwelling with detached double garage and outbuilding to the rear. Whilst beyond the site to the east are two properties, one accessed from Frogs Abbey Lane which runs north to south along the eastern boundary of the site and provides access for a further dwelling to the north of the site and one on the corner of the Lane and Manea Road.
- 2.4 The site is accessed via the B1093 'Manea Road' which runs east to west along the south of the site. The junction of the B1093 and the A141 is immediately south west of the site and approximately 90m from the existing site access.
- 2.5 Directly opposite the site is an established potato store with the site prominently located and visible when travelling along the A141 mostly in a northerly direction and when travelling either way along the B1093.
- 2.6 On the opposite side of the A141 to the west lies the grade II listed Parish Church of St Peter. The setting of the church is derived from its positioning within the village and how it relates to buildings and roads around it as well as the views out from the church, the views of the church and natural qualities of its immediate environment.

3 PROPOSAL

- 3.1 The site secured permission at appeal in 2018 for the 'Erection of a grain store with canopy and 2.5-metre-high palisade and security mesh fencing involving demolition of existing storage building.'
- 3.2 Following the grant of planning permission, an alternative version of the approved scheme was built. The applicant sought to rectify this through the submission of a S73 application to vary the approved plans to regularise the 'as built scheme'. This application was subsequently withdrawn by the applicant as the LPA considered that the extent of the alterations carried out were beyond that which could be addressed under the S73.

- 3.3 The purpose of this current application therefore is to seek permission to regularise the changes between that allowed at appeal and that built out on site in April 2020. The proposal site is located on Manea Road approximately 85m from the junction with the A141, Isle of Ely Way. The application seeks to amend the existing access point to align with the covered route through the building, as has been constructed.
- 3.4 The extension was not built out in accordance with the plans that were allowed at appeal. Whilst the overall footprint remains the same as that allowed, there has been a change to the roof design which has therefore meant an increase in ridge height of 1.9m from that allowed at appeal. Further to this, the application seeks permission to amend an existing access from Manea Road to align with the covered route through the building, as has been constructed.
- 3.5 The application has been supplemented with the following documents:

Health Impact Assessment
Heritage Impact Assessment
Transport
Drainage Strategy
Design and Access Statement
Supporting Statement
Environmental Desktop Study
Environmental Assessment Report
Archaeological Evaluation Report

Full plans and associated documents for this application can be found at:

<https://www.publicaccess.fenland.gov.uk/publicaccess/applicationDetails.do?activeTab=documents&keyVal=RQ6HNTHE06P00>

4 SITE PLANNING HISTORY

Change of use from agricultural store to depot for storage and distribution of agricultural fertilizers and chemicals Manea Road Wimblington Ref. F/1064/87/F - Application Permitted

Erection of extension to existing grain storage building involving demolition of existing building Ref. F/YR08/0056/F - Refused

Erection of extension to existing grain storage building involving demolition of existing building and change of use of land to create an extension to existing yard Ref. No: F/YR08/0399/F | Status: Granted

Erection of extension to existing grain store and formation of a balancing reservoir Ref. No: F/YR10/0923/F | Status: Application Withdrawn

Erection of extension to existing grain store and formation of a balancing reservoir Ref. No: F/YR11/0805/F | Status: Granted

Re-location of entrance access and erection of 2.4 metre high security fencing, sliding gate and posts on existing site Ref. No: F/YR13/0796/F | Status: Application Withdrawn

Erection of a 10.0m high grain store, 2.5 metre high palisade and security mesh fencing and alterations to existing vehicular access involving demolition of storage building, dwelling and outbuildings Ref. No: F/YR15/0923/F | Status: Refused

Erection of a grain store with canopy and 2.5 metre high palisade and security mesh fencing involving demolition of existing storage building Ref. No: F/YR17/0342/F | Status: Refused. This decision was subsequently taken to appeal where the Inspector allowed the application.

5 CONSULTATIONS

5.1 Middle Level Commissioners (8/9/23)

Please be advised that neither the Middle Level Commissioners nor our associated Boards are, in respect of planning applications, statutory consultees and, therefore, do not actually have to provide a response to the planning authority and receive no external funding to do so. Except for the simplest matters, the Commissioners are instructed to advise that the Boards no longer provide bespoke responses to planning applications unless the Commissioners are asked to do so or they are the subject of the detailed pre/post-application consultation process. However, the Board has considered it appropriate for the Commissioners to respond on this occasion. The area to the east of the above development is known to have suffered from flooding in recent months, and the March East IDB has been contacted by affected residents. This message is to advise that a more detailed reply will be forwarded to you shortly with greater detail of the Board's concerns regarding this development.

5.2 County Highways

Detailed comments can be seen in full online, however, in the interests of brevity, the Local Highway Authority objected to the original submission. The access has been constructed in a way that it does not align with the access which results in a skewed access hampering visibility and manoeuvrability creating severe highway safety implications.

Revised access proposals were shown on an amended plan submitted which were not objectionable, however, implementation of the changes is reliant upon the relocation of an existing speed limit sign, for which a TRO was required to be submitted.

Following submission of a TRO, and having followed due protocol and procedures, objections were received which resulted in the TRO application taken to the Highways and Transport Committee.

(24/10/24 comments in full)

Following a statutory process, the County Council in its capacity as the Local Highway Authority have resolved to grant the Order. A copy of the decision notice will be shared with the LPA in due course.

On this basis, the site access as shown on the drawing 23005-13 A is acceptable and I therefore have no objection to the proposals. However, it should be noted that as part of any detailed design post planning, a Stage 2 Road Safety Audit will

be required for the works and the design will need to regularise road signs and markings on approach from the east. In particular, it was noted that the new 50mph sign will be in close proximity to an advisory 30mph limit on approach to the bend in Manea Road. This is likely to cause driver confusion so the advisory speed limit sign will need to be removed from its current location and mitigation measures included to ensure high levels of conspicuity of the bend for vehicles approaching from the east e.g., yellow backed chevron signs or other appropriate warning signs / lines compliant with DfT guidance.

In the event that the LPA is minded to grant consent, I recommend that the following conditions and informatives be included.

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development)(England) Order 2015 (or any order revoking, amending or re-enacting that order) no gates or other means of enclosure shall be erected across the vehicular access hereby approved.

Reason: In the interests of highway safety and to ensure compliance with Policies LP15 and LP16 of the Fenland Local Plan, adopted May 2014.

The approved access and all hardstanding within the site shall be constructed with adequate drainage measures to prevent surface water run-off onto the adjacent public highway and retained in perpetuity

Reason: To prevent surface water discharging to the highway in accordance with policy LP15 of the Fenland Local Plan, adopted May 2014

Prior to commencement of use, the vehicular access from the existing carriageway edge shall be laid out with provision of a metalled/sealed surface for a minimum length of 20m from the existing carriageway edge.

Reason: In the interests of highway safety.

Works in the Public Highway

This development may involve work to the public highway that will require the approval of the County Council as Highway Authority. It is an OFFENCE to carry out any works within the public highway, which includes a public right of way, without the permission of the Highway Authority. Please note that it is the applicant's responsibility to ensure that, in addition to planning permission, any necessary consents or approvals under the Highways Act 1980 and the New Roads and Street Works Act 1991 are also obtained from the County Council.

5.3 CCC Lead Local Flood Authority (6/4/23)

Detailed comments can be seen in full online, however, in the interests of brevity, the LLFA objected to the original submission on the grounds of surface water drainage issues; wider drainage issues; downstream ditch network issues and inaccurate hydraulic calculations.

Further information and calculations were submitted for which the LLFA maintained their objections. An updated Flood Risk Assessment and Drainage Strategy were received mid August 2024 which resulted in the following consultation response:

LLFA (28/8/24)

Thank you for your re-consultation which we received on 14th August 2024. We have reviewed the following documents:

Flood Risk Assessment and Drainage Strategy, G.H. Bullard & Associates LLP, Ref: 198/2022/FRADS Rev P4, Dated: August 2024

Based on these, as Lead Local Flood Authority (LLFA) we have no objection in principle to the proposed development.

The above documents demonstrate that surface water from the site can be managed through the use of an attenuation basin at the front of the site and tanked storage at the rear to replace the filled in attenuation basin. Water will continue to discharge at the same rate as the previous design was set to, to ensure that there is no increase in the peak volumes of water in the receiving surface water network. Additional treatment is proposed through the use of smart sponges and an oil plate to filter out any further pollutants. We request the following conditions are imposed:

Condition

The surface water drainage scheme shall be constructed and maintained in full accordance with the Flood Risk Assessment and Drainage Strategy as submitted by G.H. Bullard & Associates LLP (ref: 198/2022/FRADS Rev P4) dated August 2024.

Reason

To prevent an increased risk of flooding and protect water quality

Condition

Upon completion of the surface water drainage system, including any attenuation ponds and swales, and prior to their adoption by a statutory undertaker or management company; a survey and report from an independent surveyor shall be submitted to and approved in writing by the Local Planning Authority. The survey and report shall be carried out by an appropriately qualified Chartered Surveyor or Chartered Engineer and demonstrate that the surface water drainage system has been constructed in accordance with the details approved under the planning permission. Where necessary, details of corrective works to be carried out along with a timetable for their completion, shall be included for approval in writing by the Local Planning Authority. Any corrective works required shall be carried out in accordance with the approved timetable and subsequently re-surveyed by an independent surveyor, with their findings submitted to and approved in writing by the Local Planning Authority.

Reason

To ensure the effective operation of the surface water drainage scheme following construction of the development.

Informatives

OW Consent

Constructions or alterations within an ordinary watercourse (temporary or permanent) require consent from the Lead Local Flood Authority under the Land Drainage Act 1991. Ordinary watercourses include every river, drain, stream, ditch, dyke, sewer (other than public sewer) and passage through which water flows that do not form part of Main Rivers (Main Rivers are regulated by the

Environment Agency). The applicant should refer to Cambridgeshire County Council's Culvert Policy for further guidance:

<https://www.cambridgeshire.gov.uk/asset-library/Cambridgeshires-Culvert-Policy.pdf>

Please note the council does not regulate ordinary watercourses in Internal Drainage Board areas.

IDB Consent

Part or all of your proposed development area falls within the Middle Level Commissioners (MLC) catchment and/or that of March East IDB whose consents are managed by the MLC. All increased discharges proposed to enter watercourses directly or indirectly or any works affecting watercourses or access to or along them for maintenance if the site is within the Board's district will require MLC/IDB consent. It is therefore recommended that you contact the IDB/MLC to discuss their requirements. Further information is available at:

<https://middlelevel.gov.uk/>

Pollution Control

Surface water and groundwater bodies are highly vulnerable to pollution and the impact of construction activities. It is essential that the risk of pollution (particularly during the construction phase) is considered and mitigated appropriately. It is important to remember that flow within the watercourse is likely to vary by season and it could be dry at certain times throughout the year. Dry watercourses should not be overlooked as these watercourses may flow or even flood following heavy rainfall.

Construction Surface Water Maintenance

Prior to final handover of the development, the developer must ensure that appropriate remediation of all surface water drainage infrastructure has taken place, particularly where the permanent drainage infrastructure has been installed early in the construction phase. This may include but is not limited to jetting of all pipes, silt removal and reinstating bed levels. Developers should also ensure that watercourses have been appropriately maintained and remediated, with any obstructions to flows (such as debris, litter and fallen trees) removed, ensuring the condition of the watercourse is better than initially found. This is irrespective of the proposed method of surface water disposal, particularly if an ordinary watercourse is riparian owned.

5.4 FDC Environmental Health (26/6/23)

The Environmental Health Team note the submitted information and have also undertaken a review of previous correspondence associated with the similar scheme proposed under F/YR17/0342/F, which was allowed on appeal.

In 2017 this service questioned whether there would be any inclusion of noise generating plant on the basis that the application, as with F/YR23/0208/F, stated the proposed development to be a grain store rather than grain drier. It was subsequently confirmed by the applicant that no noise generating plant would be included and that the proposed scheme would essentially be an extension to what exists on site. Based on the aforementioned and also recent evidence acquired from site, I believe that the absence of any noise generating plant negates the requirement for the applicant to submit noise impact assessment specific to that issue.

Notwithstanding the above, and whilst there no registered complaint(s) relating to operations on the site (a standpoint also expressed by this service in 2017 and with only two unsubstantiated complaints during the development stage in May 2021) the site expansion is likely to result in an increase in vehicle movements which have the potential to adversely affect the amenity of nearby residential properties. Therefore, before this service can consider supporting the application, a noise impact assessment must be undertaken by suitably qualified acoustic consultant, having regard to the appropriate recognised standards, in this case BS 4142:2014+A1:2019 'Methods for rating and assessing industrial and commercial sound', with the associated report then submitted to the Local Planning Authority.

Environmental Health (18/2/24)

Further to our recent discussion and previous correspondence from this service, having observed the Transport Statement (Ref: apk/23005/v1) provided by Northern Transport Planning Ltd, I can confirm that the relevant parts provide clarification to allay previous concerns raised by this service and therefore eliminate the requirement for noise impact assessment.

5.5 Wimblington Parish Council (12/4/23)

Further to last night's Parish Council meeting, Councillors wish to object to 'Consultation F/YR23/0208/F at Knowles Transport Limited' as follows:

Highways issues:

The access to the site is skewed and entrance/exiting the site is going to be hazardous, there are no drawings or referencing to 'turning left into the access or turning right out of the access' in order to take the main transport route on the A141. HGV's turning into Manea Road from the A141 traffic lights will have to slow down considerably before turning left manoeuvring into the skewed access. Similarly HGV's exiting the site and turning right to the A141 will be travelling across the Manea Road into a 50mph traffic lane meters from a tight bend.

HGV movement from this site and other HGV businesses along the Manea Road has increased over the past 5 years causing a much busier flow of vehicles along the area Road to the A141.

There are no footpaths along the Manea Road where Workhouse Lane (part of the Woodman's Way touristic walk) exits on to the road, this raises safety issues for pedestrians and other users ie. horse riders. - This application has been stated as unacceptable by the Local Highway Authority in view of the safety of pedestrians and vehicles using the Manea Road.

The large, extended roof area of the sheds on the site will produce copious amounts of runoff from rain water, the disbursement of this volume of water is questionable. There are no visible ditches/dykes surrounding the site, these appear to have possibly been piped and filled in therefore runoff surface water has nowhere to go.

The attenuation/balance pond is no longer part of the site development so pollutants getting into the surface water is also another concern. The Environmental Assessment was carried out in 2011 and since then there have been major changes on the site mainly the crushing and laying of waste concrete. Wimblington has been experiencing exceptional flooding over the past three years. The Lead Local Flood Authority also object to this application.

If a weigh-bridge is installed, the turning circumference for HGV's within the site will be small, can vehicles enter and leave in forward gear, if not, this will cause a noise issue for local residents. If there are to be 20 car parking spaces then this will also be additional vehicle movement from the site, what are the agreed working hours? (Drawing 5027-PL02F) The height of the roof was raised by 1.9 meters without planning authority, this is not a minor material change.

Wimblington Parish Council (23/6/23)

A presentation was made to Wimblington Parish Council at its meeting on 13 June regarding planning application F/YR23/0208/F Knowles Transport.

The presentation and questions answered by representatives from P Humphrey & Associates cleared Councillors concerns about flooding and the footpath.

However, there are still issues to be resolved involving Highway issues. We note there is to be some re-consultation and would hope that FDC would ask for our further comment on highway matters at that stage. Given the input from Knowles Transport and that they have addressed our concerns, notwithstanding the still to be solved highways issues, Wimblington Parish Council would like to withdraw their objections to the above application.

Wimblington Parish Council (10/4/24)

At last night's Parish Council meeting, Councillors reiterated their multiple concerns about this application. There are concerns about flooding, access and highway issues, none of which appear to have been resolved and therefore Parish Council still objects to this application

5.6 Designing Out Crime Officer

Thank you for the opportunity to comment on this planning application, we have no comment or objections at this time

5.7 FDC Conservation

No additional heritage impacts. Recommendation: no objection

5.8 Local Residents/Interested Parties

There have been 17 objections to the development, several from the same neighbour but all from within the locality. Full detailed comments can be seen on the public website. In the interest of brevity, however, the points raised summarised as below:

- Questions surrounding the legality and validity of the submission given the breach of planning law
- The suspension of enforcement actions because the site is in full operational use
- Question surrounding the actual use which was allowed at appeal for a grain store, however, seems to be for transport and storage?
- Seems to be 24/7 use
- What if the site is indemnified?
- Significant highway safety issues

- Since the development has taken place, there has been an increase in flooding within local buildings including the church
- Attenuation pond is proposed at the front of the site. What safety measures would be put in place to safeguard wildlife/people falling in?
- Inaccuracies with the submission
- One letter agreeing with all other objections submitted

6 STATUTORY DUTY

- 6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires a planning application to be determined in accordance with the Development Plan unless material planning considerations indicate otherwise. The Development Plan for the purposes of this application comprises the adopted Fenland Local Plan (2014).
- 6.2 Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires Local Planning Authorities when considering development to pay special attention to preserving a listed building or its setting.

7 POLICY FRAMEWORK

National Planning Policy Framework (NPPF)

National Planning Practice Guidance (NPPG)

National Design Guide 2021

Fenland Local Plan 2014

LP1: Presumption in favour of sustainable development

LP2: Health and Wellbeing

LP3: Spatial Strategy and Settlement Hierarchy

LP6: Employment

LP14: Climate Change and Flood Risk

LP15: Sustainable Transport networks

LP16: High Quality Environments

LP17: Community Safety

LP18: Historic Environment

Emerging Local Plan

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

LP1: Settlement Hierarchy

LP3: Spatial Strategy for Employment Development

LP4: Securing Fenland's Future

LP5: Health and Wellbeing

- LP7: Design
- LP8: Amenity Provision
- LP18: Development in the Countryside
- LP19: Strategic Infrastructure
- LP20: Accessibility and Transport
- LP23: Historic Environment
- LP24: Natural Environment
- LP27: Trees and Planting
- LP28: Landscape
- LP32: Flood and Water Management
- LP33: Development on Land Affected by Contamination
- LP34: Air Quality

Delivering and Protecting High Quality Environments in Fenland SPD 2014

Cambridgeshire Flood and Water SPD 2016

8 KEY ISSUES

- **Principle of Development**
- **Visual amenity**
- **Impact on Heritage Assets**
- **Highway safety**
- **Flooding/Drainage**

9 BACKGROUND

- 9.1 The site has a detailed planning history with the site developing since the late 1980's to accommodate agricultural practices which has grown over the years, culminating in larger scale storage of agricultural produce.
- 9.2 In 2011, an application was approved for an extension to the grain store on the site, together with an access and formation of a balancing reservoir. At the time of the Council's consideration of this application, the Highway Authority objected to the proposals due to the lack of the required visibility at the access. However, the application was granted, with Members considering that the economic benefits of the proposal outweighed the issues surrounding highway safety.
-
- 9.3 Several subsequent applications have been withdrawn or refused. The latter and most relevant was a refusal of application F/YR17/0342/F. This was refused at committee for three reasons: Highway safety implications; adverse impact upon the visual amenity and landscape character and impact upon the Heritage Assets. This was taken to an appeal and was subsequently allowed subject to conditions.
- 9.4 The current application seeks to regularise the development given the development built out was not built in accordance with the approved plans at appeal. The changes relate to the design of the roof which led to an increase in overall ridge height. Further to this, the application is seeking permission to align the access with the covered route through the building, as has been constructed.

10 ASSESSMENT

Principle of Development

- 10.1 The principle of development on this site has been established following an appeal that was allowed subsequent to refusal of application F/YR17/0342/F, therefore the principle has been established in this regard. However, the purpose of the current application is to regularise the scheme. The main issues relate to the variations between the approved scheme and that built out and are addressed below.

Visual amenity

- 10.2 Policy LP16 of the FLP aims to deliver high quality environments, seeking to ensure that development makes a positive contribution to the local distinctiveness and character of the area. LP16(d) aims to ensure that development responds to and improves the character of the local built environment and does not adversely impact either in design or scale terms on the street scene, settlement pattern or the landscape character of the area.
- 10.3 In the previous officer's report to committee in July 2017, concerns were raised in respect of the character and appearance of the area. It stated that whilst the proposal was similar in scale and appearance to the existing store on the site at the time, it was effectively to extend the existing stores, thus creating a continuous building along the Manea Road frontage. The height proposed was 10m with the development highly visible from lengths along Manea Road and from the A141. Whilst tree planting was proposed along the southern and western boundaries, it was concluded that *visual harm will have already been caused by the proposal before the landscaping had matured to an extent that the visual impact could be mitigated against.*
- 10.4 The report also acknowledged that large-scale commercial buildings exist in the immediate vicinity with Lavenham Fen Farms directly south which comprises three separate large warehouse-type structures as well as the existing storage building on the application site, however, the key characteristic of these structures was that they are set back from the highway by at least 45m with the building proposed under the previous application to be within 11m of the highway frontage and approximately 100m of commercial building roof span across the front of the site. It was therefore considered that, despite the tree planting, the development would not reinforce the character of the area and was recommended for refusal on the grounds that it would adversely impact in scale terms on the street scene, settlement pattern and the landscape character of the area.
- 10.5 At appeal, the Inspector concluded that the proposal to erect a further agricultural unit, linked by a canopy to the existing buildings, would extend the built development close to the A141, but only marginally closer than the existing smaller storage building which would be demolished. *Furthermore, the proposed structure would be of a similar size, scale and height to the existing buildings on the site. Moreover, it would be constructed of materials to match those already used on site. Accordingly, its external appearance would reflect its use as a modern agricultural building. As such, it would not be unexpected in this rural location. Further to this, the building would be linked to the existing structure on site by a shallow canopy with open space beneath it which would ensure that the mass of the resultant building would not be dominant or visually incongruous. Furthermore, it would be similar to other large agricultural buildings present in the surrounding area. Moreover, the implementation of a landscaping scheme along the western edge of the appeal site would assist in integrating the building within the surrounding landscape.*

10.6 Turning to this application, and in respect of visual appearance, the development built out is comparable in terms of footprint; layout and materials to that allowed at appeal. However, the differences relate to the construction of a single gable rather than the two gables allowed at appeal. Due to the change in roof design, this has seen an increase in overall ridge height by 1.9m to 12.2m. The appeal allowed for a building and linked canopy which measured 10.3 and 9.1m respectively. Whilst it could be argued that the increase in height is a considerable change, this is read within the context of the site as a whole with a significant site frontage and in relation to the building that was in situ at the time of development. As such, it is not considered that the increase in height is considered to cause significant detriment to the site and wider area to warrant refusal. Further to this, it is contended that the change to the roof design from that allowed at appeal in itself does not cause such significant material harm to visual amenity and that would warrant refusal having regard to the Inspectors comments which are given great weight with a substantial building having been allowed at appeal.

Impact on Heritage Assets

- 10.7 Policy LP16 together with LP18 seeks to protect and enhance the historic environment, heritage assets and their settings. Directly opposite the site, west of the A141, is the grade II listed Parish Church of St Peter. The church sits to the south-eastern corner of the village of Wimblington and to the south side of the village primary school with the A141 running alongside the east side of the graveyard forming a defining physical boundary to this village.
- 10.8 The church is best seen and most appreciated from the south and west in context with the village itself where the building holds prominence and there is openness in the settlement morphology around the church, and strong natural qualities to the environment. Planting along the eastern boundary of the church is in the form of an approx. 10ft high Yew hedge with a mix of evergreen and deciduous trees within its length.
- 10.9 The previously refused scheme assessed the impact upon the setting of the Listed church and it was concluded that *the grain store would have a strong presence within the setting of the church and would unduly encroach upon its setting, particularly impacting on views of the church from the public realm*. It was concluded that the development would not preserve or enhance the setting of the church and therefore formed one of the reasons for refusal. However, the Inspector came to the conclusion that, even though the building would be large and close to the A141, its simple form and the use of materials which are sympathetic to its surroundings, would not be materially harmful to the rural character of the area. They further stated that due to the intervening distance between the buildings, and a condition to be imposed relating to a landscaping scheme, the extension would not be materially harmful to views towards the church and surrounding area. and that it would not be harmful to the character and appearance of the area or the setting of the Parish Church of St Peter a Grade II listed building.
- 10.10 Despite the increase in built form of that built out on site, the Conservation Officer was consulted on this current application and stated that there were no additional heritage impacts and therefore raised no objection. The application therefore is considered to comply with policies LP16(a) and LP18 of the Fenland Local Plan (2014).

Residential amenity

- 10.11 Policy LP16(e) of the Local Plan requires development to not adversely impact on the amenity of neighbouring users through issues such as noise, light pollution, loss of privacy and loss of light.
- 10.12 The application site lies to the north of Manea Road close to the main crossroad junction with the A141. Beyond the site to the west and adjacent to the main road junction, there is one detached dwelling whilst beyond the site to the east lies a detached dwelling, 'Greenacres' at the junction with Frogs Abbey Lane and one to the direct north of 'Greenacres' accessed from Frogs Abbey Lane.
- 10.13 Whilst it is accepted that the gable on the building built out on site sits 1.9m higher than that allowed at appeal, this is due to the design change of the roof from a dual pitched roof with central valley to one pitched roof with a central ridge point. The overall footprint and layout has not deviated from that allowed at appeal with a modest gap retained to its western boundary and that with the detached dwelling. Given this, it is not considered that this change has a material impact on residential amenity or wider visual impact from adjacent properties to the east of the site having regard to the scale of the approved use of the site and the approved development upon it.
- 10.14 Environmental Health were consulted on the application given the proximity to several residential properties. It was confirmed that there was no noise generating plant on site, however, initial questions were raised in respect of vehicle movements which has the potential to affect the amenity of nearby residents. It was requested that a Noise Impact Assessment (NIA) was submitted. In further review of the Transport Statement submitted, this provided clarification to allay previous concerns raised and updated comments were received stating that a NIA would therefore not be required.
- 10.15 Whilst the application form and the supporting statement do not make reference to hours of operation, the appeal decision in respect of application, F/YR17/0342/F, imposes a condition restricting the hours of operation to 07:00-18:00 Monday to Friday only. A similar condition can be imposed should the application be approved.
- 10.16 The development is therefore considered to comply with policies LP2 and LP16 of the Fenland Local Plan (2014).

Highway safety/Access

- 10.17 Paragraph 115 of the NPPF states that *Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Local Plan Policy LP15 states that any development that has transport implications will not be granted planning permission unless deliverable mitigation measures have been identified, and arrangements secured for their implementation, which will make the development acceptable in transport terms.*
- 10.18 The application site is located on Manea Road approximately 85m from its junction with the A141, Isle of Ely Way. During the course of the application, and following an initial objection from County Highways, a revised access was proposed which was considered acceptable in principle and addressed the original objections to a satisfactory degree. However, as stated, the implementation of the revised highway works would be reliant upon the relocation of an existing speed

limit sign marking the start of the 50mph to the west. The speed limit can only be altered with the granting of a Speed Limit Order. Whilst this is subject to legislation outside of planning control and requires public consultation, the submission and approval of such should be applied for prior to an application being determined as there is otherwise a risk that the access works cannot be implemented. A Grampian condition prevents the start of a development until off-site works have been completed on land not controlled by the applicant. This is not something that can be imposed in this instance as the application is retrospective and to impose such a condition would fail the tests of reasonableness and enforceability.

- 10.19 A Traffic Regulation Order (TRO) was submitted to Cambridgeshire County Council at the end of January 2024 to move the speed limit in accordance with the comments from County Highways. Several objections were received including one from a local Member. A subsequent meeting was held on 24th October 2024 between County Highways, the Chair and Vice-Chair of the Highways and Transport Committee along with the local County Councillor and the County's Traffic Manager where there was a resolution to grant the TRO, meaning it is permissible to move the current speed limit sign to a position east of the bend in Manea Road. Given this, County Highways have removed their objection with the revised access proposed being acceptable subject to conditions.
- 10.20 Subject to the amendments to be carried out to the access as demonstrated on an amended plan, these would comply with LP16 of the Local Plan and paragraph 115 of the NPPF with no severe impact upon highway safety.

Flooding

- 10.21 Policy LP14 aims to ensure that development is compatible with its location taking into account the impacts of climate change and flood risk. The site lies in Flood Zone 1 and therefore at the lowest risk of flooding. The Environment Agency's surface water flood mapping does however indicate patches around the site, particularly around the store, susceptible to high, medium and low level surface water flooding. A significant area of low level surface water flooding is found to the immediate north east of the site.
- 10.22 Cambridgeshire County Council is the Lead Local Flood Authority (LLFA) for the area and is therefore a statutory consultee on matters of SuDS and drainage schemes. Several earlier objections were raised from the LLFA and concerns raised that given that there is a wide range of drainage infrastructure within and surrounding the site, these may have been altered within the site boundary.
- 10.23 In seeking to address the LLFA objections, there has been ongoing correspondence throughout the application process between the agent, their drainage specialists and the LLFA. Further to this, a meeting took place between all parties mid-July 2024 which led to the submission of an updated Flood Risk Assessment and Drainage Strategy (FRADS).
- 10.24 Water will continue to discharge at the same rate as the previous design was set to ensure that there is no increase in the peak volumes of water in the receiving surface water network. Additional treatment is proposed through the use of smart sponges and an oil plate to filter out any further pollutants. This can be conditioned.
- 10.25 Following submission of the updated FRADS, comments from the LLFA at the end of August 2024 concluded that the documents demonstrate that surface water

from the site can be managed through the use of an attenuation basin at the front of the site and tanked storage at the rear to replace the filled in attenuation basin. An updated plan was submitted to reflect this. They withdrew their original objections, and, subject to conditions, are not objecting to the development.

Other considerations

- 10.26 The comments received by the local residents are noted. Officers are satisfied that the submitted drawings and supporting information show enough to enable a robust determination of the application to be made.
- 10.27 Several questions surrounding the legality and validity of the application; concerns raised in respect of the suspension of enforcement actions and the site being indemnified were addressed in a response from the then Head of Planning with full details available to view on the public website.
- 10.28 Consideration has been given to the planning history of the site as per the content of this report.

11 CONCLUSIONS

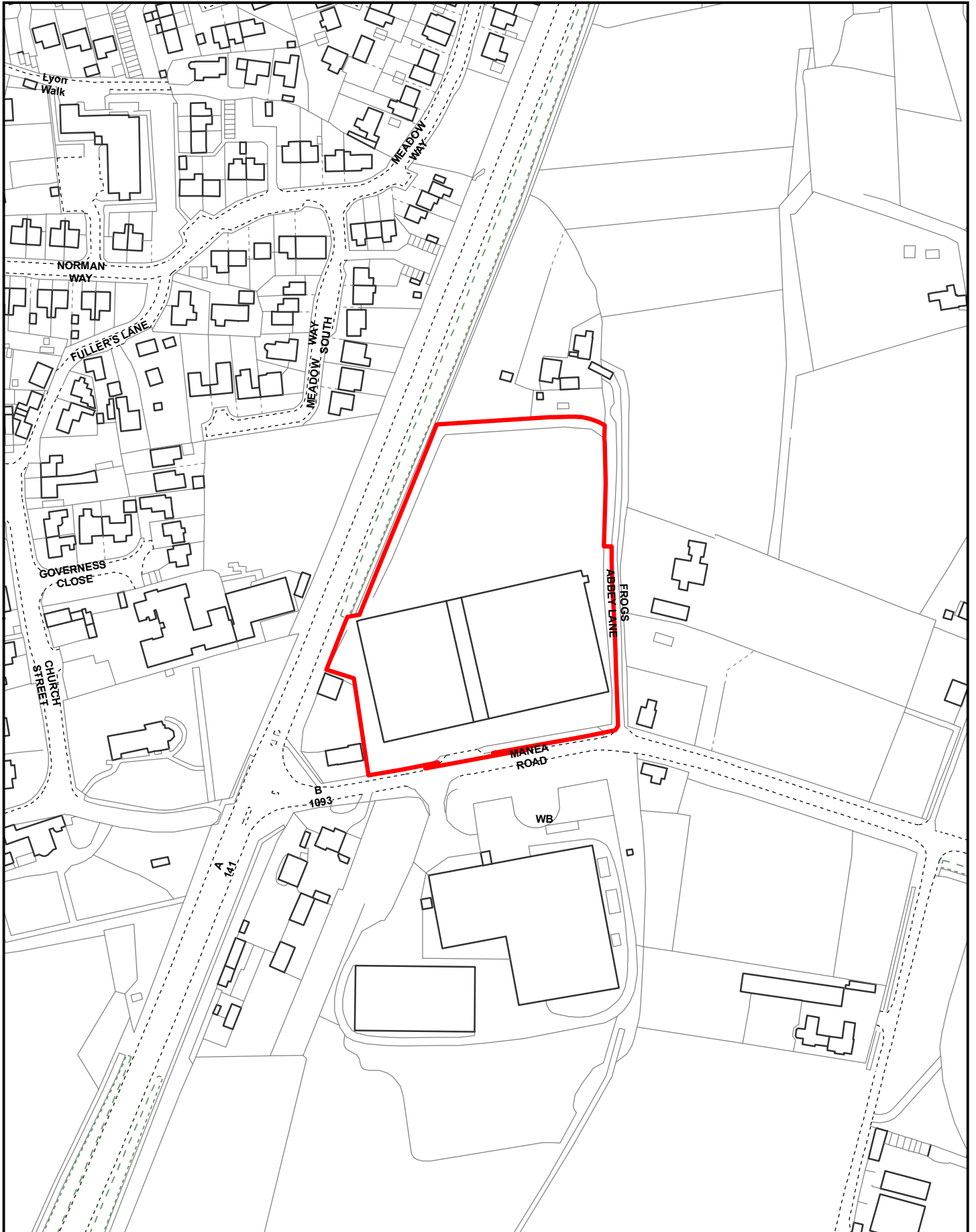
- 11.1 In summary, and given the Inspectors decision in 2018 which is given material weight, along with consultee comments, the development as built out has a negligible effect upon visual amenity; impact upon the heritage assets and residential amenity. Further to this, drainage and highways matters have been addressed throughout the course of this application and would be subject to conditions if Councillors are mindful to go with officer recommendation.

12 RECOMMENDATION:

GRANT; subject to the following conditions:

1.	<p>Notwithstanding the provisions of the Town and Country Planning (General Permitted Development)(England) Order 2015 (or any order revoking, amending or re-enacting that order) no gates or other means of enclosure shall be erected across the vehicular access hereby approved.</p> <p>Reason: In the interests of highway safety and to ensure compliance with Policies LP15 and LP16 of the Fenland Local Plan, adopted May 2014.</p>
2.	<p>The premises shall be used solely for agricultural crop and equipment storage and for no other purpose (including any other purpose in Class B8 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order).</p> <p>Reason: In the interests of highway safety and to ensure compliance with policy LP15 of the Fenland Local Plan, adopted May 2014</p>
3.	<p>The premises shall operate between the hours of 0700 to 1800 Monday to Friday only.</p>

	Reason: In the interests of residential amenity and to ensure compliance with policies LP2 and LP16 of the Fenland Local Plan, adopted May 2014
4.	<p>Within three months of the date of this decision, the approved alterations to the access, shown on plan 23005-12 Revision A, and all hardstanding within the site shall be constructed, and with adequate drainage measures to prevent surface water run-off onto the adjacent public highway and retained in perpetuity</p> <p>Reason: To prevent surface water discharging to the highway in accordance with policy LP15 of the Fenland Local Plan, adopted May 2014</p>
5.	<p>Within three months of the date of this decision, the vehicular access from the existing carriageway edge shall be laid out with provision of a metalled/sealed surface for a minimum length of 20m from the existing carriageway edge.</p> <p>Reason: In the interests of highway safety and to ensure compliance with Policies LP15 and LP16 of the Fenland Local Plan, adopted May 2014.</p>
6.	<p>Within three months of the date of this decision, the surface water drainage scheme submitted within the Flood Risk Assessment and Drainage Strategy by G.H. Bullard & Associates LLP (ref: 198/2022/FRADS Rev P4) dated August 2024 shall be constructed and maintained in full thereafter.</p> <p>Reason To prevent an increased risk of flooding and protect water quality and in accordance with policy LP14 of the Fenland Local Plan, adopted May 2014.</p>
7.	<p>Upon completion of the surface water drainage system, including any attenuation ponds and swales, and prior to their adoption by a statutory undertaker or management company; a survey and report from an independent surveyor shall be submitted to and approved in writing by the Local Planning Authority. The survey and report shall be carried out by an appropriately qualified Chartered Surveyor or Chartered Engineer and demonstrate that the surface water drainage system has been constructed in accordance with the details approved under the planning permission. Where necessary, details of corrective works to be carried out along with a timetable for their completion, shall be included for approval in writing by the Local Planning Authority. Any corrective works required shall be carried out in accordance with the approved timetable and subsequently re-surveyed by an independent surveyor, with their findings submitted to and approved in writing by the Local Planning Authority.</p> <p>Reason: To ensure the effective operation of the surface water drainage scheme following construction of the development and in accordance with policy LP14 of the Fenland Local Plan, adopted May 2014.</p>



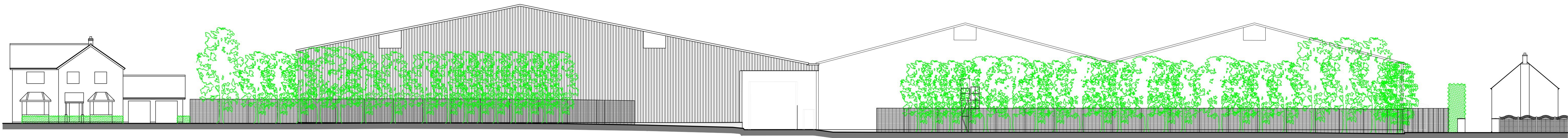
Created on: 16/03/2023

© Crown Copyright and database
rights 2023 Ordnance Survey 10023778

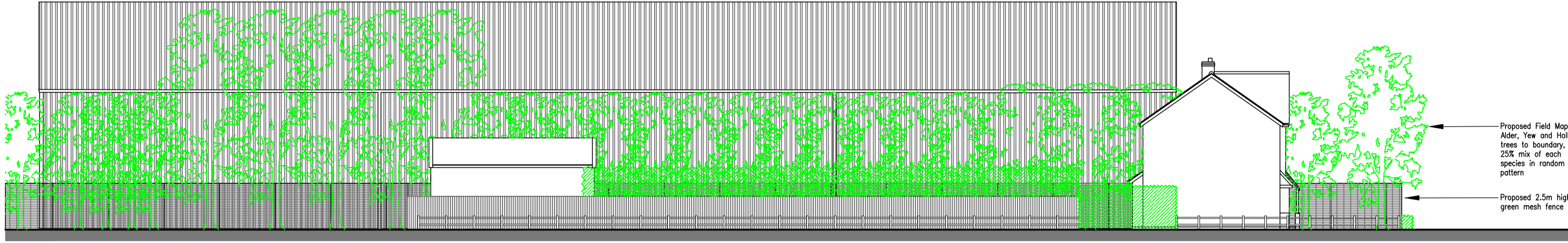
F/YR23/0208/F

Scale = 1:2,500

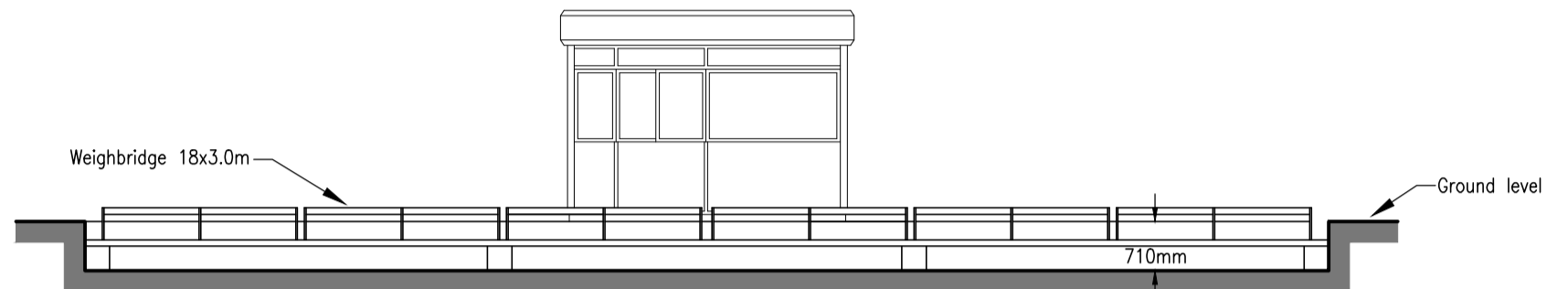




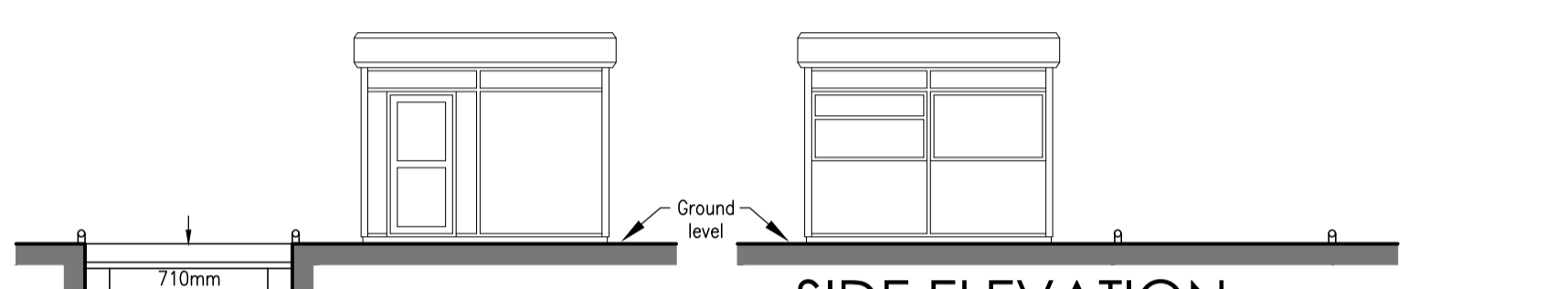
PROPOSED STREET SCENE FROM MANEA ROAD 1:200



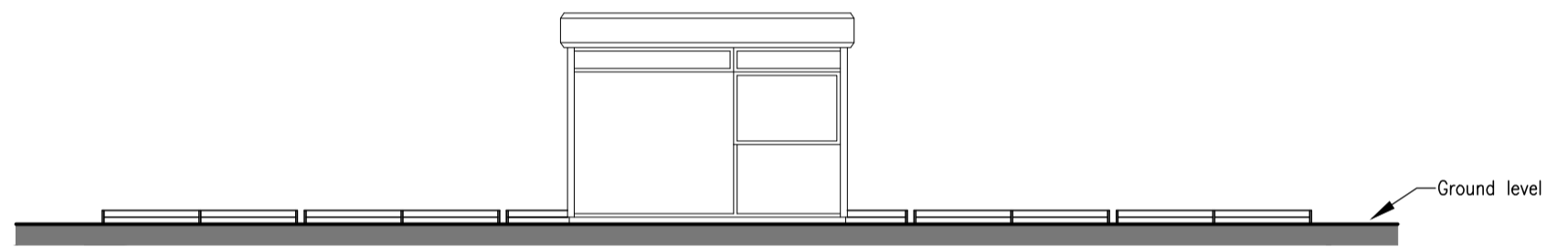
PROPOSED STREET SCENE FROM A141 1:200



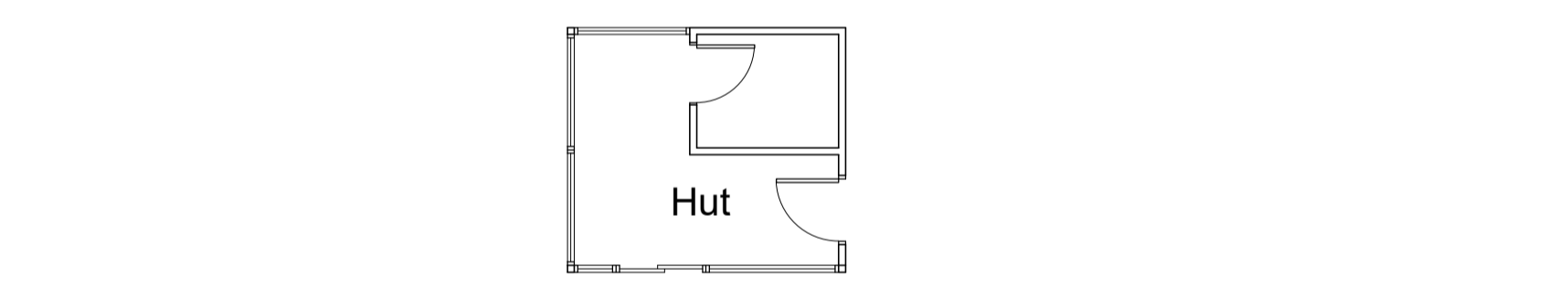
FRONT SECTIONAL ELEVATION



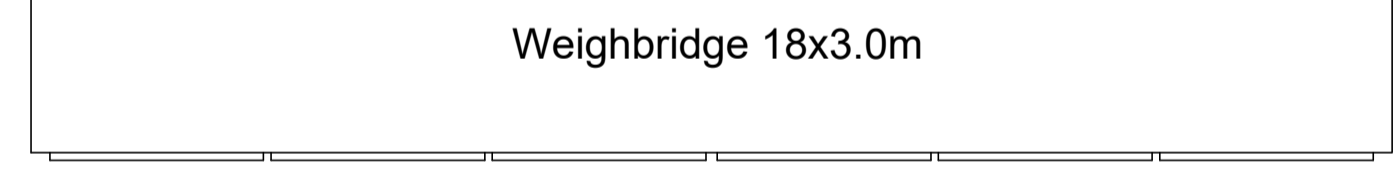
SIDE SECTIONAL ELEVATION



REAR ELEVATION



SIDE ELEVATION

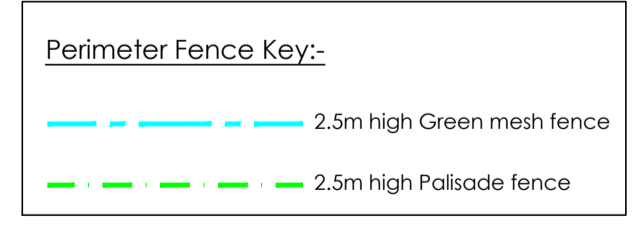


PLAN 1:100



PROPOSED SITE PLAN 1:500

Landscaping Notes:
 All trees should be 08-10cm girth Standard* trees either rootballed or container grown and should be single staked with 75mm minimum diameter stake free from bark with one end pointed.
 Tree Pits to be 600x600 depth of rootball or container (or 150mm wider than the round rootball whichever is greater) do not plant deeper than the soil mark on the stem. Break up pit base to avoid compaction. Drive 1 stake upright/vertical into bottom of excavated planting pit before planting.
 Saturate root ball of container grown and rootballed plants before planting. Backfill with excavated material incorporating compost at 1m³ per 3m³ of soil excavated.
 Use Super Soft Tree Ties (or similar) to fix tree to stake no spacer required. Water thoroughly immediately after planting and at intervals as necessary until trees are established. Apply 75mm bark mulch to planting surface. Fit spiral tree guard to tree base.



REVISIONS

NO.	DATE	DESCRIPTION
M - 14.09.2024		Amendments to show Attenuation Basin on plan.
L - 07.11.2023		Amendments following Cambs Police comments.
K - 08.09.2023		Amendments following further CCC Highway comments.
J - 16.08.2023		Amendments following CCC Highway comments.
H - 09.05.2023		Amendments following HRP comments.
G - 05.05.2023		Amendments following highway comments.

JOB NO.	PAPER SIZE	DATE
5027/PL02M	A1	JUNE 2022

Notes:
 This drawing is the permission of Peter Humphrey Associates Ltd. and may not be reissued, loaned or copied in whole or part without written consent.
 All dimensions shown on the drawing are in millimeters unless stated otherwise. If the drawing is received electronically (PDF) it is the recipient's responsibility to ensure it is printed to the correct paper size. All dimensions to be checked on site prior to commencing work and any discrepancies to be highlighted immediately.

The Construction (Design and Management) Regulations 2015:
 Peter Humphrey Associates' form of appointment with the client confirms whether the agent is appointed as Designer or Principal Designer under these regulations. Nevertheless, the design phase has been carried out with due consideration for the safety during construction, occupation and maintenance of the finished project. No extraordinary hazards or risks were identified outside of the routine construction operations that would not already be apparent to a competent contractor.

CLIENT
T KNOWLES (FARMS) LTD

PROJECT
AGRICULTURAL GRAIN STORE

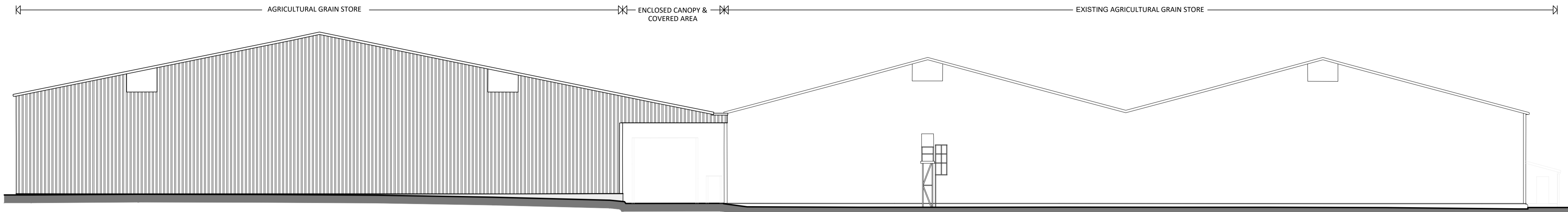
SITE
**T KNOWLES (FARMS) LTD
 MANEA ROAD
 WIMBLINGTON
 MARCH
 PE15 0PA**

DRAWING
PLANNING DRAWING 2

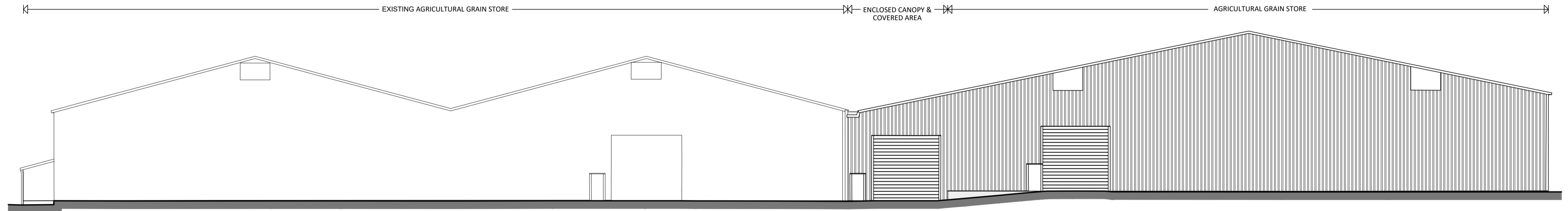
PETER HUMPHREY ASSOCIATES

ADDRESS: 2 CHAPEL ROAD, WISBECH, CAMBS. PE13 1RG.

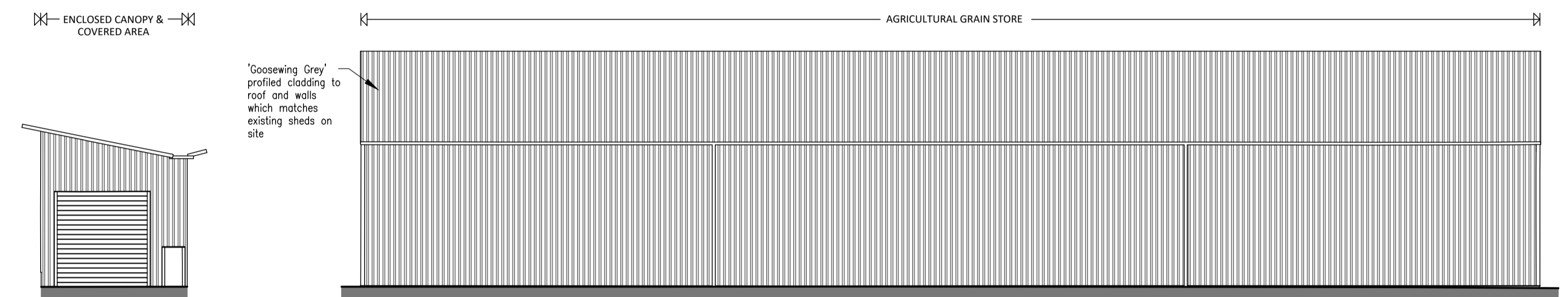
TELEPHONE: 01945 466766
 E-MAIL: info@peterhumphrey.co.uk
 WEB: www.peterhumphrey.co.uk



FRONT ELEVATION (FACING MANEA ROAD) 1:200

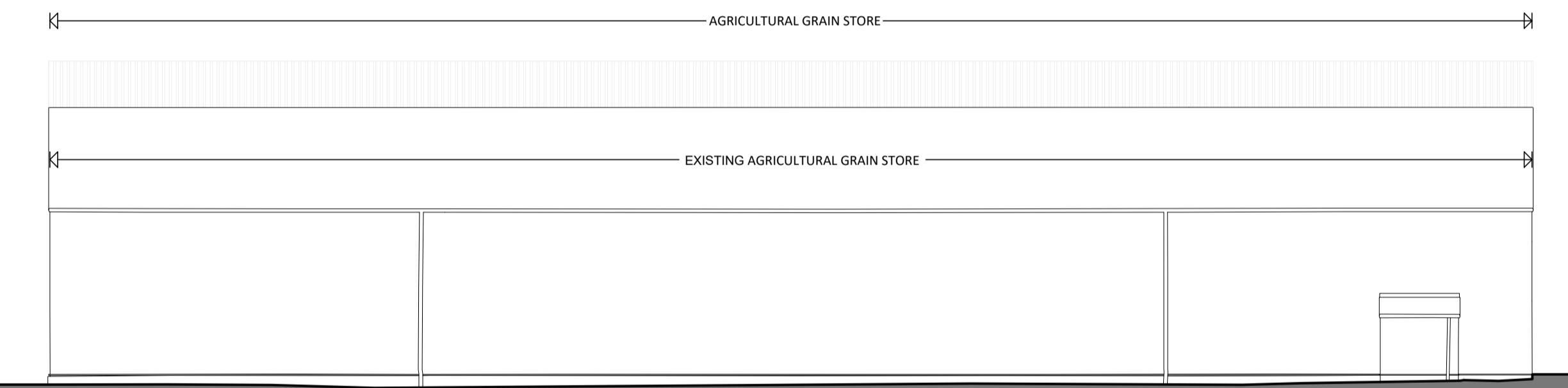


REAR ELEVATION 1:200

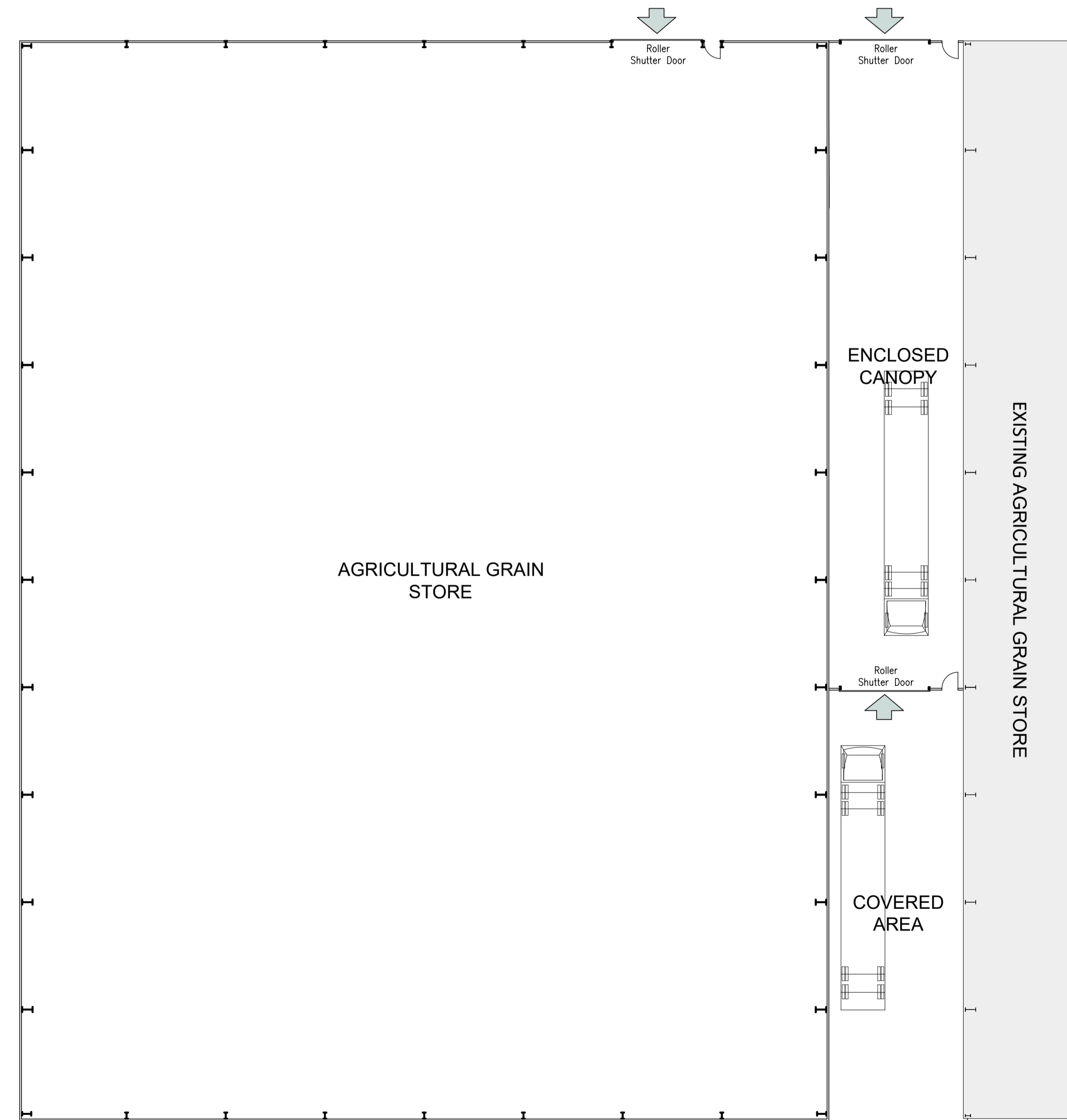
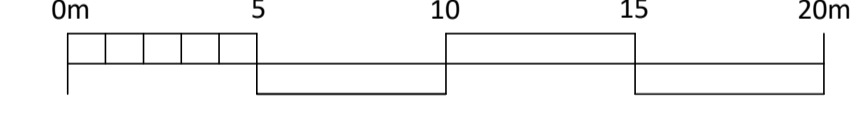


INTERNAL FRONT ELEVATION 1:200

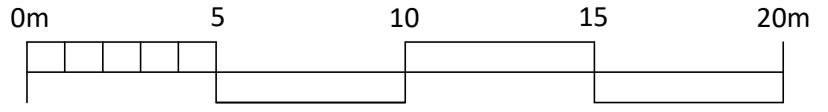
SIDE ELEVATION 1:200



SIDE ELEVATION 1:200



PROPOSED FLOOR PLAN 1:200



8 - 22.02.2022 - Amendments following LPA validation comments.
 A - 09.04.2022 - Amendments following meeting with client.
 REVISIONS

JOB NO.	PAPER SIZE	DATE
5027/PL01B	A1	JUNE 2022

Notes:
 This drawing is the permission of Peter Humphrey Associates Ltd. and may not be reissued, loaned or copied in whole or part without written consent.
 All dimensions shown on the drawing are in millimeters unless stated otherwise. If the drawing is received electronically (PDF) it is the recipient's responsibility to ensure it is printed to the correct paper size. All dimensions to be checked on site prior to commencing work and any discrepancies to be highlighted immediately.
 The Construction (Design and Management) Regulations 2015:
 Peter Humphrey Associates' form of appointment with the client confirms whether the agent is appointed as 'Designer' or 'Principal Designer' under these regulations. Nevertheless, the design phase has been carried out with due consideration for the safety during construction, occupation and maintenance of the finished project. No extraordinary hazards or risks were identified outside of the routine construction operations that would not already be apparent to a competent contractor.

CLIENT
 T KNOWLES (FARMS) LTD

PROJECT
 AGRICULTURAL GRAIN STORE

SITE
 T KNOWLES (FARMS) LTD
 MANEA ROAD
 WIMBLINGTON
 MARCH
 PE15 0PA

DRAWING
 PLANNING DRAWING 1

PETER HUMPHREY ASSOCIATES

ADDRESS: 2 CHAPEL ROAD, WISBECH, CAMBS, PE13 1RG.
 TELEPHONE: 01945 466966
 E-MAIL: info@peterhumphrey.co.uk
 WEB: www.peterhumphrey.co.uk

F/YR24/0456/O

Applicant: Cannon Kirk Developments Ltd

**Agent : Mr Andrew Hodgson
Pegasus Group**

Land North Of, Lambs Hill Drove, March, Cambridgeshire

Erect up to 50 x dwellings involving the demolition of existing dwelling and outbuildings (Outline application with all matters reserved)

Officer recommendation: Grant

Reason for Committee: Town Council's recommendation contrary to officer recommendation.

Government Planning Guarantee

Statutory Target Date For Determination: 29 August 2024

EOT in Place: Yes

EOT Expiry: 13 December 2024

Application Fee: £19711

Risk Statement:

This application must be determined by 11 December 2024 otherwise it will be out of time and therefore negatively affect the performance figures.

1 EXECUTIVE SUMMARY

- | |
|---|
| <p>1.1 The site comprises a rectangular parcel of land (approx. 2.8ha) located to the southeast of March and forms a small area (approx. 8%) of the South East March strategic allocation, identified through policy LP9 of the Fenland Local Plan (2014) which seeks to deliver around 600 dwellings and supporting infrastructure.</p> <p>1.2 Policy LP7 sets out that a Broad Concept Plan (BCP) for allocations must be agreed and for future proposals within the site conforming to the BCP. Policy H1 of the March Neighbourhood Plan aligns with the Local Plan, identifying this area of March as allocated housing land. A BCP for this site allocation was approved by the Council in June 2023.</p> <p>1.3 The application is in outline with all matters reserved at this stage. Whilst detailed matters of layout, scale, appearance and landscaping are reserved for future consideration, the indicative plans provided are considered to accord with the vision and growth ambitions of the approved BCP and Local Plan policy LP9 respectively. Furthermore, whilst access is also a reserved matter, the proposed points of access to the site were previously agreed under an application for a wider area of the strategic allocation, covering around 65% of the site</p> |
|---|

(F/YR23/0696/O). As such, it can be reasonably concluded that a safe and suitable means of access to the site (and to the wider allocation) can be achieved.

- 1.4 A package of mitigation has been agreed by the applicant, with a mixture of financial contributions and direct delivery of affordable housing.
- 1.5 It is recognised that the development will result in some unavoidable landscape harm, however this is localised and inevitable given the development plan allocation. Furthermore, due to known viability constraints with the district, the full amount of infrastructure contributions cannot be secured.
- 1.6 However, it is considered that the proposal would, on balance, amount to sustainable development and would accord with the development plan taken as a whole. There are no material considerations worthy of sufficient weight that indicate that a decision should be made other than in accordance with the development plan.
- 1.7 The recommendation is to approve the application.

2 SITE DESCRIPTION

- 2.1 The site comprises a rectangular parcel of land (approx. 2.8 Ha (excluding access routes) located to the southeast of March and forms approximately 15% of the south east March strategic allocation, identified through policy LP9 of the Fenland Local Plan (2014).
- 2.2 Three other parcels of land (outside of the scope of this application) fall within the allocation area (See planning history section below).
- 2.3 The built form of March lies further to the north and to the west of the site. The existing track of Lambs Hill Drove defines the site's southern boundary. Beyond Lambs Hill Drove, further south lies open countryside. Drainage ditches are situated along the site's southern and eastern edges, forming part of a wider network of drainage ditches within the strategic allocation.
- 2.3 Field boundaries define the Site's northern and western boundaries, beyond which lies further agricultural land. Further to the east, a natural boundary is formed by vegetation which lies immediately adjacent to a former railway which is used as a recreation route, which runs north to south along the eastern boundary of the strategic allocation.
- 2.4 Topographically, the site gently slopes down towards the south. The majority of the site falls in Flood Zone 1, with the south-eastern corner and southern fringe within Zones 2 and 3.

3 PROPOSAL

- 3.1 The application seeks outline planning permission for residential development of the site comprising up to 50 dwellings (including affordable housing), formation of 2 x accesses involving the demolition of an existing dwelling (40 Wimblington Road). and likely a dropped kerb for 38 Wimblington Road, public open space, landscaping, children's play areas, sustainable drainage infrastructure, all other

associated infrastructure, and the demolition of an existing dwelling (40 Wimblington Road).

- 3.2 All matters are reserved for future submission, however indicative plans and a Design and Access Statement have been provided to demonstrate how the site could be arranged to accommodate the quantum proposed and supporting infrastructure.

Access

- 3.3 Whilst access is not committed, the application is supported by a design and Access Statement and an indicative access plan for the lambs Hill Drove junction. The development proposes 2 main points of access to the site, both are located along Wimblington Road, one at 40 Wimblington Road and the other at Lambs Hill Drove. These points of access are consistent with those previously committed and approved by the Local Highway Authority and the LPA under application F/YR23/0696/O for a wider part (approximately 65%) of the strategic allocation.

Indicative Layout

- 3.4 An Indicative Proposed Site Plan and Design & Access Statement accompany the application to indicate how the quantum of development and associated infrastructure could be arranged across the site and essentially comprises the northern half accommodating the residential element, with the southern half occupied by formal and informal open space and surface water attenuation features. The housing parcels are proposed to be served by a main point of access off the main spine road which serves the wider allocation, with a pedestrian and cycle link running through the development and connecting to the wider site, to parcels of land outside of the applicant's control. An emergency access point is also proposed on the eastern boundary, again linking to the wider site.
- 3.5 The public open space is proposed to include a LAP (Local Area of Play), with a Suds feature at the far south of the site, located in the area at higher risk of flooding i.e., the residential development is all proposed to be located within Flood Zone 1.
- 3.6 The application is supported by the following key documents and plans;
- Location plan
 - Indicative Proposed Site Plan
 - Design and Access Statement ('DAS')
 - Health Impact Assessment
 - Landscape Visual Impact Assessment
 - Heritage Statement
 - Transport Statement
 - Framework Travel Plan
 - Economic Benefits Statement
 - Flood Risk Assessment and Drainage Strategy
 - Ecological Impact Assessment
 - Biodiversity Net Gain Assessment
 - Biodiversity Metric calculation
 - Ground Conditions Report
 - Noise Assessment
 - Air Quality Assessment
 - Arboricultural Impact Assessment
 - Statement of Community Involvement
 - Indicative Lambs Hill Drove access

- Indicative Wimblington Road Access

3.7 Full plans and associated documents for this application can be found at:
<https://www.publicaccess.fenland.gov.uk/publicaccess/>

4 SITE PLANNING HISTORY

Reference	Description	Decision
F/YR16/0345/SC	Screening Opinion:- Residential Development (up to 600 dwellings)	Not EIA development. Unlikely to result in significant environmental impacts.
F/YR12/0123/SC	Screening Opinion:- Residential Development (400 dwellings approx.)	Determined not EIA development
F/YR10/0021/SC	Screening Opinion:- Residential (up to 960 dwellings) with associated landscaping, sports pitches, open space and infrastructure	Determined not EIA development
<i>Other relevant applications (within the allocation area)</i>		
F/YR23/0370/O	Erect up to 130no dwellings (outline application with matters committed in respect of access)	Resolved to be granted subject to finalising conditions and S106. Planning Committee date: 30 October 2024
F/YR23/0426/F	The formation of 2 x accesses at Wimblington Road/Lambs Hill Drove junction and land at 40 Wimblington Road and associated highways works, and relocation of an access involving the formation of a dropped kerb at 38 Wimblington Road	Application Withdrawn
F/YR23/0461/F	Formation of an access and associated highway works	Pending Consideration
F/YR23/0696/O	Outline planning permission (all matters reserved, except for access) for up to 425 dwellings (including affordable housing), formation of 2 x accesses, and a dropped kerb (for 38 Wimblington Road), safeguarded land for grass playing fields, public open space, landscaping, community garden, community orchard, children's play areas, sustainable drainage infrastructure, retention of informal parking area, all other associated infrastructure, and demolition of an existing dwelling (40 Wimblington Road).	Resolved to be granted subject to finalising conditions and S106. Planning Committee date: 21 August 2024

5 CONSULTATIONS

5.1 March Town Council – 18.06.2024

Recommendation: Refusal.

Excessive farmland being taken out of production. Serious flooding and drainage concerns.

5.2 Ward Councillor

No comments received

5.3 Anglian Water – 18.06.2024

Wastewater

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

Used Water Network

Has reviewed the flood risk assessment and drainage strategy part A to M April 2024 which sets out a single connection for the entire development is required into Anglian Water network, which has been agreed into 300mm foul sewer located in The Avenue at manhole 5303. Anglian Water would expect that the drainage strategy for this development complies with the agreed strategy.

Surface Water Disposal

The applicant has indicated on their application form and flood risk assessment and drainage strategy part A to M and O to P and Appendixes' April 2024 that their method of surface water drainage is via SuDS. If the developer wishes Anglian Water to be the adopting body for all or part of the proposed SuDS scheme the Design and Construction Guidance must be followed. Invites pre-design discussions with the applicant.

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

5.4 Cambs Fire & Rescue – 18.06.2024

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

5.5 Cambs Police Designing Out Crime – 24.06.2024

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

Notes the site layout appears acceptable – back-to-back gardens, parking within the curtilage or to the front to aid surveillance.

Recommendations provided in respect of;

- External lighting
- Door and window security
- Boundary treatments
- Cycle sheds
- Window positions i.e., surveillance

- Landscaping
- Solar panels and EV charging

5.6 CCC Archaeology – 26.06.2024

Recommend that a pre-commencement archaeology condition be placed on any outline planning consent.

5.7 CCC Highways (DM) – 27.06.2024

[Following submission of an amended Design and Access Statement to address initial concerns]

Considers the proposed development is acceptable in highway terms. Details of means of access, layout, scale and turning need to be provided prior to commencement of development.

5.8 CCC Highways (Transport Assessment Team) – 30.10.2024

[Originally objected to the proposal as access was not a committed detail. The following response is provided following discussion]

No objection subject to the following conditions/ planning obligations;

- Contribution towards MATS scheme (£1,500 per dwelling)
- Bus service Improvements contribution (£36,900)
- Access constructed prior to occupation following agreed detail.
- Welcome packs to be agreed and provided pre-occupation
- Travel Plan to be submitted and agreed.

5.9 CCC Ecology

No comments received

5.10 CCC Growth & Economy – 28.06.2024

Based on the County Council's general multipliers this development will generate 15 Early Years children (10 of which eligible for free places); 20 primary children and 13 secondary children. The development generates 125 residents.

Contributions are sought toward Early Years, Primary and Secondary education and Libraries and Lifelong Learning. The actual amounts sought are dependent on the finalised dwelling mix and tenure (tables provided to calculate this).

5.11 CCC LLFA – 29.07.2024

[Further to receipt of amended FRA and drainage strategy and technical note to address their previous objection]

No objection in principle to the development.

Advises that the strategy demonstrates that surface water from the proposed development can be managed through the use of an attenuation basin and permeable paving, restricting surface water discharge to 1.7l/s.

5.12 CCC Minerals and Waste

No comments received

5.13 Environment Agency – 25.06.2024

No objection

Reminds the LPA that development should not be permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower probability of flooding.

Has reviewed the submitted Flood Risk Assessment (FRA) and considers that the site is at low risk of flooding from tidal and river flooding. Considers the main source of flood risk is associated with watercourses under the jurisdiction of the Internal Drainage Board (IDB). As such, the IDB should be consulted.

Provides advice on;

- Water Resources
- Construction period water demand
- Operational period water demand

Advises that water stress should be considered

5.14 FDC Arboricultural Officer – 18.06.2024

Notes that a number of category B trees will be removed including groups, but the majority are classed as Category C which are considered to be of low amenity value but do provide opportunities for nesting and foraging.

No objection subject to securing a robust landscape scheme to address the tree losses with high quality replacements including the provision of screening to existing dwellings. Street trees should be included as per the National Planning Policy Framework.

5.15 FDC Assets & Major Projects

No comments received

5.16 FDC Conservation Officer – 16.06.2024

Advises it is imperative that considerations are given to the long distant views towards the site and more importantly the GI Listed St Wendreda's Church from the former railway line footpath and beyond across the Fenland agrarian landscape. All efforts should be made to retain the existing vegetation and trees along the existing field boundaries of the site and add to them substantially where possible. Notes the positive set back from Barkers Lane.

Considers that the development will result in less than substantial harm (lower end of the spectrum) on the setting of the GI listed St Wendreda's Church. Advises that in accordance with heritage sections of the NPPF, development that has any harm (less than substantial or otherwise), should lead to a presumption for refusal, unless there are public benefits that outweigh the harm.

5.17 FDC Environmental Health – 26.06.2024

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

- Construction Environmental Management Plan
- Contaminated Land reporting

5.18 FDC Environmental Services (waste)

No comments received

5.19 FDC Housing – 07.06.2024

Affordable Housing required - 70% affordable rented tenure and 30% shared ownership. If the applicant chooses to provide a financial contribution rather than seek an RP partner to deliver the on-site affordable housing, the affordable

housing financial contribution will be calculated in accordance with the mechanism provided in the Local Plan.

5.20 FDC Leisure Services

No comments received

5.21 Historic England – 14.06.2024

Advises that they wish to offer no advice in this instance and suggest views of FDC Conservation and CCC Archaeology are sought.

5.22 Middle Level Commissioners IDB

No comments received

5.23 Natural England

No comments received

5.24 NHS Cambridgeshire and Peterborough ICB – 10.06.2024

The proposed development is likely to have an impact on the services of the 4 x GP Practices operating within the vicinity of the application: Cornerstone Practice, Merchford Practice, Riverside Practice and Wimblington Surgery. None of these practices have capacity to take on additional patients and this development.

The ICB has sought advice from its NHS partner, NHS Property Services Ltd, on recent costs benchmarks for healthcare developments for a single storey extension to an existing premises and refurbishment.

A developer contribution will therefore be required to mitigate the impacts of this proposal. CAPICS calculates the level of contribution required, in this instance to be £42,986.06 (8.22 sqm at £5,224 per sqm).

5.25 NHS - East of England Ambulance Service Trust (EEAST) – 05.07.2024

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

The capital required to create additional ambulance services to support the population arising from the proposed development is calculated to be £16,350 and are for the impact of this development only.

5.26 The Wildlife Trust

No comments received

5.27 Local Residents/Interested Parties

Objectors

5 objections received; 4 of which were from residents of March and one from Petherton (South Somerset) raising the following concerns;

- Questions why are there multiple applications for one site/ sequencing of delivery
- Loss of wildlife/ natural habitat
- Highways safety concerns
- Pressure on local services/ facilities/ utilities

- There is already sufficient housing
- Flood risk and drainage
- Will affect existing maintenance access to rear of properties along Wimblington Road
- Loss of privacy
- Light pollution
- Impact on peat layers
- Anti-social behaviour
- Loss of rural character
- Loss of agricultural land

6 STATUTORY DUTY

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

7 POLICY FRAMEWORK

7.1 Fenland Local Plan 2014

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

7.2 Cambridgeshire and Peterborough Minerals and Waste Local Plan 2021

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

7.3 March Neighbourhood Plan 2017

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

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

Chapter 2 - Achieving sustainable development
Chapter 4 – Decision-making
Chapter 5 – Delivering a sufficient supply of homes
Chapter 7 – Ensuring the vitality of town centres
Chapter 8 – Promoting healthy and safe communities
Chapter 9 – Promoting sustainable transport
Chapter 11 – Making effective use of land
Chapter 12 – Achieving well-designed and beautiful places
Chapter 14 – Meeting the challenge of climate change, flooding and coastal change
Chapter 15 – Conserving and enhancing the natural environment
Chapter 16 - Conserving and enhancing the historic environment
Chapter 17 – Facilitating the sustainable use of minerals

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

Determining a Planning Application

7.6 **National Design Guide 2021**

Context
Identity
Built Form
Movement
Nature
Public Spaces
Uses
Homes and Buildings
Resources
Lifespan

7.7 **Emerging Local Plan**

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

LP1: Settlement Hierarchy
LP2: Spatial Strategy for the Location of Residential Development
LP4: Securing Fenland's Future
LP5: Health and Wellbeing
LP7: Design
LP8: Amenity Provision
LP11: Community Safety
LP12: Meeting Housing Needs
LP17: Culture, Leisure, Tourism and Community Facilities
LP19: Strategic Infrastructure
LP20: Accessibility and Transport
LP21: Public Rights of Way
LP23: Historic Environment
LP24: Natural Environment
LP25: Biodiversity Net Gain
LP27: Trees and Planting

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

7.8 Supplementary Planning Documents

Delivering and Protecting High Quality Environments in Fenland SPD 2014

DM2 – Natural Features and Landscaping Schemes

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

DM4 – Waste and Recycling Facilities

DM6 – Mitigating Against Harmful Effects

Developer Contributions SPD 2015

Cambridgeshire Flood and Water SPD 2016

7.9 Other documents of material relevance

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

8 KEY ISSUES

- **Principle of Development**
- **Access, Highways and Transport impacts**
- **Landscape & Character impacts**
- **Heritage Impacts**
- **Flood risk and drainage**
- **Residential amenity**
- **Biodiversity (including Biodiversity Net Gain)**
- **Community Infrastructure & Planning Obligations**

9 ASSESSMENT

Principle of Development

- 9.1 The site is located within the Market Town of March, whereby market towns form the main focus for growth, as set out in the Council's settlement hierarchy and under Policy LP3 and through policy LP4 targets March as delivering around 4,200 new homes within the plan period. Furthermore, Local Plan policy LP9 identifies the site as forming part of the Council's allocated housing growth land, with around 600 dwellings anticipated in this location, along with supporting infrastructure including land reserved for potential sports pitches for Neale Wade Academy, surface water attenuation and pedestrian and cycle infrastructure. Policy LP7 sets out that a Broad Concept Plan (BCP) for allocations must be agreed and for future proposals within the site conforming to the BCP. Policy H1 of the March Neighbourhood Plan aligns with Local Plan, identifying this area of March as allocated housing land.

The BCP

- 9.2 A BCP produced by Barratt David Wilson Homes ('BDW') for this site allocation was approved by the Council in June 2023 (Broad Concept Plan: Vision Document Ref:P22-0602_14B). The adopted Broad Concept Plan ('BCP') vision document indicates 2 primary points of access into the allocation directly from Wimblington Road which leads to a spine road through the site, connecting to parcels of housing land and supporting infrastructure. Across the site, a network of pedestrian and cycle paths permeate through and lead up to Barker's Lane Byway. The BCP also denotes potential for links to the disused railway track along the eastern boundary (subject to input from Highways). Also along the eastern boundary is an area of continuous greenspace incorporating indicative locations of SuDs attenuation basins.
- 9.3 The indicative details submitted include; access plans, layout plans, and supporting information submitted with the application closely follows the BCP vision. In this regard, the principle of the development is acceptable as it aligns with the ambitions of the relevant allocations policies and the adopted BCP for this site.
- 9.4 Furthermore, it is noted that two separate planning applications within this strategic allocation have recently been resolved to be approved subject to completing the necessary legal obligation. These are;
- F/YR23/0370/O – up to 130 dwellings: Land South of Barkers Lane (March East Trading Ltd);
- F/YR23/0696/O - up to 425 dwellings: Land South of Barkers Lane and East of Wimblington Road (Barratt David Wilson Homes Cambridgeshire ('BDW'))
- 9.5 Having regard to the indicative framework plans supporting both of these applications, the outline application now under consideration indicates it would not prejudice the delivery and successful integration of these schemes.

Access, Highways and Transport impacts

- 9.6 The application is in Outline with all matters reserved and is supported by a Design and Access statement and Transport statement. Whilst access is not a committed detail at this time, the proposed points of access to the site were previously agreed under the BDW application for a wider area of the strategic allocation, covering around 65% of the site. Furthermore, the indicative access plans submitted replicate those approved under the recent application.
- 9.7 As such, it can be reasonably concluded that a safe and suitable means of access to the site can be achieved. This is accepted by the Local Highway Authority. It would be expected that future reserved matters 'Access' details would align with those details previously agreed under the BDW scheme F/YR23/0696/O, in order to ensure that a suitable means of access is provided to serve the wider allocation.
- 9.8 The primary accesses are therefore capable of achieving safe and suitable access to the wider allocation, accommodating sufficient visibility and encouraging non-car modes of travel by incorporating connectivity to the wider pedestrian/ cycle network along Wimblington Road. Furthermore, the indicative layout plan shows that sustainable travel is also encouraged throughout the site, incorporating cycle and pedestrian routes which follows the BCP approach and is

acceptable in principle, with detailed matters of this expected to come forward at future detailed layout stages. Notwithstanding a Travel Plan and residents Welcome Packs are also required (to be secured via condition) in order to ensure encourage non-car modes of travel where possible.

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

Infrastructure

- 9.10 The LHA's Transport team has identified necessary mitigation by way of financial contributions toward a demand-responsive bus service and the March Area Transport Study (MATS) scheme, which the applicant has agreed to contribute towards. This is set out in more detail below (paragraph 9.56).
- 9.11 In summary, the proposal in principle demonstrates that, in transport terms, it can be served by appropriate access without compromising highway safety, would encourage sustainable travel and would not prejudice delivery of the wider strategic allocation, subject to a suitable detailed design. The development therefore broadly complies with the transport sustainability aims of policy LP15 of the Fenland Local Plan, the March Neighbourhood Plan and the NPPF.

Landscape & Character impacts

- 9.12 Whilst detailed matters of layout, scale, appearance and landscaping are reserved for future consideration, the Framework Plan, Parameter Plans and access details are considered to accord with the vision and growth ambitions of the approved BCP and Local Plan policy LP9 respectively.
- 9.13 Policy LP16 requires developments to make positive contributions to the local distinctiveness and character of the area, enhancing local setting and responding to the character of the local built environment. Schemes should not adversely impact, either in design or scale, upon the street scene, settlement pattern of the landscape character of the surrounding area.
- 9.14 Maintaining Fenland landscapes forms a key part of the Council's Local Plan objective (in particular, policies LP3, LP12 and LP16). The Plan seeks to preserve landscapes which are designated or locally valued and retain the distinctive character of Fenland's landscapes. That said, it is inevitable that some of the district's landscape will alter within the plan period, in order to meet the Council's growth aspirations including housing delivery requirements and therefore that some character harm will occur.
- 9.15 The application is supported by a Landscape and Visual Impact Assessment (LVIA) which ultimately concludes that, despite the inevitable adverse effects of built development upon the local landscape character and on a limited number of visual receptors immediately adjacent or overlooking the Site, it is considered that there would be no unacceptable adverse effects that should preclude the sensitively designed proposed development in landscape and visual terms. This is consistent with the findings of the adjacent development parcels considered under applications F/YR23/0370/O and F/YR23/0696/O, both of which are substantially larger developments and therefore, arguably capable of greater landscape harm.

- 9.16 Notwithstanding a detailed and robust landscape treatment of this area would assist with reducing the landscape impact and indeed the indicative layout plan denotes there are opportunities of this throughout the site, in particular along the southern edge where the site abuts Lambs Hill drive and the wider countryside environs.
- 9.17 In conclusion, subject to acceptable design and scale at reserved matters stage including adequate landscaping details the development in principle is in accordance with development plan policies LP16 and H1.

Heritage Impacts

- 9.18 The allocation site lies on to the south-east of March and has a semi-rural, edge of settlement position forming the transition between a settlement and the open countryside. Much of the development surrounding the site dates from the mid to late C20. Historic mapping shows limited development beyond the Town End core surrounding the GI listed St Wendredra's Church at the turn of the C20 with the area laid out to agricultural fields. Other than C20 ribbon development along Wimblington Road, the views of Town End and St Wendredra's Church are largely unaltered from the late C19.
- 9.19 The March Conservation area is over 0.6 miles to the north of the site and there are no listed buildings within close proximity. The BCP vision document identifies, in particular, the Grade I St. Wendreda's Church and the cluster of buildings surrounding which are located approximately 650 metres to the northwest of the application site. Due to the height of the church spire some views from and across the site will be available. This is a key area of consideration, as views of the church can be gained from hundreds of metres away and the submitted LVIA draws on this, with views of the spire identifiable over tree lines and rooftops from great distances. Notwithstanding, the LVIA considers that these longer-range views would not be significantly affected by the development, particularly given existing natural screening and other such features.
- 9.20 The Council's Conservation Officer considers that the development will result in less than substantial harm to the historic environment in general, wherein such harm is to be weighed against public benefits that would accrue from the development as set out in the NPPF.
- 9.21 In this regard, the development would result in the delivery of a site allocation for housing which would assist in the district's vision for housing growth which in turn would yield social and economic benefits, helping to support local facilities and services aiding the vitality and viability of March and the wider district. Notwithstanding, the housing would include 20% affordable units which will provide significant benefits in aiding with addressing an historic shortfall in affordable housing delivery. These benefits are deemed to outweigh the less than substantial harm to the identified heritage assets in their own right. This is subject to a final design and layout which responds positively to the wider character of the area.
- 9.22 The Archaeology team at the County Council have assessed the site location and consider it necessary to secure a written scheme of investigation to ensure that the site is fully evaluated for potential historic value prior to intrusive ground works commencing. This can be reasonably secured via planning condition.

- 9.23 In summary, it is considered the proposal will not have any significantly detrimental impact on the historic environment and is considered to accord with Local Plan policies LP16 and LP18 in this regard. Furthermore, the proposal raises no conflict with Sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

Flood Risk and Drainage

- 9.24 The majority of the site lies in an area at low flood risk from fluvial flooding (Flood Zone 1) and generally at low risk of surface water flooding, having regard to the Environment Agency's latest flood maps. The southern boundary and south eastern corner of the site is affected by Flood Zone 2 & 3 designations. Accordingly, the indicative Layout Plan takes a sequential approach to the layout and locates the residential units away from these higher flood risk areas. The areas of the site located within Flood Zone 2 & 3 form part of the proposed public open space and SuDS provision, which is an acceptable land use for the Flood Zone, given its Local Plan allocation status, whereby the application of the sequential test is not required.
- 9.25 The FRA concludes that the proposed development will not significantly impede flood flows and will not materially increase the risk of flooding on the site itself, adjacent properties or to third parties either upstream or downstream of the site.

Surface Water drainage

- 9.26 The application is supported by a Flood Risk Assessment (FRA) and site-wide drainage strategy which details the approach taken to reducing on and off-site flood risk in accordance with the requirements of the NPPF and local policy. In summary; two options are currently proposed; the first is to attenuate on site but to tie into the wider strategic drainage network proposed under the larger scheme F/YR23/0696/O; the second is again to attenuate on site before discharging directly to the southern drain. The applicant has made a pre-application request to the IDB in this regard. In essence however, both options result in surface water being attenuated on site via SuDS, before discharging to ditch network, at a greenfield run-off rate.
- 9.27 Cambridgeshire County Council's Lead Local Flood Authority (LLFA) has considered the site wide drainage strategy for the development and following points of clarification and amendment are content that the principles as set out in the strategy can achieve sustainable drainage for the development and would not result in increased flood risks elsewhere, achieving greenfield run-off to essentially mimic the current drainage characteristics of the site. A condition requiring a detailed design for the surface water would be necessary and for this detail to be submitted prior to or alongside future reserved matters.
- 9.28 Whilst the Middle Level Commissioners Internal Drainage Board ('IDB') have been consulted on the application, at this time no comments have been received. Utilising IDB drains to ultimately manage surface water drainage would require consent from the IDB nonetheless. Notwithstanding, it is anticipated that any run-off into these drains would mimic current greenfield run-off rates and would therefore not increase volumes.

Foul drainage

- 9.29 Anglian Water has been consulted on the application and have advised that they are satisfied that they can accommodate flows from this development. The applicant again has proposed two options for discharging foul flows from the

development, either by connecting to the wider site network; which would rely on a pumped discharge into new foul drainage infrastructure along Barker's Lane, heading west into Wimblington Road and then north to The Avenue at manhole 5303, which will effectively by-pass the existing foul infrastructure where there are known existing issues with surcharging and flooding. A second option has also been suggested which is to connect to the sewer near Lambs Hill Drove to the south. Anglian Water however has suggested a condition which focusses on the first option, and which would appear logical given that it will result in a site-wide strategy.

- 9.30 Further details on the foul strategy can be reasonably secured via condition and this detail would be expected to be received prior to or alongside reserved matters, once layout and any phasing arrangements have been agreed. Notwithstanding it does appear that there is at least one valid option for the applicant to achieve a sustainable means of drainage in this regard.
- 9.31 In conclusion, whilst a detailed surface and foul water drainage scheme is yet to be agreed, the in-principle strategy put forward by the applicant has raised no technical objections by statutory consultees and it is anticipated that a robust drainage scheme can be delivered which would adequately manage flows from the development and would not increase flooding elsewhere in accordance with Local Plan policy LP14. A detailed drainage scheme and phasing plan (if required) to come forward with future reserved matters can be reasonably secured via planning condition.

Residential Amenity

- 9.32 The detailed layout of the development is not submitted for consideration. An indicative layout is submitted seeking to demonstrate that up to 50 dwellings could be accommodated in the site.
- 9.33 There are no existing properties that abut the application site and the development will largely be separated by development of adjacent parcels of the allocation site. As such, the development is not anticipated to result in any severe harm by way of overlooking, overbearing or overshadowing impacts.
- 9.34 The general residential use of the land is not anticipated to result in significant acoustic changes once completed, with the use compatible with surrounding uses. The detailed design elements of future reserved matters will ensure that matters of lighting impacts, overlooking, overbearing and overshadowing are carefully considered, in-line with local policies. Nonetheless, local residents may observe a degree of change to the visual and acoustic character of the area as a result of the development. However, the site is allocated in the Local Plan to deliver a substantial amount of housing and therefore this change in character is inevitable, albeit it is not anticipated to result in any significant adverse impacts to existing residents.
- 9.35 As regards the issue of potential noise, the application is supported by a noise assessment and officers have sought advice from the Council's Environmental Health team (EH). EH considers that that the noise impact from and onto this development, does not merit the requirement for a noise assessment. Therefore, the issue of noise is not considered to result in significant harm to the amenity of existing neighbours or future occupiers. Whilst it is acknowledged that there may be some short-term disruption through the construction phase to the development,

this can be adequately managed through a suitable Construction Environmental Management Plan (CEMP).

- 9.36 In respect of Anti-social behaviour and crime, the Police's Designing Out Crime team has considered the application and concluded that the site falls within an area with low to medium risk of crime and has offered advice in respect of tackling potential risks of crime through design. However there appear to be no obvious issues in respect of crime risk that cannot otherwise be addressed through detailed design
- 9.37 In summary, the development raises no immediate concerns over potential harm to residential amenity and subject to detailed design has potential to deliver a high-quality living environment for both future occupiers and existing residents. The proposal therefore complies with Local Plan policies LP2 and LP16.

Biodiversity & Ecology

- 9.38 Local Plan Policy LP16 seeks to protect and enhance biodiversity on and surrounding the proposal site and seeks to retain and incorporate natural and historic features of the site such as trees, hedgerows, field patterns, drains and water bodies. Policy LP19 seeks to take opportunities to incorporate beneficial features for biodiversity in new developments, including, where possible, the creation of new habitats that will contribute to a viable ecological network extending beyond the District into the rest of Cambridgeshire and Peterborough, and other adjoining areas. It also sets out that permission should be refused for development that would cause demonstrable harm to a protected habitat or species, unless the need for and public benefits of the development clearly outweigh the harm and mitigation and/or compensation measures can be secured to offset the harm and achieve, where possible, a net gain for biodiversity.
- 9.39 Chapter 15 of the NPPF amongst other things, broadly sets out that development should seek to take opportunities for secure net gain in biodiversity and as a minimum should not result in net loss. This approach has changed in recent months with the introduction of statutory 10% biodiversity net gain, however for this application which was submitted prior to this change, the baseline aim is in essence to achieve biodiversity net gain where possible.
- 9.40 The application is supported by an Ecological Impact Assessment ('EclA') and Biodiversity Net Gain assessment. The EclA considers the impact of the development on statutory sites such as the Nene and Ouse Washes, as well as local fauna and flora such as bats, badgers and birds, off-site woodland, hedgerow and trees. It concludes that the proposal would have no significant effect on any of these elements subject to agreed appropriate measures including a Construction Environmental management Plan (CEMP), a Landscape and Ecology Management Plan (LEMP) and an appropriate lighting strategy. Furthermore, the EclA sets out that on-site ecological enhancements, secured through suitable landscape planting and other features would make positive contributions to on-site biodiversity. The CEMP, LEMP and enhancements can be reasonably secured through planning condition.
- 9.41 The Council's Ecologist has not provided comment on the findings and recommendations, nonetheless, the site is surrounded (all the southern boundary at Lambs Hill Drove) by the BDW scheme and it is considered reasonable, given the similarities in site conditions i.e., currently used intensively for arable farming, that the conclusions of the former application are relatable here. In this regard,

the Council's Ecologist confirmed that the site supports nesting birds, foraging /dispersing badger and reptiles were recorded in nearby locations and therefore advised that adequate mitigation measures will be required during the construction phase to protect these species. In addition, mitigation and enhancement for biodiversity should be secured through the detailed design, including built environment (e.g. bird/bat boxes, hedgehog fencing), hard/soft landscape scheme, long-term management and sensitive lighting scheme. These all accord with the recommendations as set out in the applicant's EclA.

- 9.42 In conclusion, adequate protection/ mitigation measures will be required during the construction phase to ensure the necessary protection of species (secured through the 'CEMP ecology'). In addition, mitigation and enhance for biodiversity should be secured through the detailed design, including built environment (e.g. bird/bat boxes, hedgehog fencing), hard/soft landscape scheme, long-term management, and sensitive lighting scheme, informed by an agreed LEMP.

Lowland Peat

- 9.43 One resident has raised concerns that the site may contain lowland peat. This material is important in locking in carbon and should be protected where possible. In this instance, again the previous BDW application raised the same issues and subsequent ground investigation found little or no evidence of lowland peat existing which the area, sufficient to lift the holding objection imposed by Natural England at that time. Again, it would be reasonable to conclude the same with this application site, given its juxtaposition to the BDW site.

Biodiversity Net Gain

- 9.44 The applicant considers that in excess of 10% biodiversity net gain could be achieved through the development. It is not disputed that opportunities to secure net gain exists through this development and the development, will not result in biodiversity net loss overall, subject to securing an appropriate ecology scheme and long-term management arrangements. As such, the development in this regard accords with aims of the NPPF and Local policy.
- 9.45 In summary, subject to the above necessary measures proposed to be secured via planning conditions to address the future detailed design of the site in ecology terms, the scheme would be in compliance with Local Plan policies LP16 and LP19 and the aims of NPPF Chapter 15.

Community Infrastructure & Planning Obligations

- 9.46 Local Plan Policy LP13 sets out that planning permission will only be granted if it can be demonstrated that there is, or will be, sufficient infrastructure capacity to support and meet all the requirements arising from the proposed development. Conditions or a planning obligation are likely to be required for many proposals to ensure that new development meets this principle. Developers will either make direct provision or will contribute towards the provision of local and strategic infrastructure required by the development either alone or cumulatively with other developments. Where a planning obligation is required, in order to meet the above principles of infrastructure provision, this will be negotiated on a site-by-site basis. This will be required in addition to the affordable housing requirement as set out in Policy LP5.
- 9.47 Statutory tests set out in the Community Infrastructure Regulations 2010 (Regulation 122) requires that S106 planning obligations must be necessary to make the development acceptable in planning terms, directly related to the

development and fairly and reasonable related in scale and kind to the development. S106 obligations are intended to make development acceptable which would otherwise be unacceptable in planning terms.

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

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

Viability

9.49 The Council's own Local Plan & CIL Viability Assessment (HDH, December 2019) sets out expectations of viability for sites across the district. For sites south of the A47 highway, the conclusions advise that schemes should be able to achieve 20% affordable housing and £2,000 per dwelling in financial contributions. Whilst this is lower than set out in Local Plan policy LP5 (affordable housing) it is a material consideration which the Council has previously given significant weight to, and which has been used to set the viability expectations for many other developments in the district. In applying this approach, the scheme for up to 50 dwellings would be seeking to secure £100,000 in financial contributions plus 20% affordable housing.

9.50 The applicant has confirmed their agreement to this provision in principle, setting out that it is for the LPA to distribute this how they feel appropriate to the various services requesting contributions. Notwithstanding this, noting the requirement to mitigate transport impacts associated with this development, the applicant has agreed to provide the full contributions towards MATS scheme to the County Council's Highways division. This is consistent with other developments on this allocation, whereby transport mitigation costs are being provided separately to other infrastructure requirements. In total therefore, the applicant is proposing what is cumulatively a contribution of £3,500 per dwelling, with £1,500 ringfenced for the MATS scheme.

Affordable Housing

9.51 As set out by the Council's Housing Team, based on the maximum quantum proposed, an on-site affordable housing scheme for 10 (20%) dwellings would be expected to be secured and would provide 70% (7no.) affordable rented units and 30% (3no.) shared ownership units which would align with the Council's current housing tenure demands. The specific mix would be expected to be secured as part of the agreed scheme for the development. Subject to this, the scheme would accord with the requirements of Local Plan policy LP5.

Healthcare

9.52 Requests for financial contributions have been received from both NHS and East of England Ambulance service, to provide upgraded surgery facilities (total £42,986.06) and enhancements to ambulance hub and facilities (£16,350) respectively.

Education & Libraries

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

- Early Years - £21,757 per place x15 -£326,355
- Primary school - £21,757 per place x 20 places - £435,140
- Secondary school - £29,786 per place x 13 places - £387,218
- Libraries and Lifelong Learning - £11,375

(N.B. The precise education amounts will be determined based on the housing mix and tenure, which would be established at reserved matters stage.)

Open Space

9.54 The scheme will be expected to provide a variety of formal and informal open spaces throughout the site. The Council is not currently seeking to adopt such areas, and it would therefore be expected that unless the Town Council wish to take on future management of these spaces, a long-term management and maintenance scheme would be provided by the developer. Given the scale of the site and the ability to deliver a wide range of open spaces, including a local area of play (LAP), it is not considered necessary to seek off-site contributions in this instance. The precise details of open space and future management/maintenance would be secured at reserved matters.

Transport Infrastructure

9.55 The County Council's Transport team has identified mitigation that is necessary to make the development acceptable in transport terms. This comprises;

- Financial contribution of £1,500 per dwelling for MATS scheme mitigation
- Contribution of £36,900 towards a new demand responsive bus service

9.56 As stated above, the applicant has agreed to cover the MATS costs separately to other infrastructure costs, meaning that the bus contribution would need to be factored into the remaining £100,000 total pot (£2,000 per dwelling) to be distributed across the various service providers.

9.57 In this respect, this leaves the aforementioned education, libraries and healthcare mitigation to resolve (along with bus contribution) and the applicant has advised that the total pot of £100,000 is the limit of their offer in this regard.

9.58 In respect of the obligations proposed by the applicant therefore, the offer to provide £1,500 per dwelling toward the MATS scheme is welcomed and is considered necessary to mitigate the transport impacts of the development. In respect of the bus contribution, the monies proposed so far by the BDW scheme would fund the bus provision for around 3 years and the extra proposed here would possibly extend that provision. However, it is noted that the site sits relatively closely to existing bus stop infrastructure along Wimblington Road, with the nearest stops around 400m to 450m from the centre of the site and would not therefore be overly burdensome for future residents to walk to these.

9.59 It is recognised that due to viability constraints across many development sites in Fenland, there is often a shortfall in healthcare contributions. Through this application there has been a clear, identified need to expand existing healthcare facilities within March and it is felt prudent in this instance to ensure healthcare contribution is secured in part, in order to ensure that this development at least partially mitigates its healthcare impacts. This would then leave the matter of

education, libraries and ambulance infrastructure contributions to also consider through negotiation of the s106 agreement.

- 9.60 It is acknowledged that the scheme will not meet the whole needs of these services, however viability is a material consideration in decision making. It is an accepted point that the district has issues regarding viability and that this constraint has resulted in other sites, that have been granted planning permission, providing limited financial contributions. The shortfall in financial contributions will result in an additional burden on the existing facilities. However, the site is allocated within the current local plan and bringing forward the site results in benefits including the delivery of affordable housing units.
- 9.61 In summary, it is concluded that the above infrastructure requirements are necessary to make the development acceptable and would meet the tests of CIL regulations in that they are, i) necessary to make the development acceptable in planning terms; ii) directly related to the development; and iii) fairly and reasonably related in scale and kind to the development.
- 9.62 The affordable housing, financial contributions and transport infrastructure can be reasonably secured through S106 agreement and planning conditions where appropriate. If all these issues are met, the application can be considered to broadly accord with Local Plan Policy LP13.

10 CONCLUSIONS

- 10.1 The policies in the NPPF when taken as a whole constitute the Government's view of what sustainable development means. Paragraph 8 of the NPPF lists the three dimensions to sustainable development; the economic, social and environment objectives, and sets out that these roles should not be undertaken in isolation. Therefore, to achieve sustainable development a proposed development should jointly and simultaneously deliver net gains across each of these key objectives.
- 10.2 To be sustainable, development must strike a satisfactory balance between the applicable economic, environmental and the social considerations.
- 10.3 Due to known viability constraints within the district, the full amount of infrastructure contributions cannot be secured. These matters are afforded moderate negative weight.
- 10.4 It is recognised that the development will result in some unavoidable landscape harm, however this is localised and inevitable given the development plan allocation. Again, moderate negative weight can be afforded to this.
- 10.5 However, in considering the positive aspects of the scheme, subject to the satisfactory completion of a S106 agreement, to ensure necessary infrastructure is secured to support this development, it is considered that:
- the principle of development is acceptable in this location and broadly compliant with the Development Plan and the NPPF,
 - the proposed indicative layout of development is acceptable and demonstrates the site can appropriately accommodate the development as described,

- the proposed development will contribute to the creation of a mixed community across the strategic allocation, including the provision of 10 affordable homes, where there is currently a significant unmet need,
- it will promote healthy, active lifestyle through green space, recreation facilities and sustainable connectivity,
- it will maximise opportunities for use of public transport, walking and cycling
- it will minimise pollution,
- it will manage flood risk and drainage effectively,
- it will result in no significant harm to heritage assets, with public benefits of the scheme outweighing the less than substantial harm identified,
- it will have no significant adverse impacts on features of landscape or ecological value, with opportunities for biodiversity net gain and ecological enhancements
- the loss of agricultural land is limited and justified in this instance, given the allocation status of the site
- it will provide some mitigation and infrastructure to meet the needs generated by the development.

10.6 In weighing the identified harm of the scheme against the identified benefits, it is considered that, on balance, the proposal, outweighs the disbenefits of this development.

10.7 In conclusion therefore, and having regard to national and local planning policies, and all comments received, and subject to the resolution of the S106 agreement, it is considered that the proposal would amount to sustainable development and would accord with the development plan taken as a whole. There are no material considerations worthy of sufficient weight that indicate that a decision should be made other than in accordance with the development plan. Accordingly, the development should be approved.

11 RECOMMENDATION

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

1. The Committee delegates authority to finalise the terms and completion of the S.106 legal agreement and planning conditions to the Head of Planning; and,
1. Following the completion of the S.106, application F/YR24/0456/O be approved subject to the draft planning conditions set out Appendix 1; or,
3. The Committee delegates authority to refuse the application in the event that the Applicant does not agree any necessary extensions to the determination period to enable the completion of the S106 legal agreement or on the grounds that the applicant is unwilling to complete the obligation necessary to make the development acceptable.

Appendix 1 – Planning Conditions

1	<i>Reserved Matters</i> Approval of the details of:
---	--

	<p>i. the layout of the site ii. the scale of the building(s); iii. the external appearance of the building(s); iv. the means of access thereto; v. the landscaping</p> <p>(hereinafter called "the Reserved Matters") shall be obtained from the Local Planning Authority prior to the commencement of development.</p> <p>Reason - To enable the Local Planning Authority to control the details of the development hereby permitted.</p>
2	<p><i>Reserved Matters timing</i> Application for approval of the Reserved Matters shall be made to the Local Planning Authority before the expiration of 3 years from the date of this permission.</p> <p>Reason - To ensure compliance with Section 92 of the Town and Country Planning Act 1990.</p>
3	<p><i>Commencement</i> The development hereby permitted shall begin before the expiration of 2 years from the date of approval of the last of the Reserved Matters to be approved.</p> <p>Reason - To ensure compliance with Section 51 of the Planning and Compulsory Purchase Act 2004.</p>
4	<p><i>Quantum</i> The residential elements of the development shall not exceed 50 dwellings (Use Class C3).</p> <p>Reason - For the avoidance of doubt and to ensure a satisfactory standard of development.</p>
5	<p><i>Conformity</i> The reserved matters required under condition 1 shall be in broad conformity with the Indicative Site Plan (Drawing No. P23-2718_DE_01_D_01), save for minor variations where such variations do not substantially deviate from these details.</p> <p>Reason: For the avoidance of doubt and to ensure that the details of the development are acceptable to the Local Planning Authority.</p>
6	<p><i>Archaeology</i> No development shall commence until the applicant, or their agents or successors in title, has implemented a programme of archaeological work, that has been secured in accordance with a Written Scheme of Investigation (WSI) that has been submitted to and approved by the Local Planning Authority in writing. For land that is included within the WSI, no development shall take place other than under the provisions of the agreed WSI, which shall include:</p> <ol style="list-style-type: none"> The statement of significance and research objectives; The programme and methodology of investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works; The timetable for the field investigation as part of the development programme; The programme and timetable for the analysis, publication & dissemination, and deposition of resulting material and digital archives. <p>Reason: To safeguard archaeological assets within the approved development boundary from impacts relating to any demolitions or groundworks associated with the</p>

	<p>development scheme and to ensure the proper and timely preservation and/or investigation, recording, reporting, archiving and presentation of archaeological assets affected by this development, in accordance with national policies contained in the National Planning Policy Framework (MHCLG 2019).</p>
7	<p>Surface Water Strategy</p> <p>Prior to or alongside the submission of reserved matters a detailed design of the surface water drainage of the site shall be submitted to and be approved in writing by the local planning authority. Those elements of the surface water drainage system not adopted by a statutory undertaker shall thereafter be maintained and managed in accordance with the approved management and maintenance plan.</p> <p>The scheme shall be based upon the principles within the agreed Flood Risk Assessment and Drainage Strategy prepared by Woods Hardwick (ref: 19438/FRA and DS) dated 12th April 2024 and shall also include:</p> <ol style="list-style-type: none"> a) Full calculations detailing the existing surface water runoff rates for the QBAR, 3.3% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) storm events; b) Full results of the proposed drainage system modelling in the above-referenced storm events (as well as 1% AEP plus climate change), inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep, together with an assessment of system performance; c) Detailed drawings of the entire proposed surface water drainage system, attenuation and flow control measures, including levels, gradients, dimensions and pipe reference numbers, designed to accord with the CIRIA C753 SuDS Manual (or any equivalent guidance that may supersede or replace it); d) Full detail on SuDS proposals (including location, type, size, depths, side slopes and cross sections); e) Site Investigation and test results to confirm infiltration rates; f) Details of overland flood flow routes in the event of system exceedance, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants; g) Demonstration that the surface water drainage of the site is in accordance with DEFRA non-statutory technical standards for sustainable drainage systems; h) Full details of the maintenance/adoption of the surface water drainage system; i) Permissions to connect to a receiving watercourse or sewer; j) Measures taken to prevent pollution of the receiving groundwater and/or surface water. <p>Reason: To ensure that the proposed development can be adequately drained and to ensure that there is no increased flood risk on or off site resulting from the proposed development and to ensure that the principles of sustainable drainage can be incorporated into the development, noting that initial preparatory and/or construction works may compromise the ability to mitigate harmful impacts in accordance with Policy LP14 of the Local Plan.</p>
8	<p>Construction Drainage</p> <p>No development, including preparatory works, shall commence until details of measures indicating how additional surface water run-off from the site will be avoided during the construction works have been submitted to and approved in writing by the Local Planning Authority. The applicant may be required to provide collection, balancing and/or settlement systems for these flows. The approved measures and systems shall be brought into operation before any works to create buildings or hard surfaces commence.</p> <p>Reason: To ensure surface water is managed appropriately during the construction phase of development, so as not to increase the flood risk to adjacent land/properties or occupied properties within the development itself; recognising that initial works to prepare the site could bring about unacceptable impacts having regard to Policy LP14 of the Local Plan.</p>

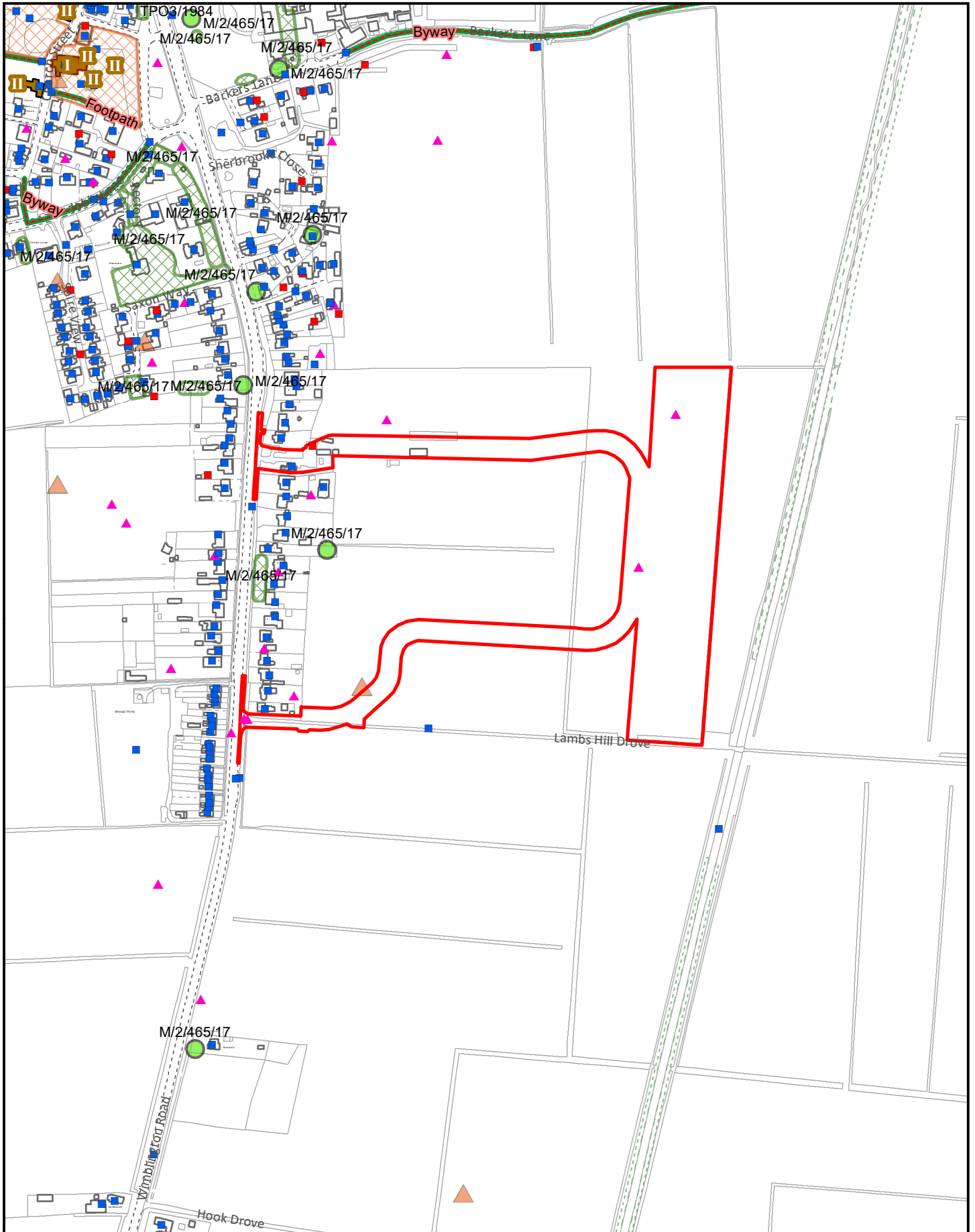
9	<p><i>Drainage Completion</i> Upon completion of the surface water drainage system, including any attenuation ponds and swales, and prior to their adoption by a statutory undertaker or management company; a survey and report from an independent surveyor shall be submitted to and approved in writing by the Local Planning Authority. The survey and report shall be carried out by an appropriately qualified Chartered Surveyor or Chartered Engineer and demonstrate that the surface water drainage system has been constructed in accordance with the details approved under the planning permission. Where necessary, details of corrective works to be carried out along with a timetable for their completion, shall be included for approval in writing by the Local Planning Authority. Any corrective works required shall be carried out in accordance with the approved timetable and subsequently re-surveyed by an independent surveyor, with their findings submitted to and approved in writing by the Local Planning Authority.</p> <p>Reason: To ensure the effective operation of the surface water drainage scheme following construction of the development in accordance with Policy LP14 of the Local Plan.</p>
10	<p><i>Foul Drainage</i> Prior to or alongside the submission of reserved matters a strategic foul water strategy shall be submitted to and be approved in writing by the local planning authority. This strategy should identify the connection point to the 300mm sewer network in The Avenue. Prior to occupation, the foul water drainage works must have been carried out in complete accordance with the approved scheme.</p> <p>Reason: To prevent environmental and amenity problems arising from flooding and to provide a satisfactory means of sanitation in accordance with Policies LP2, LP14 and LP16 of the Fenland Local Plan, 2014.</p>
11	<p><i>EDS</i> No development shall take place until a site wide ecological design strategy ('EDS') addressing mitigation, compensation, enhancements and restoration for (breeding bird, badger, reptiles and habitat loss) has been submitted to and approved in writing by the local planning authority. The EDS shall include the following (unless otherwise agreed in writing by the Local planning Authority):</p> <ol style="list-style-type: none"> a) Purpose and conservation objectives for the proposed works. b) Review of site potential and constraints. c) Detailed design(s) and/or working method(s) to achieve stated objectives. d) Extent and location/area of proposed works on appropriate scale maps and plans. e) Type and source of materials to be used where appropriate, e.g. native species of local provenance f) Delivery of measurable Biodiversity Net Gain, (including Biodiversity Gains Plan and Habitat Mitigation and Monitoring Plan). f) Timetable for implementation demonstrating that works are aligned with the proposed phasing of development (where relevant) g) Persons responsible for implementing the works, such as Ecological Clerk of Works h) Details of initial aftercare and long-term maintenance i) Details for monitoring and remedial measures. j) Details for disposal of any wastes arising from works. <p>The EDS must include off-site compensation measures (if required). The EDS shall be implemented in accordance with the approved details and all features shall be retained in the manner thereafter in perpetuity.</p> <p>Reason: To ensure biodiversity is protected and enhanced in accordance with policies</p>

	LP16 and LP19 of the Fenland Local Plan, 2014.
12	<p>CEMP</p> <p>No development shall take place (including demolition, ground works and vegetation clearance) until a Construction Ecological Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority.</p> <p>The CEMP shall incorporate recommendations of the Ecological Impact assessment and must include the following:</p> <ol style="list-style-type: none"> a) Risk assessment of potentially damaging construction activities. b) Identification of 'biodiversity protection zones'. c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements) d) The location and timings of sensitive works to avoid harm to biodiversity features. e) The times during which construction when specialist ecologists need to be present on site to oversee works. f) Responsible persons and lines of communication. g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person. h) Use of protective fences, exclusion barriers and warning signs if applicable. <p>The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.</p> <p>Reason: To ensure biodiversity is protected in accordance with policies LP16 of the Fenland Local Plan, 2014.</p>
13	<p>LEMP</p> <p>A landscape and ecological management plan (LEMP) shall be submitted to and be approved in writing by the local planning authority prior development proceeding above slab level. The content of the LEMP shall include the following:</p> <ol style="list-style-type: none"> a) Description and evaluation of features to be managed. b) Ecological trends and constraints on site that might influence management. c) Aims and objectives of management. d) Appropriate management options for achieving aims and objectives (including biodiversity net gain). e) Prescriptions for management actions f) Preparation of the work schedule (including an annual work plan capable of being rolled forward over a 30-year period and BNG audit) g) Details of the body or organisation responsible for implementation of the plan h) Ongoing monitoring and remedial measures <p>The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the development with the management body(ies) responsible for its delivery.</p> <p>The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme.</p> <p>A 5 yearly report shall be submitted to the LPA confirming the progress of the LEMP and results of any monitoring work.</p>

	<p>The LEMP shall be implemented in accordance with the approved details and all features shall be retained in the manner thereafter in perpetuity.</p> <p>Reason: To ensure biodiversity is protected and enhanced in accordance with policies LP16 and LP19 of the Fenland Local Plan, 2014.</p>
14	<p><i>Lighting</i></p> <p>Each reserved matters submission shall be supported by a "lighting design strategy for biodiversity" in accordance with ILP Publications' "Guidance Note 8 Bats and artificial lighting" to be approved in writing by the Local Planning Authority.</p> <p>The strategy shall:</p> <ol style="list-style-type: none"> a. identify those areas /features on site that are particularly sensitive for bats and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging; and, b. show how and where external lighting will be installed (through the provisions of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places. <p>All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy. Under no circumstances should any other external lighting be installed without prior consent from the Local Planning Authority.</p> <p>Reason: To ensure biodiversity is protected in accordance with policies LP16 of the Fenland Local Plan, 2014.</p>
15	<p><i>CMP</i></p> <p>No development shall commence until a Construction Management Plan (CMP) has been submitted to and approved in writing by the Local Planning Authority. The CMP shall include the consideration of the following aspects of construction:</p> <ol style="list-style-type: none"> a) Construction programme; b) Contractors' access arrangements for vehicles, plant and personnel including the location of construction traffic routes to, from and within the site, details of their signing, monitoring and enforcement measures; c) Details of a temporary facilities area clear of the public highway for the parking, turning, loading and unloading of all vehicles visiting the site during the period of construction; d) Details of restricted Construction hours; e) Details of restricted Delivery times and collections; f) Noise impact assessment methodology, mitigation measures, noise monitoring and recording statements in accordance with the provisions of BS 5228-1:2009+A1:2014 Code of Practice for noise and vibration control on construction and open sites; h) Vibration impact assessment methodology, mitigation measures, monitoring and recording statements in accordance with the provisions of BS 5228-2:2009+A1:2014 Code of Practice for noise and vibration control on construction and open sites. Details of any piling construction methods / options, as appropriate; i) Dust mitigation, management / monitoring and wheel washing measures in accordance with the provisions of Control of dust and emissions during construction and demolition, and road sweepers to address depositing of mud on immediate highways; j) Use of concrete crushers; k) Prohibition of the burning of waste on site during demolition/construction; l) Site artificial lighting including hours of operation, position and impact on

	<p>neighbouring properties;</p> <p>m) Drainage control measures including the use of settling tanks, oil interceptors and bunds.</p> <p>n) Screening and hoarding details;</p> <p>o) Access and protection arrangements around the site for pedestrians, cyclists and other road users;</p> <p>p) Procedures for interference with public highways, including permanent and temporary realignment, diversions and road closures;</p> <p>q) External safety and information signing and notices;</p> <p>r) Implementation of a Stakeholder Engagement/Residents Communication Plan, Complaints procedures, including complaints response procedures.</p> <p>The approved CMP shall be adhered to throughout the construction period and must demonstrate the adoption of best practice.</p> <p>Reason: In the interests of protecting highway safety and residential amenity in accordance with policies LP2, LP15 and LP16 of the Fenland Local Plan, 2014.</p>
16	<p><i>Fire Hydrants</i></p> <p>No development above slab level shall take place until details for the provision of fire hydrants have been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented before any dwelling is occupied.</p> <p>Reason - To ensure a satisfactory form of development and in accordance with Policy LP16 of the Local Plan.</p>
17	<p><i>Contaminated Land</i></p> <p>If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted and obtained written approval from the Local Planning Authority for, and amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with. The development shall then be carried out in full accordance with the amended remediation strategy.</p> <p>Reason: To control pollution of land and controlled waters in the interests of the environment and public safety in accordance with policies LP2, LP14 and LP16 of the Fenland Local Plan, 2014.</p>
18	<p><i>Management of Estate Roads</i></p> <p>Prior to the occupation of the first dwelling, full details of the proposed arrangements for future management and maintenance of the proposed streets shall be submitted to and approved in writing by the Local Planning Authority. The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an Agreement has been entered into unto Section 38 of the Highways Act 1980 or a Private Management and Maintenance Company has been established.</p> <p>Reason: To ensure satisfactory development of the site and to ensure estate roads are managed and maintained thereafter to a suitable and safe standard, in accordance with policy LP15 of the Fenland Local Plan, adopted May 2014.</p>
19	<p><i>Travel Plan/ Welcome Pack</i></p> <p>Prior to first occupation, the developer shall be responsible for the provision and implementation of a Travel Plan to be agreed in writing with the Local Planning Authority. The Travel Plan shall include;</p> <p>i) Measures and incentives inclusive of bus vouchers, bike vouchers, other such</p>

	<p>incentives for sustainable travel where evidence supports this and/or active travel vouchers to promote sustainable travel.</p> <p>ii) A householder Welcome Pack to be provided to each household of the development on first occupation, advising them of sustainable travel options and incentives.</p> <p>The Travel Plan is to be monitored annually with all measures reviewed to ensure targets are met. The travel plan should be active for a year post occupation of the last dwelling.</p> <p>Reason: To encourage sustainable modes of travel in accordance with policy LP15 of the Fenland Local Plan, 2014.</p>
20	<p>Prior to or alongside the submission of reserved matters details of existing ground levels (in relation to an existing datum point), proposed finished floor levels and floor slab levels of the development shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out and thereafter retained in accordance with the approved details.</p> <p>Reason: To ensure that the precise height of the development can be considered in relation to adjoining dwellings and the wider area in the interests of visual and residential amenity in accordance with policies LP2 and LP16 of the Fenland Local Plan (2014) and policy H1 of the March Neighbourhood Plan (2017).</p>
21	<p><i>Approved Plans</i></p> <p>The development hereby permitted shall be carried out in accordance with the following approved plans and documents;</p>



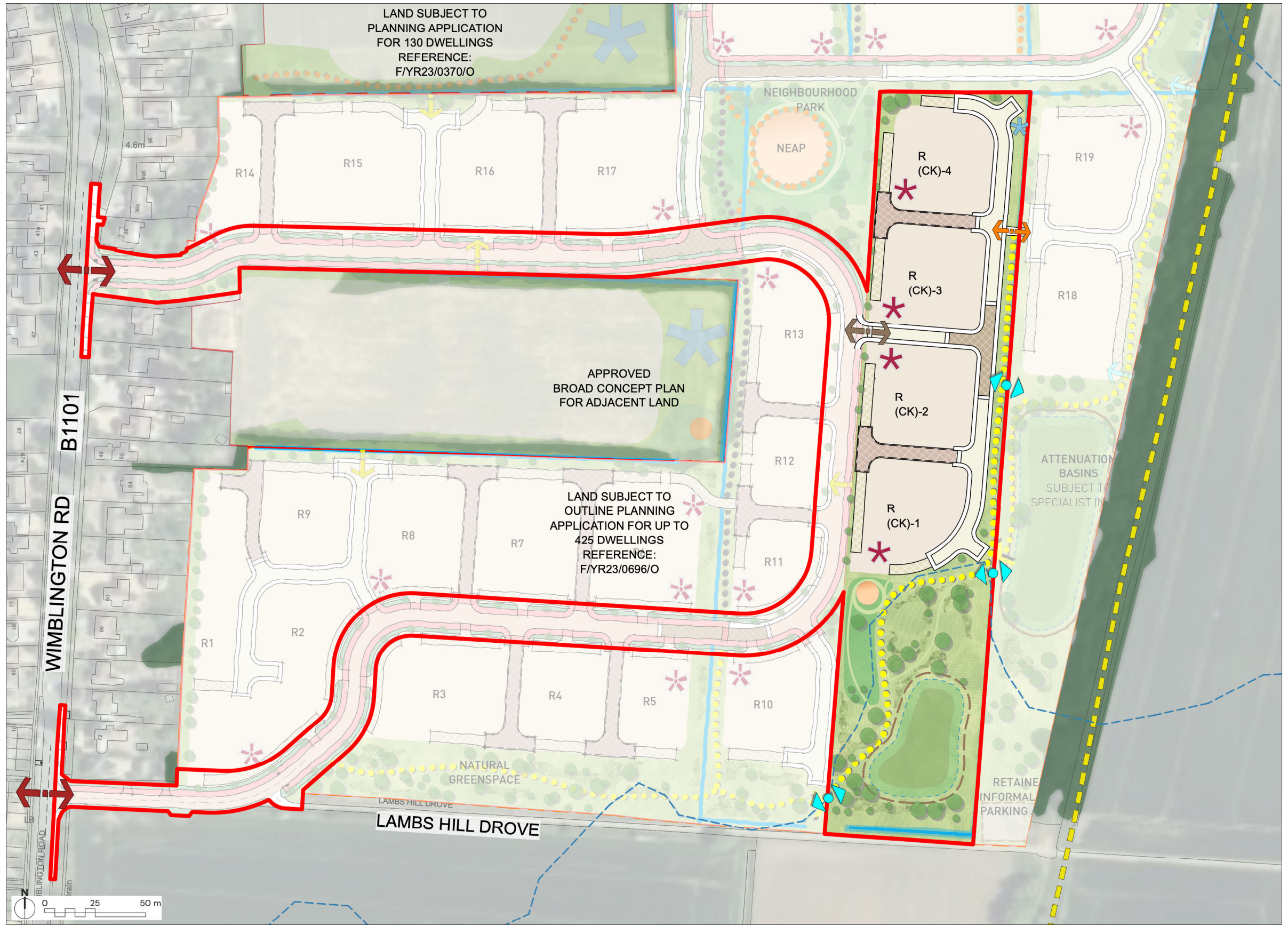
Created on: 07/06/2024















© Crown Copyright and database rights 2024 Ordnance Survey 10023778

F/YR24/0456/O

Scale = 1:5,000





- KEY**
-  SITE LOCATION (4.77HA) INCLUDING THE SPINE ROAD CORRIDOR LINKING TO WIMBLINGTON ROAD
 -  PRIMARY ACCESS OFF WIMBLINGTON ROAD
 -  INDICATIVE PRIMARY ACCESS OFF THE SPINE ROAD
 -  POTENTIAL EMERGENCY ACCESS
 -  POTENTIAL PEDESTRIAN / CYCLE LINK TO FOOTPATH FORMING PART OF THE WIDER SITE'S PROPOSALS
 -  INDICATIVE LOCATION OF A LANDMARK BUILDING
 -  RESIDENTIAL DEVELOPMENT
 -  PUBLIC OPEN SPACE (INCORPORATING AMENITY GREENSPACE AND FORMAL AND INFORMAL CHILDREN'S PLAY OPPORTUNITIES)
 -  INDICATIVE ATTENUATION BASIN (SUBJECT TO SPECIALIST INPUT)
 -  INDICATIVE LOCATION FOR A LOCAL AREA OF PLAY (LAP)
 -  INDICATIVE PEDESTRIAN AND CYCLE PATH (FORMING PART OF THE AMENITY GREENSPACE)
 -  EXISTING FOOTPATH (DISUSED RAIL TRACK)
 -  EXISTING DRAINAGE DITCH
 -  EXTENT OF FLOOD ZONE 2 AND 3 (AS IN THE ENVIRONMENT AGENCY FLOOD MAP)
 -  INDICATIVE LOCATION FOR A POTENTIAL PUMPING STATION (TO BE REVIEWED AT THE DETAILED DESIGN STAGE)

LAND NORTH OF LAMBS HILL DROVE, SE MARCH - INDICATIVE PROPOSED SITE PLAN



This page is intentionally left blank

F/YR23/0993/O

Applicant: Mr & Mrs Cutteridge

**Agent : Mr Ian Gowler
Gowler Architectural**

Land South West Of The Hollies, Hospital Road, Doddington, Cambridgeshire

Erect up to 3 x dwellings (outline application with all matters reserved) and associated highway improvement works.

Officer recommendation: Refuse

Reason for Committee: Number of representations contrary to Officer recommendation

1 EXECUTIVE SUMMARY

- 1.1. The application seeks outline planning permission for 3 dwellings with all matters reserved, though access is indicated from Hospital Road.
- 1.2. Application F/YR23/0310/O was withdrawn in June 2023. The application is identical to that submitted previously save for an updated plan presenting 'highway improvement' works that show on the annotation to 'include road widening as per engineers details'.
- 1.3. The site is located outside of any defined settlement boundary and therefore is classed as 'Elsewhere Development.' It is considered that the development will result in material harm to the character and appearance of the area. The limited benefits derived through the erection of a further three dwellings are not considered sufficient enough to outweigh this harm, particularly given the location of the dwellings in relation to local services which will likely result in a primary reliance on private motor vehicles contrary to the transport aims of the Local Plan and the NPPF.
- 1.4. With regard to location, the proposal fails to recognise the intrinsic character and beauty of the countryside, the pattern and character of the natural landscape and built development at this location and would appear incongruous to both the rural character of the immediate area creating an adverse visual on the surroundings and particularly users of the public footpath network in the area. The development would necessitate removal of some of the continuous hedgerow to the east of the application site which would add to the urbanising effect and visual impacts of the proposal.
- 1.5. The proposal is considered to constitute unsustainable development due to an unacceptable harm to the character of the area and the introduction of dwellings in an unsustainably linked area having regard to the development plan when taken as a whole. Likewise, the development is considered to conflict with the design and overall sustainability aims as set out in the NPPF.
- 1.6. Hospital Road in its current form lacks provision for passing vehicles and is absent of any pedestrian provision. As such, there is increased risk due to the intensification of vehicles needing to reverse excessive distances and there is also increased likelihood of pedestrians walking in the carriageway where they are at risk of conflict with motorised traffic. It is to be noted that application 23/0070/O was overturned at committee for the erection of up to 5 no dwellings on the opposite side of Hospital Road to the application site. As part of the approved scheme, and submitted by the same applicant, the application proposed highway improvement works which have

been conditioned appropriately with more specific details to be submitted with any subsequent reserved matters application that may come forward. The works proposed include the increase of highway width and the provision of a footpath.

1.7. During the course of this application, an updated plan was submitted which was annotated to show 'highway improvement works' for this scheme should the site approved not be brought forward. Other than for the plan stating 'includes road widening as per engineers details,' no other details were referenced, therefore is ambiguous and lacks sufficiently clear detail to set out what works are proposed, Further to this, the visibility splays indicated are insufficient for the speed limit with no justification provided to support the reduced splays.

1.8. Consequently, the recommendation is to refuse the application.

2 SITE DESCRIPTION

- 2.1. The application site is a large, mostly flat rectangular parcel of land, approximately 3695 sqm, located on the western side of Hospital Road. The site lies in the countryside and is currently used as a field. There is hedgerow along its eastern boundary where it borders Hospital Road. The site lies within flood zone 1.
- 2.2. The site can only be accessed via Hospital Road which is a single-track road with no footways running north off Benwick Road. Hospital Road provides an emergency access to the hospital and car park and also the residential development including the dwelling Norbrow to the north of the hospital and to the east of Hospital Road and the four new dwellings that have recently been permitted between Norbrow and the Hospital (see history below). Hospital Road continues for some distance and serves a few sporadic dwellings and farms and also other sporadic business including the Megaplants Garden Centre and, opposite this, a former poultry farm which is used for storage purposes.

3 PROPOSAL

- 3.1. This application is an outline application proposing the erection of 3no dwellings on the site.
- 3.2. An indicative plan shows that each of the three plots would have its own access point to Hospital Road, located at the south of each parcel. It is noted that this application is for outline permission only, with all matters reserved, so the access location is not confirmed by these indicative drawings.
- 3.3. Full plans and associated documents for this application can be found at:

[F/YR23/0993/O | Erect up to 3 x dwellings \(outline application with all matters reserved\) | Land South West Of The Hollies Hospital Road Doddington Cambridgeshire \(fenland.gov.uk\)](https://fenland.gov.uk/F/YR23/0993/O)

4 SITE PLANNING HISTORY

- 4.1. F/YR23/0310/O was submitted in April 2023 in outline form with all matters reserved for 3no dwellings on the same site. This was subsequently withdrawn in June 2023. Decisions in the vicinity of the site will be addressed in the Background section later in the report.

5 CONSULTATIONS

5.1. Doddington Parish Council

Objects for the following reasons;

Doddington Parish Council considered the above planning application at its meeting on Wednesday evening and voted to object to the application on the following grounds.

The proposed development which is shown on the indicative proposed block plan is accessed from the west of Hospital Road and shows three additional access points from each of the three proposed plots onto Hospital Road. The proposed development would lead to unsafe highway and access conditions onto Hospital Road due to its narrow single tracked nature with a lack of any formal passing spaces, street lighting or footpaths. Hospital Road also acts as an emergency access from the Hospital.

This site would be on open countryside for the purposes of applying planning policy and there is no overriding need for the development to take place given the District Council's housing land supply position. The application would have a detrimental effect on the character and visual amenity of the area. The application site includes a substantial amount of trees and hedges along Hospital Road. In order to provide vehicular access with associated visibility into the proposed development site, the vast majority of the trees and hedges would need to be removed which would have a significant adverse impact upon the character of the area.

The Parish Council noted that the indicative proposed block plan used in this application is the same plan that was used in application F/YR23/0310/O. That application was withdrawn by the agent immediately before the application was due to be heard by the Planning Committee on 28th June 2023. That application had a officer recommendation to refuse planning permission as amongst other reasons both the Highways Authority and the Ecology Officer recommended refusal. The Parish Council therefore trust that this application will be refused.

5.2. Local Highway Authority (9/1/24)

In order to make an informed decision in respect of the submitted application, additional information is required:

Doddington Road is subject to the national speed limit, meaning vehicle speeds up to 60mph are permissible. In order to ensure that safe access can be achieved the applicant will need to demonstrate that an inter-vehicular visibility splay of 2.4m x 215m is achievable from at least one location along the site frontage. The visibility splay must be contained within the application boundary and / or the highway boundary, a verified copy of which can be obtained by following the instructions at the link below.

<https://www.cambridgeshire.gov.uk/business/highway-searches>

Based on the nature of Hospital Road, I will accept a reduction in visibility commensurate with the observed 85th percentile speeds. Irrespective of the above point, Hospital Road is narrow with limited opportunity for vehicle passing.

To mitigate the highway safety impact of this development, the carriageway should be widened to 5m for at least a length of 10m along the site frontage to allow for vehicle passing. Such works would need to be implemented prior to first occupation. I am content that this could be resolved by condition, should the LPA and applicant be in agreement. I would also highlight to the LPA that a lack of footway provision along Hospital Road could undermine the sustainable credentials of the site as it would require future residents to walk in the carriageway. While this is not unusual in rural areas, it is not conducive with a safe / attractive pedestrian environment. Lastly, I recommend that the LPA consider this proposal in light of the nearby consent F/YR23/0070/O and its associated highway mitigation requirements. Should all parties be willing there is opportunity for a wholistic highway mitigation package which would satisfy the requirements of both sites, for which implementation costs could be shared. If the applicant is unwilling or unable to amend the application or provide additional information as outlined above, please advise me so I may consider making further recommendations, possibly of refusal.

Local Highway Authority (8/2/24)

The latest submission demonstrates that the site is capable of achieving 2.4m x 43m visibility splays which is appropriate for 30mph speeds. I note that the applicant is indicating that they will re-position the 30mph beyond their site, but this can only be permitted with a Speed Limit Order. Such Orders are governed by legislation which sits outside of the planning system so should the application be reliant upon it the Order will need to be granted prior to determination of the planning application. The other comments in my response dated 9th January 2024 remain valid.

Local Highway Authority (1/11/24)

The Local Highway Authority's comments dated 9th January remain unchanged.

The splay requirement for this road is 2.4m x 215m. The splays shown are 190m to the north and 97m to the south. However, no evidence or justification has been provided to support those reduced splays.

The splays should be set back 2.4m from the carriageway/kerb line. Further information on inter-vehicle visibility splays can be found within our General Principles for Development document [Highways Development Management General Principles for Development- January 2023 - Amended](#)

Additionally, the Highway Works inset within drawing 319-100 D is ambiguous and lacks sufficiently clear detail to set out what works are proposed.

5.3. Environmental Health Officer

The Environmental Health Team note and accept the submitted information and have 'No Objections' to the proposal, as it is unlikely to have a detrimental effect on local air quality, the noise climate, or be affected by ground contamination.

5.4. Ecology Officer

The proposal is acceptable on ecology grounds. The scheme will require removal of some vegetation that could support breeding birds (scrub / trees) and potentially ground nesting birds (arable / grassland field). Therefore if permission is granted, we recommend the following informative be attached to the planning decision.

SUGGESTED DRAFT INFORMATIVE – Nesting Birds

The Applicant is reminded that under the Wildlife and Countryside Act 1981, as amended (section 1), it is an offence to remove, damage or destroy the nest of any wild bird while that nest is in use or being built. Planning consent for a development does not provide a defence against prosecution under this act. Trees and scrub are likely to contain nesting birds between 1st March and 31st August inclusive. While agricultural fields, or recently cleared fields (bare ground), can support ground nesting birds, such as skylark. These habitats are present on the application site and are to be assumed to contain nesting birds between the above dates, unless a recent survey has been undertaken by a competent ecologist to assess the nesting bird activity on site during this period and has shown it is absolutely certain that nesting birds are not present

Reason – Wildlife and Countryside Act 1981 (protection of wild birds, their nests, eggs and young)

5.5. Local Residents/Interested Parties

Four objections from within Doddington:

- No attempt has been made to overcome the previous four reasons for refusal that were due to be presented at committee before it was withdrawn
- Impact upon the character of the area
- There is also no evidence of the need for further housing within the village. Indeed the District Council purports to have a healthy land supply of future housing (6.69 years' worth of supply against a requirement for 5 years).
- Failure to comply with Policy LP12
- Survey results in March 2023 from the 'Doddington Neighbourhood Plan Group' concluded that 71% of respondents were concerned about traffic, too many houses, lack of public transport & infrastructure.
- Ecological impacts
- Highway safety issues
- In order to have this passed we are of the understanding that the applicant has put forward a proposal to widen the road and add a new footpath including at the Benwick Road end of Hospital Road. This would NOT be feasible. This would require land belonging to a third party.
- When considered cumulatively with approved and current planning applications within the applicants ownership on Hospital Road this proposal exceeds the ten dwelling threshold for planning obligations and therefore engages Local Plan Policy LP5 Part B. This has not been considered within the planning application.
- Relationship with Approved Stables/Hay Store - The proposal does not consider the relationship of the proposal with the stables/hay store approved under application F/YR23/0251/F which would introduce concerns in respect of odour and noise and disturbance given the juxtaposition.
- Should planning permission be granted for this application, then the irrationality of the decision would be brought to the attention of the Courts

Eight letters of support. Six from Doddington and two from Chatteris:

- In support on the understanding that road improvements are made to Hospital Road to support the increase in houses and traffic
- Provide family homes for the village
- Proposal will not adversely affect the character of the area
- Good location close to village centre

Re-notification took place on 12/9/24 following an updated plan showing 'highways improvement works'. This has resulted in one letter of support and one letter of objection.

The letter of support solely related to the widening of Hospital Road which will not only improve safety for highway users but also pedestrians.

The objection relates to the plan being unclear in terms of what works are proposed to Hospital Road. The plan has no key and doesn't state any trees/hedges to be removed to facilitate any highway improvement works. This will have adverse biodiversity issues following removal of vegetation/trees. Are there any street lights planned?

6 STATUTORY DUTY

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires a planning application to be determined in accordance with the Development Plan unless material planning considerations indicate otherwise. The Development Plan for the purposes of this application comprises the adopted Fenland Local Plan (2014).

7 POLICY FRAMEWORK

National Planning Policy Framework (NPPF)
National Planning Practice Guidance (NPPG)
National Design Guide 2021

Fenland Local Plan 2014

LP1 – A Presumption in Favour of Sustainable Development
LP2 – Facilitating Health and Wellbeing of Fenland Residents
LP3 – Spatial Strategy, the Settlement Hierarchy and the Countryside
LP4 – Housing
LP5 – Meeting Housing Need
LP12 – Rural Areas Development Policy
LP13 – Supporting and Managing the Impact of a Growing District
LP14 – Responding to Climate Change and Managing the Risk of Flooding in Fenland
LP15 – Facilitating the Creation of a More Sustainable Transport Network in Fenland
LP16 – Delivering and Protecting High Quality Environments across the District
LP19 – The Natural Environment

Emerging Local Plan

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

LP1: Settlement Hierarchy
LP2: Spatial Strategy for the location of residential development
LP4: Securing Fenland's Future
LP5: Health and Wellbeing
LP7: Design
LP8: Amenity Provision
LP12: Meeting Housing Needs
LP18: Development in the Countryside
LP20: Accessibility and Transport
LP22: Parking Provision
LP24: Natural Environment
LP25: Biodiversity Net Gain
LP27: Trees and Planting
LP28: Landscape
LP32: Flood and Water Management
LP33: Development of Land Affected by Contamination

8 KEY ISSUES

- **Principle of Development**

- **Design and Visual Amenity**
- **Residential Amenity**
- **Highways/parking**
- **Biodiversity**

9 BACKGROUND

- 9.1. There are a number of recent decisions relating to development in the vicinity of the site.
- 9.2. An initial application for two dwellings on the eastern side of Hospital Road (F/YR19/0667/O) was refused on the basis that the proposed development was contrary to Policies LP3 and LP12 of the Fenland Local Plan 2014 and would be at odds with the dispersed nature of the development along Hospital Road. This would have an urbanising effect on the rural site to the detriment to the character of the area. Subsequent application F/YR20/0182/O, also for two dwellings on the same site, which made no attempt to address the reasons for refusal, was granted by Planning Committee contrary to officer recommendation and plot 1 of this scheme has been completed.
- 9.3. Application, F/YR21/1522/O, was granted by Planning Committee, contrary to officer recommendation for two more dwellings located behind the frontage plots on the eastern side of Hospital Road approved by F/YR20/0182/O. eastern side of Hospital Road.
- 9.4. Planning permission has also been granted (ref: F/YR22/0032/F) for café/retail buildings at Megaplants, a garden centre served off Hospital Road with conditions requiring passing bays on Hospital Road. One of these passing bays appears to be within the red line of this current application, near the indicative access point shown for Plot 1.
- 9.5. Planning application F/YR22/0390/F for change of use of land to the north of 5 – 7 Askham Row (west of the subject site) for domestic purposes including erection of chicken run and pond was refused by Committee (in line with the officer recommendation) on 26th August 2022. This site is to the west of the current application site. The application was refused for the following reason;
- Policy LP12 Part A (c) and Policy LP16 (d) of the Fenland Local Plan 2014, DM3 (d) of the Delivering and Protecting High Quality Environments in Fenland SPD 2014 and Paragraph 130 of the NPPF require that developments do not adversely impact upon the character and appearance of the open countryside. The development creates a significantly sized domestic garden which results in an urbanising encroachment into the open countryside to the significant detriment of the character and visual amenity of the area. As such, the development is contrary to the aforementioned policies.*
- 9.6. A PIP application F/YR22/1243/PIP for 3 dwellings was refused at committee on 5 April 2023. This site lies west of Hospital Road and directly adjoins the south of the application site. The application was refused due to a failure to recognise the intrinsic character of the countryside and pattern character of the natural landscape and lead to a significant loss of hedgerow. Further to this, it was considered the development would not make efficient use of the land.
- 9.7. Application F/YR23/0070/O was submitted in outline form with all matters reserved for up to 5 dwellings located to the east of the four approved dwellings, referenced above, on the eastern side of Hospital Road. The committee resolved to grant permission contrary to the Officers recommendation. Subsequent to the overturn at committee, it was brought to light that there was a land ownership issue raised in regard to the highway improvement works proposed. Communication then took place between the County Highways Records team and a third party. It has recently been concluded that given the evidence reviewed, County Highways feel, on balance, that they reached a reasoned conclusion on the width of the highway that does not unnecessarily impact

private land boundaries asserted by adjoining landowners and therefore highway mitigation works are deliverable. The decision has subsequently been issued following due processes.

- 9.8. Application F/YR23/0310/O for 3 dwellings was due to be taken to committee in June 2023 with a recommendation to refuse. The agent formally withdrew the application before the committee meeting.

10 ASSESSMENT

Principle of Development

- 10.1. Policy LP3 of the Fenland Local Plan identifies Doddington as a 'Growth Village' where development and new service provision either within the existing urban area or as a small extension will be appropriate. The application site, however, lies beyond the western side of Hospital Road and is outside of the settlement boundary and thus classed as 'Elsewhere' development. Within such areas, development is restricted to that which is demonstrably essential to the effective operation of local agriculture, horticulture, forestry, outdoor recreation, transport or utility services; and to minerals or waste development in accordance with separate Minerals and Waste Local Development Documents (LDDs).'
- 10.2. Policy LP12 states, at Part A, that "*new development will be supported where it contributes towards the sustainability of that settlement and does not harm the wide-open character of the countryside*" and identifies the following criteria:
- (a) *The site is in or adjacent to the existing developed footprint of the village; and*
 - (b) *It would not result in coalescence with any neighbouring village; and*
 - (c) *It would not have an adverse impact on the character and appearance of the surrounding countryside and farmland*
 - (d) *The proposal is of a scale and in a location that is in keeping with the core shape and form of the settlement, and will not adversely harm its character and appearance; and*
 - (e) *It would not extend linear features of the settlement or result in ribbon development; and*
 - (f) *The site retains and respects natural boundaries such as trees, hedgerows, embankments and drainage ditches; and*
 - (g) *The site retains and respects ecological, heritage and biodiversity features; and*
 - (h) *It would not result in the loss of important open space within the village; and*
 - (i) *It would not result in the loss of high-grade agricultural land, or if so, comprehensive evidence is provided to justify the loss. This should include an assessment of all alternative reasonable opportunities in the locality to develop on lower grades of agricultural land; and*
 - (j) *It would not put people or property in danger from identified risks; and*
 - (k) *It can be served by sustainable infrastructure provision, such as surface water and wastewater drainage and highways.*
- 10.3. The developed footprint referred to in criteria (a) of Policy LP12 is further defined in a footnote as "*the continuous built form of the settlement and excludes:*
- (a) *individual buildings and groups of dispersed or intermittent buildings, that are clearly detached from the continuous built-up area of the settlement*
 - (b) *gardens, paddocks, and other undeveloped land within the curtilage of buildings on the edge of the settlement where the land relates more to the surrounding countryside than to the built-up area of the settlement*
 - (c) *agricultural buildings and associated land on the edge of the settlement*
 - (d) *outdoor sports and recreation facilities and other formal open spaces on the edge of the settlement"*
- 10.4. The site is surrounded by open agricultural land to the south and west, and, adjoins open agricultural land and a paddock to the north. The site itself is a non-uniform parcel

taken from a larger plot of agricultural land. Given criterion b) of the footnote, it is considered that the site does not therefore adjoin the continuous built form of the settlement and is not therefore *“in or adjacent to the existing developed footprint of the village”*. Consequently, it does not therefore comply with Policy LP12 Part A(a).

- 10.5. Policy LP12 Part A (criteria c and d) require development to be in keeping with the character of its surroundings. The application site lies on one of the radial routes extending out from the built-up part of the village. In this area, development is more sporadic, is interspersed with open land and is largely frontage ribbon development. This presently remains the character of the area despite development such as Askham Row and the recent back land development close to Norbrown being permitted. The site is an agricultural field and has the appearance of being part of the countryside more than being part of the built-up area. The prevailing character of this area remains open countryside, and the introduction of new dwellings to this site would not be in keeping with the existing form of settlement, and would materially impact the character and appearance of the surrounding countryside. The location and shape of the proposed site will create a development that is inconsistent and out of character with the surroundings. The subject site does not adjoin any other settlement area or built form and removes the site from the larger agricultural paddock in which it currently exists.
- 10.6. The four dwellings permitted between the rear of the hospital and Norbrown to the east of Hospital Road, which were approved by Committee contrary to recommendation, at least in part infill the gap between the hospital and Norbrown but they do not relate to and should not set a precedent to develop the current site which is part of a much larger field to the west of Hospital Road. This proposal, if permitted would be inorganic; is a contrived rectangular shape and would see erosion of the open countryside. It will visually encroach into an area of land which would likely set a precedent for remainder of this larger field to come forward in other small sites until the area is infilled.
- 10.7. In addition to the reasons set out above, the indicative block plan shows three separate, individual access points where presently a substantial hedgerow and number of trees are situated along the eastern boundary. Aside from the loss of the hedgerow in terms of biodiversity, vehicular accesses here will further diminish the character of Hospital Road by creation of further incremental urbanising development. As such the proposal is also contrary to policies (c) and (f) of LP12 A.
- 10.8. As the site does not satisfy the policies set out in LP12 Part A, it must be considered an ‘elsewhere’ location for the purposes of the settlement hierarchy set out in policy LP3. In such locations, development is restricted to that demonstrably essential to the effective operation of local agriculture, horticulture, forestry, outdoor recreation, transport, utility services or minerals and waste development. The proposal is not for a development that meets these restrictions.
- 10.9. Furthermore, NPPF paragraph 82 (2023) sets out that ‘in rural areas, planning policies and decisions should be responsive to local circumstances and support housing developments that reflect local needs.’ Such evidence may be a functional need e.g. agriculture, or for example a rural exception site to bring forward affordable housing. This application seeks permission for three market dwellings. No specific evidence has been provided as to why there is a need for housing in this particular area.
- 10.10. NPPF paragraph 83 sets out that ‘to promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities.’ The proposed development would be accessed by Hospital Road, which is currently devoid of a footway and street lighting. It is therefore an unattractive walking route, particularly in hours of darkness or inclement weather. As such, the dwellings will likely be over-reliant on private car use.
- 10.11. Policy LP16 of the Local Plan requires that high quality environments will be delivered and protected throughout the district and proposal for all new development will only be permitted where the relevant criteria set out in the policy are met. This includes criteria

(c) which requires retention of natural features such as trees, hedges, field patterns, drains and water bodies to be retained and incorporated into proposals and criteria (d) which requires proposals to make a positive contribution to local distinctiveness and the character of the area, enhancing its local setting and responding to and improving the character of the local built environment. It should reinforce local identity and not adversely impact either in design or scale terms on the street scene, settlement pattern or the landscape character of the surrounding area.

- 10.12. The proposal does not respect the pattern of development in the area and comprises an arbitrary rectangular piece of a larger field. It will further erode from the local identity of sporadic development which characterises the interface between the rural and village setting. As such the location of the proposal does not comply with Policy LP16 A, (c) and (d).
- 10.13. There is no demonstrated need for additional market housing in this location. The Council can currently demonstrate more than a five-year supply of deliverable housing sites. The Fenland Local Plan remains up to date and is not at odds with the relevant policies of the NPPF. The tilted balance does not therefore apply. The application is clearly contrary to the development plan in terms of location as it is contrary to policies LP3, LP12 (a), (c), (d) and (f) and LP16 (c) and (d) as well as paragraphs 135 and 180 of the NPPF.
- 10.14. With regard to detailed matters such as design of the access and dwellings, biodiversity net gain and likely archaeological implications, if this Outline Planning Permission was approved, such matters would be dealt with at Reserved Matters stage, and, would require submission of detailed plans and reports.

Design and Visual Amenity

- 10.15. Local Plan Policy LP16 identifies that proposals for new development will only be permitted if it can be demonstrated that the proposal:

(c) retains and incorporates natural and historic features of the site such as trees, hedgerows, field patterns, drains and water bodies.

(d) makes a positive contribution to the local distinctiveness and character of the area, enhances its local setting, responds to and improves the character of the local built environment, provides resilience to climate change, reinforces local identity and does not adversely impact, either in design or scale terms, on the street scene, settlement pattern or the landscape character of the surrounding area.

- 10.16. Further, Policy DM3(d) of the 'Making a Positive Contribution to Local Distinctiveness and Character of the Area' SPD sets out that the character of the landscape, local built environment and settlement pattern should inform the layout, density, proportions, scale, orientation, materials and features of the proposed development, which should aim to improve and reinforce positive features of local identity. It is also a core planning principle in the NPPF that recognises the intrinsic value of the countryside therefore consideration needs to be given to any harm caused.
- 10.17. Whilst the application for planning permission is in outline form with all matters reserved, the Council must be satisfied that an appropriate design can be brought forward through any subsequent reserved matters application before granting planning permission.
- 10.18. The introduction of three dwellings in this location will create built development in what is currently open countryside. The proposal would lead to cumulative harm and urbanisation of the rural setting in the area.
- 10.19. The topography is relatively flat with visual screening on the eastern boundary of the site provided by the existing hedgerow. However, the remainder of the site and surroundings are open in nature with any additional built form considered to create a substantial degree of prominence in the wider landscape. Cumulatively, the extension beyond the

established pattern of development in conjunction with a substantial degree of prominence within the landscape would cause harmful erosion to the character and appearance of the open countryside.

- 10.20. Furthermore, as set out above, this proposal does not respect the pattern of development in the area and comprises an arbitrary rectangular piece of a larger field. It will also result in the loss of an existing continuous hedgerow for the future access points. The proposal would result piecemeal and incremental expansion of development into the countryside, and to approve such a scheme would set a precedent for additional piecemeal development; urbanisation and loss of openness with even more significant cumulative impacts.
- 10.21. The development is therefore contrary to Policy LP16 (c) and (d) of the Fenland Local Plan, DM3 of Delivering and Protecting High Quality Environments in Fenland SPD.

Residential Amenity

- 10.22. Policy LP2 states that development proposals should contribute to the Council's goal of Fenland's residents, inter alia, promoting high levels of residential amenity whilst policy LP16 states that development should not adversely impact on the amenity of neighbouring users such as noise, light pollution, loss of privacy and loss of light.
- 10.23. Whilst a 'site plan' has been submitted, this is purely indicative as the application only seeks outline consent with all other matters reserved for subsequent consideration. The application form does not state the composition of the dwellings other than they will be market housing. It is considered that the dwellings could be designed, with the appropriate orientation, window layout and landscaping to limit any adverse overlooking and could also be designed to limit any overbearing and shadowing. Any impact on residential amenity in terms of overlooking and loss of privacy would be re-visited at the reserved matters stage once the scale and appearance of the dwellings can be fully assessed and, upon which, neighbours would have further opportunity to comment.

Highways/parking

- 10.24. The site is located along Hospital Road which is a narrow unclassified road with no street lights or footpaths and ditches either side. Whilst the eventual highway details would come forward as part of any reserved matters application, there should be a certainty that a scheme is capable of being achieved that does not impinge on highway/pedestrian safety/sustainability of a scheme.
- 10.25. Whilst the application is in outline form with all matters reserved, the agent submitted an amended, indicative plan that shows three new and separate access points to Hospital Road. Hospital Road is subject in part to the national speed limit, meaning vehicle speeds up to 60mph are permissible. In order to ensure that safe access can be achieved the inter-vehicular visibility splays of 2.4m x 215m would be required from at least one location along the site frontage and this must be contained within the application boundary and / or the highway boundary. The latest submission demonstrates that the site is capable of achieving 2.4m x 190m to the north and 2.4m x 97m to the south. No evidence or justification has been provided to support those reduced splays. Therefore, these are insufficient.
- 10.26. Highways Officers raised concerns of Hospital Road and its potential to accommodate additional traffic. They also note that a lack of footway provision along Hospital Road could undermine the sustainable credentials of the site as it would require future residents to walk in the carriageway. While this is not unusual in rural areas, it is not conducive with a safe / attractive pedestrian environment. Comments also state that the proposal is considered in light of the nearby consent F/YR23/0070/O and its associated highway mitigation requirements which includes the widening of the road to between 4.8m and 5.3m and the provision of a footpath, albeit at a reduced width, 1.6m, of a standard footpath of 2m. The highway improvement works were indicated and approved

with a condition. There is the possibility, however, that the site approved would not come forward and therefore the LPA required details to be submitted indicating updated highway visibility splays and highway improvement works.

- 10.27. The agent submitted an amended plan with visibility splays marked and annotated to state that the road would be widened. No other details were submitted and therefore there is no certainty that the scheme is capable of being achieved in isolation that does not impinge on highway/pedestrian safety/sustainability.
- 10.28. Para 115 of the NPPF (2023) is explicit in that 'development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'. County Highways have confirmed that the visibility splays are not sufficient, and concerns have been raised in respect of the highway improvement works. These appear ambiguous and lacks sufficiently clear detail to set out what works are proposed. The proposal is therefore considered to fail to comply with policy LP15 of the Local Plan and paragraph 115 of the NPPF.

Biodiversity

- 10.29. Local Plan Policy LP16 (b) identifies that proposals for new development will only be permitted if it can be demonstrated that the proposal protects and enhances biodiversity on and surrounding the proposal site.
- 10.30. Policy LP19 identifies that the Council will refuse permission for development that would cause demonstrable harm to a protected habitat or species, unless the need for and public benefits of the development clearly outweigh the harm and mitigation and/or compensation measures can be secured.
- 10.31. The subject site contains hedgerows and ditches along the eastern boundary. County Ecology have commented stating that the proposal is acceptable on ecology grounds with an informative to be included in respect of removal of vegetation. As such, the proposal complies with Policies LP16 (b) and LP19 of the Fenland Local Plan.
- 10.32. The application pre-dates the requirement to demonstrate Biodiversity Net Gain.

11 CONCLUSIONS

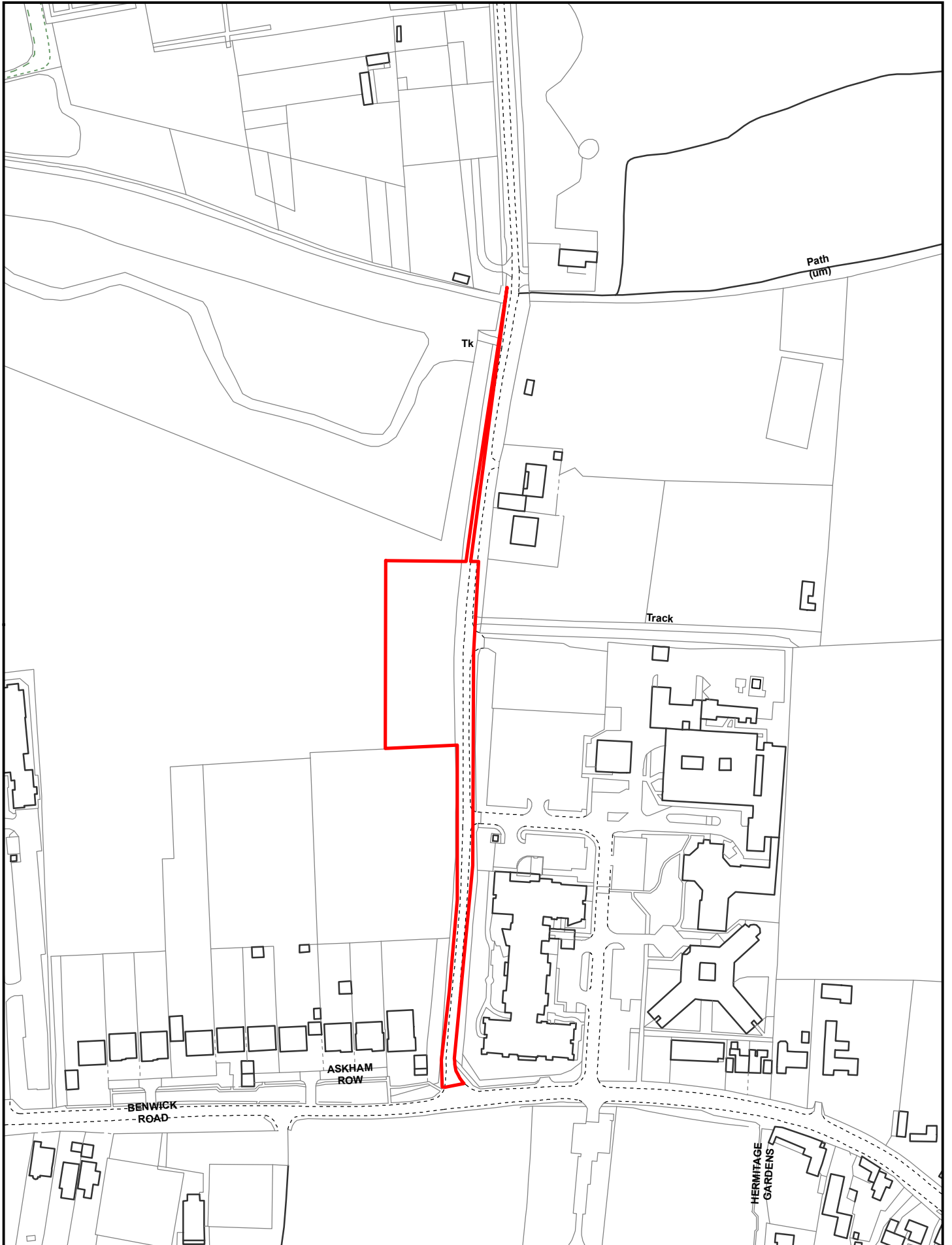
- 11.1. It is considered that the development will result in significant and demonstrable harm to the character and appearance of the area. The limited benefits derived through the erection of three dwellings are not considered sufficient enough to outweigh this harm, particularly given the location of the dwellings in relation to local services which will likely result in a primary reliance on private motor vehicles contrary to the transport aims of the Local Plan and the NPPF.
- 11.2. The proposal is therefore considered to constitute unsustainable development due to an unacceptable harm to the character of the area and the introduction of dwellings in an unsustainably linked area having regard to the development plan when taken as a whole. Likewise, the development is considered to conflict with the design and overall sustainability aims as set out in the NPPF.

12 RECOMMENDATION

Refuse; for the following reasons:

1	The site does not lie adjacent to the continuous built form of the settlement of Doddington and is in a countryside location, defined as "elsewhere" in policy LP3 of the Fenland Local Plan. The development of this site for up to three
---	--

	<p>dwelling fails to recognise the intrinsic character and beauty of the countryside and the pattern and character of the surrounding natural landscape and built character of the immediate area which is sporadic, interspersed with open land and largely frontage development. It would be inconsistent with the core shape of the village and would appear incongruous both in terms of the landscape character of the area and in terms of visual appearance to adjacent occupiers of land/property and users of the nearby public footpath network. It will inevitably result in the severance of a continuous length of hedgerow to the east boundary of the site with Hospital Road which will result in a further urbanising impact and an adverse impact on the verdant rural character. As such the proposal is contrary to policies LP3, LP12 A (a), (c), (d) and (f), LP16 (c) and (d) and paragraphs 135 and 180 of the NPPF.</p>
2	<p>The development proposed would be accessed via Hospital Road, a single carriageway road with no separate pedestrian or cycle facilities or streetlighting. Insufficient information has been submitted outlining the highway improvement works. No other details were forthcoming and therefore there is no certainty that the scheme is capable of being achieved, in isolation, that does not impinge on highway/pedestrian safety/sustainability. The development would therefore be contrary to paragraph 115 of the NPPF with an unacceptable impact upon highway safety and policies LP2 and LP15 which aims to provide safe transport networks.</p>
3	<p>The applicant has failed to demonstrate adequate visibility splays to the proposed access points to the satisfaction of the Highways Authority and in accordance with the speed of the road. The intensification of the access points combined with the lack of such visibility would result in an unacceptable degree of hazard to highway users to the detriment of highway safety. The proposal therefore fails to comply with policy LP15 of the Fenland Local Plan and paragraph 115 of the NPPF.</p>



Created on: 08/11/2024

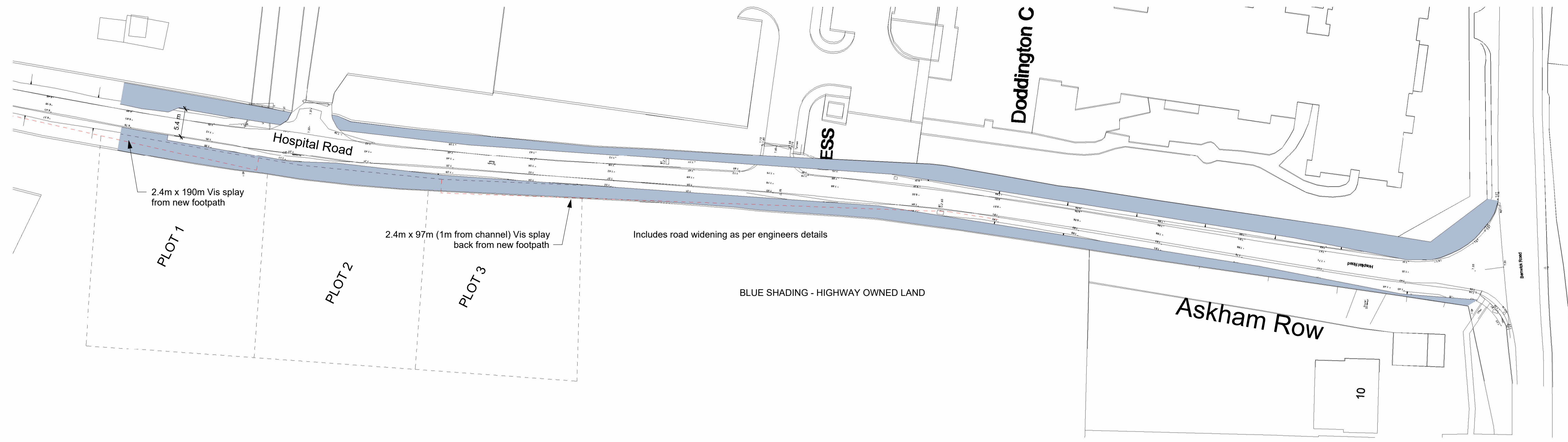
© Crown Copyright and database rights 2024 Ordnance Survey 10023778

F/YR23/0993/O

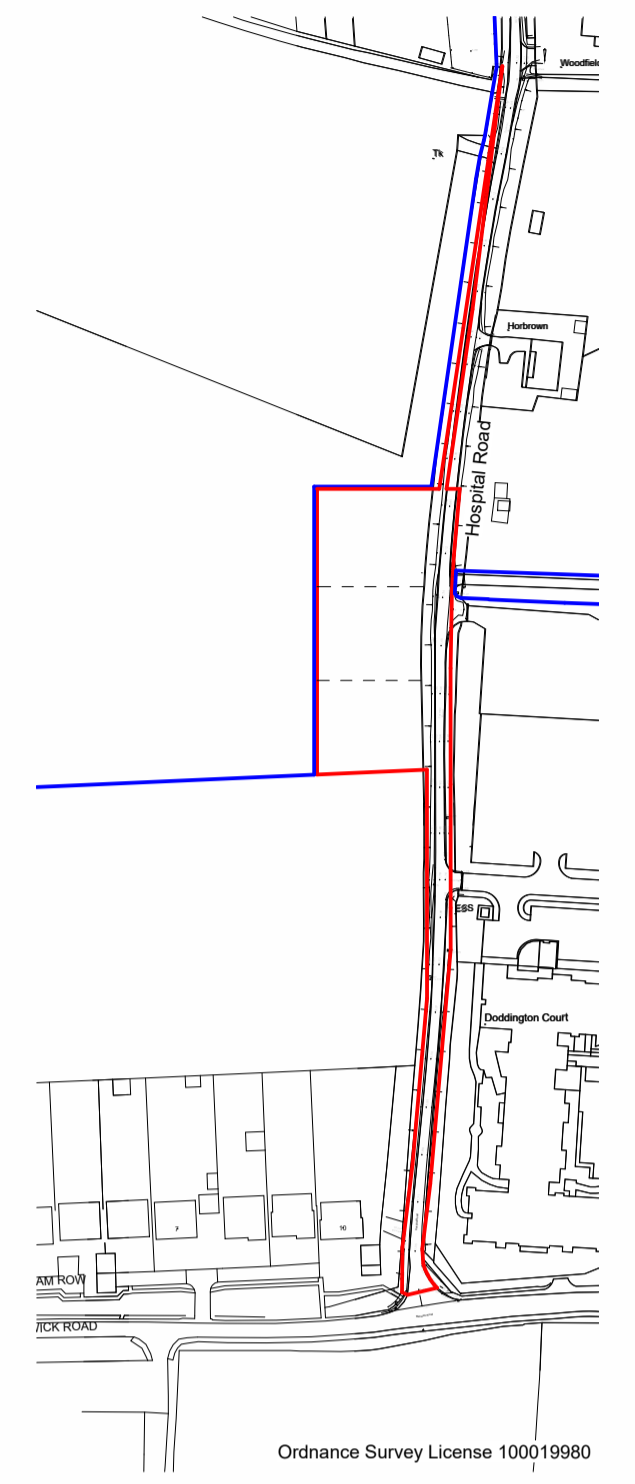
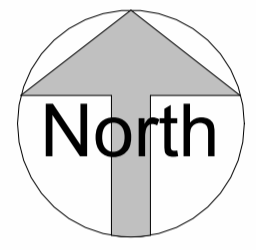
Scale = 1:2,500



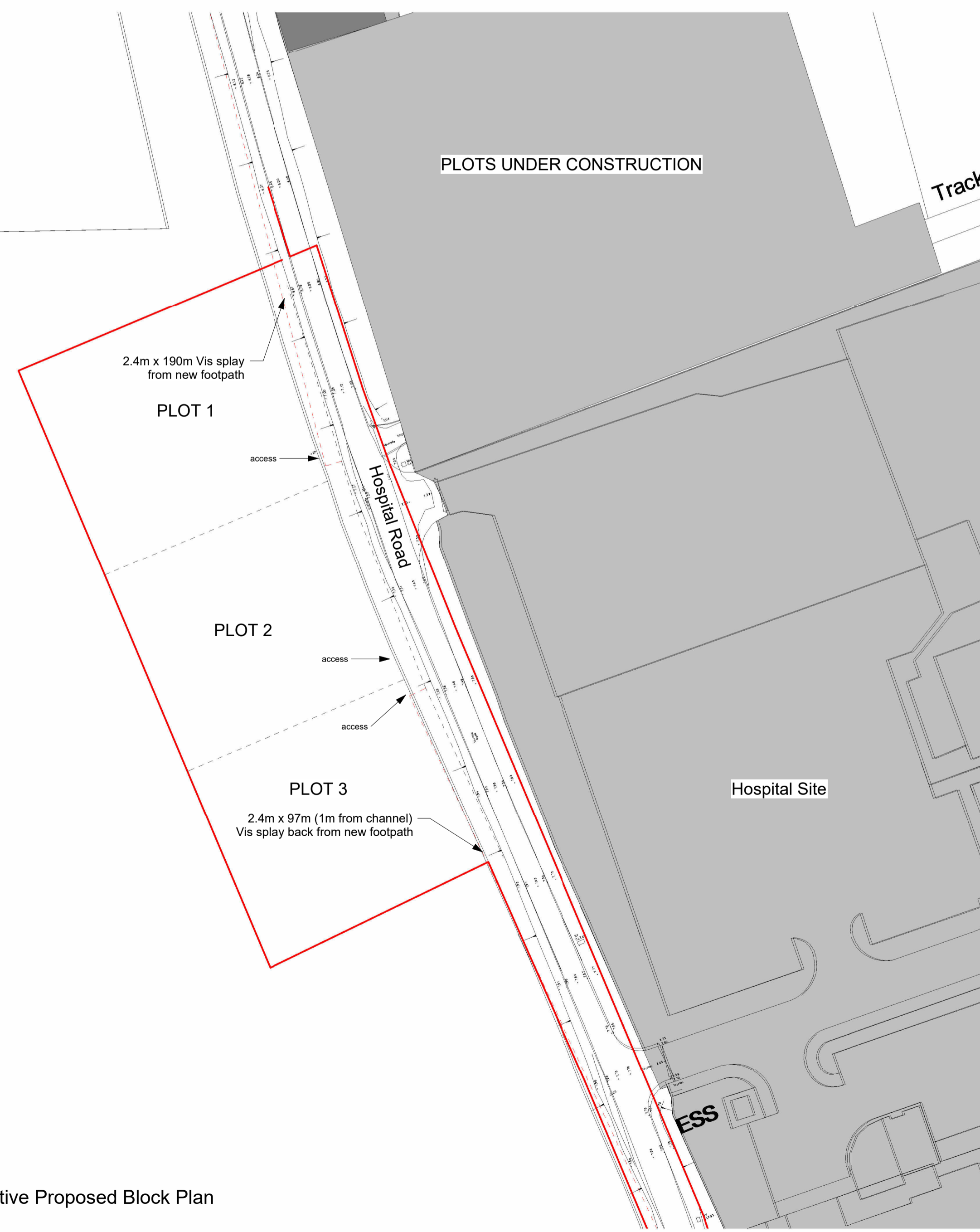
Notes
 Any discrepancies to be brought to attention of Author as soon as possible.
 All dimensions shown in "mm" unless otherwise shown.
 Unless stated otherwise, this drawing has been assessed for risks and nothing is deemed to be outside of normal good safe working practice that would be covered by a contractors Construction Phase Health and Safety Plan.
 Do not scale from this drawing.



Highway Works
 Scale 1 : 500



Location Plan
 Scale 1 : 2500



Indicative Proposed Block Plan
 Scale 1 : 500

D	Speed limit reduction removed, visibility splay increased	02-09-24
C	Highway works added	24-08-24
B	Site Outline Amended, 30mph relocation amended	17-08-24
A	30Mph speed limit moved, visibility splays amended	25-01-24

Ian Gowler Consulting Ltd
 Architectural and Energy Consultant
 Grove House, 22 Primrose Hill, Doddington, Cambs, PE15 0SU
 tel. 01354 667005 email. ian@gowler-architectural.co.uk

Proposed Plots at Hospital Road, Doddington
 Mr and Mrs Cutteridge

Planning

date created	scale	drawing no.	rev.
21-10-22	As indicated @ A1	319 - P100	D

This page is intentionally left blank

F/YR22/0848/F

Applicant: Mr John Mannion

Agent : Mr Chris Walford
Peter Humphrey Associates Ltd

Land North East Of 81 - 87 High Street Accessed From, Slade Way, Chatteris, Cambridgeshire

Erect 8 dwellings comprising of 1 x 2-storey 3-bed, 2 x single storey 2-bed and 5 x single storey 3-bed with detached garage to Plot 2 only

Officer recommendation: Approval

Reason for Committee: Number of representations contrary to officer recommendation.

Government Planning Guarantee

Statutory Target Date For Determination: 8 September 2022

EOT in Place: Yes

EOT Expiry: 18 December 2024

Application Fee: £3696

Risk Statement:

This application must be determined by the 18th of December 2024 it will be out of time and therefore negatively affect the performance figures.

1 EXECUTIVE SUMMARY

1.1 The application seeks full planning permission to erect 8 dwellings within the built form of Chatteris. The site is a surviving medieval burgage plot, located within Chatteris Conservation Area, within the setting of the Grade II Listed buildings of 81-83 High Street and adjoining the non-designated heritage asset of 87 High Street. The scheme is of good design and scale whilst also having consideration to its historic context in relation to nearby heritage assets.

1.2 The site is constrained by its location, narrowness and existing trees which dictate the level of development which is achievable. However, the application has sought to address a previously refused application which was considered to constitute an overdevelopment of the site, resulting in a poor and convoluted layout and design. The current application has reduced the number of dwellings from 9 to 8, and brought forward an improved site layout, allowing for increased amenity space and distances between properties.

1.3 The simplified layout and reduction in the number of dwellings results in an acceptable residential amenity provision for future occupiers and a negligible impact on the residential amenity of surrounding dwellings by virtue of the single storey design. In addition, parking provision is in accordance

with Appendix A of the Local Plan, and a turning head has been provided to aid manoeuvrability.

1.4 A small area of the north-eastern part of the site is considered at a high and medium risk of surface water flooding. Whilst the site is in Flood Zone 1, the application is accompanied by a flood risk assessment to address flooding potential on site. A sequential test has not been undertaken, however substantive information has been provided to show how surface water will be dealt with to the satisfaction of the LLFA and that the surface water is not part of any wider flows.

1.5 An Ecological Validation Survey has been submitted to enable the Local Planning Authority to ascertain whether the proposal would impact protected species and what mitigation measures may be required. The Wildlife Officer has no objections and concurs with the findings of the survey.

1.6 The application is therefore recommended to grant accordingly.

2 SITE DESCRIPTION

- 2.1 The application site is a narrow strip of land accessed from Slade Way and surrounded by the existing built form of High Street to the west, Furrowfields Road and Gull Way to the east, Sycamore Crescent/Tern Gardens to the north, and Beckett Way to the south enclosed by various forms of boundary treatment. To the immediate west of the site are one and a half storey cottage style dwellings fronting Slade Way which have recently been completed. The site itself is overgrown and there are a large number of trees, some of which are substantial. The entirety of the site is located within Chatteris Conservation Area and within the setting of listed buildings 81-83 High Street and adjoining the non-designated heritage asset of 87 High Street.
- 2.2 The site and surrounding area is in Environment Agency Flood Zone 1. The eastern part of the site is subject to low surface water flood risk, with a narrow area of high surface water flood risk at the eastern boundary.

3 PROPOSAL

- 3.1 This full application seeks to erect 8 dwellings comprising of 1 x 2-storey 3-bed, 2 x single storey 2-bed and 5 x single storey 3-bed with a detached garage to Plot 2 only. Surface water will be disposed of via a sustainable drainage system, with foul water addressed by the mains sewer.
- 3.2 Access to the site is to be from a new access road taken from Slade Way in a similar position to the existing dropped kerb access. After an initial north-south section this would bend to the east to run adjacent to the northern boundary of the site and to the rear of the properties on Sycamore Crescent and Tern Gardens.
- 3.3 Plot 1 is a south facing 3 bedroom 'chalet' bungalow to the west of this new access road and fronting onto Slade Way. Plot 2 is an east facing 2 bedroom bungalow in the north-west corner of the site. The plot has a single space detached garage to the

south-east of the dwelling, and two additional off road parking spaces to the front of the garage. Adjacent to the rear parking area for Plot 1.

- 3.4 The remainder of the proposed dwellings would be linear in nature located to the south of the access road and backing onto existing housing on Beckett Way. All of these units would have two off road parking spaces, and a proposed turning head is located between Plots 5 and 6
- 3.4 Plots 1, 3, 5 and 7 are to be constructed from buff facing brick with a grey slate roof. Windows and doors are to be White UPVC casement with glazing bars. Plots 2, 4, 6 and 8 are to be red facing brick with a dark red clay tile roof. Windows and doors are to be White UPVC casement with glazing bars. Exact details of construction materials could be addressed by condition.
- 3.5 Full plans and associated documents for this application can be found at: <https://www.publicaccess.fenland.gov.uk/publicaccess/>

4. SITE PLANNING HISTORY

Reference	Description	Decision
F/YR04/4383/O	Erection of 11 dwellings comprising 4 x 3-bed and 4 x 2-bed houses and 3 x 2-bed bungalows	Refused – 15 th September 2006
F/YR11/0712/TRCA	Works to Hawthorn, Elder, Ash and Sycamore Trees within a conservation area	Granted – 20 th October 2011
F/YR17/1157/F	Erection of 10 x 2-storey 3-bed dwellings including 1 x with detached single garage, 2 x with detached double carports	Withdrawn – 24 th January 2018.
F/YR20/0511/TRCA	Fell 1 Ash tree within a Conservation Area (retrospective) at 57 Tern Gardens, Chatteris – On site boundary	Granted – 23 rd July 2020
F/YR21/0231/F	Erect 9 dwellings comprising of 3 x 2-storey 3-bed; 2 x 2-storey 2-bed; 1 x single storey 2-bed and 3 x single-storey 3-bed with garages to Plots 4 and 5 only	Refused – 2 nd July 2021
F/YR21/0621/TRCA	Works to 1 x Ash tree within a conservation area at 49 Tern Gardens, Chatteris – On site boundary	Granted – 9 th July 2021
F/YR23/0631/TRCA	Works to 1 x Ash tree within a conservation area at 61 Tern Gardens, Chatteris – On site boundary	Granted – 31 st August 2023

5 CONSULTATIONS

5.1 Chatteris Town Council

Support

5.2 Cambridgeshire County Council Archaeology

Thank you for your re-consultation with regards to the above referenced planning application. We have reviewed the amended plans and can confirm that they not affect our previous advice issued on 20/09/2022 (Attached for clarity), that while we not object to the application we consider a programme of archaeological investigation should be secured through inclusion of a negative condition.

Comments from 20th September 2022 are shown below:

I am writing to you with regard for the high archaeological potential of the above development. Our records indicate that the is situated within the historic core of Chatteris, previous archaeological investigations carried out along High Street have revealed evidence for development along the street frontage in the late Medieval/ early Post-Medieval period, as well as backyard activities such as rubbish disposal, brewing and baking and light industrial practices conducted within the former linear burgage plots to the rear of the street frontages, truncated by wall foundations associated with further development expansion in the 18th and 19th centuries (Cambridgeshire Historic Environment Record references ECB3286, ECB3924, ECB4171). While there are no designated assets within the proposed development area there are a number of Grade II listed buildings within close proximity to the site along the hight street including last 17th century cottage (National Refence Number 1331949) and a row of late 18th century red brick cottages (1160869). In addition, the island of dry ground on which the modern town is sited was extensively settled/ exploited during the Iron Age and Roman periods and the potential for deposits of this date surviving within the development area cannot be ruled out at this stage.

We have commented on this site previously. We would recommend that the same archaeological standard condition is placed on the development as was recommended for prior applications F/YR21/0231/, F/YR04/4383/O and F/YR17/1157/F within the same bounds, that is:

We do not object to development from proceeding in this location but consider that the site should be subject to a programme of archaeological investigation secured through the inclusion of a negative condition, such as the example condition approved by MHCLG:

Archaeology

No demolition/development shall commence until the applicant, or their agents or successors in title, has implemented a programme of archaeological work which has been secured in accordance with a written scheme of investigation (WSI) which has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition/development shall take place other than under the provisions of the agreed WSI, which shall include:

- a) the statement of significance and research objectives;*
- b) The programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works;*

c) *The timetable for the field investigation as part of the development programme; d) The programme and timetable for the analysis, publication & dissemination, and deposition of resulting material*

Informatives:

Partial discharge of the condition can be applied for once the fieldwork at Part c) has been completed to enable the commencement of development. 2

Part d) of the condition shall not be discharged until all elements have been fulfilled in accordance with the programme set out in the WSI.

Reason: To ensure that the significance of historic environment assets is conserved in line with NPPF section 16

A brief for the recommended programme of archaeological works is available from this office upon request. Please see our website for CHET service charges.

5.3 FDC Environmental Health – 7th December 2022

Having reviewed the additional information supplied following our last consultation of 5th August 2022, we have no further comments to make but maintain our stance that a robust construction management plan will be necessary as our earlier observations revealed the application site was surrounded by the presence of existing dwellings likely to be occupied by residents who may be adversely affected during construction phases.

This service previously advised that structures may have once stood on the application site and whilst it remained unclear what previous activity may have been undertaken on site, the 'Unsuspected Contaminated Land' condition was also recommended in the event contamination was encountered during development as a result of the sites previous use.

5.4 Fenland District Council Refuse Team

The site layout including the vehicle tracking showing that we could access and turn on the site. With it being a private road we would require the indemnity in relation to the road surface from landowners/future management company to allow us to access the site.

5.5 Fenland District Council Tree Officer – 2nd December 2024

Following comments from the Council's Tree Officer an updated assessment document was submitted. The Tree Officer has no objections, requests conditions regarding soft landscaping and protection during construction. They have made the following comments:

The tree report provided satisfactorily identifies the quality and constraints of the trees.

The proposal shows all the trees and vegetation removed apart from T1 & T4, which I have no objection.

There is a little confusion with the reports in terms of REV A which was completed in April of 2022 & REV B which was undertaken in March 2024, in that section 3.4 of this later revision outlines that tree protection fencing will be installed as shown on Plan OAS 20-279-TS02 Rev A. To prevent confusion this tree protection plan will need to be amended to reflect REV b and be consistent with the remaining revision notes. It will be personnel on site, likely with no arboricultural training having to interpret the tree protection details and the plans used, combining reports and plans will mean there could be confusion. Also, plan Plan OAS 20-279-TS02 Rev A has a key symbol indicating tree protection fencing, but I cannot see that this has been added to this tree protection plan.

Section 3.2 briefly discusses that the new access road passes through the root protection area of T4 shown to be retained, but provides options as to its construction, and this depends on pre-emptive root pruning. Without undertaking investigation works to determine if significant roots would be impacted this is not sufficient to demonstrate the tree will not be impacted. Clear guidance as to how works will be carried out in the root protection area be it opening trenches to assess if significant roots will be impacted and therefore a 'No Dig' construction option used, or undertaking investigation works to demonstrate a traditional construction method is achievable. The tree protection plan indicates that a 'No Dig' method statement is to be used, but the tree protection method statement states the construction method is to be confirmed.

A clear and singular document is required with the relevant plans and revisions included to prevent confusion and make it clear how protection measures are to be installed and maintained.

I have no objection to the proposal but if you are minded to approve the application, I would suggest a robust and definitive tree protection method statement is provided as part of pre-commencement works. This will include any root investigation works, how these will be undertaken, how the results will be used to establish how the access road will be constructive, where protective fencing / ground protection is to be setup, when arboricultural supervision will be undertaken, along with other details as required from BS5837:2012. With the suggestion this is a pre-commencement condition, details relating to service locations, how these will avoid conflict with the trees, where material storage / mixing will be placed etc should be know and can be included I the arboricultural method statement.

I would also suggest that a soft landscaping scheme is provided to include suitable tree and shrub species to be included, with consideration given to species used, their future growth potential and how they can be sustainably retained, how they will be installed, when, details on species, quantities and planting to also be included in a planting specification.

5.6 Wildlife Officer – 06 February 2023

Recommendations:

No further recommendations in addition to those given on the 23rd of August 2022.

Assessment/Comment:

The new plans do not contain any deviation that significantly alter the recommendations give in the previous consultation on the 23rd of August 2022.

The comments from the 23rd of August are shown below:

Recommendation:

The application scheme is acceptable but only if conditions are imposed.

Recommended condition(s)/Reason(s) for refusal:

Pre-commencement Condition(s) –

• Notwithstanding the submitted details, no development shall take place until a scheme for the soft landscaping of the site has been created and approved in writing by the Local Planning Authority. The scheme shall be updated to include the following details:

- All ecological enhancements, mitigation and compensation as recommended within the Preliminary Ecological Appraisal (Wild Frontier Ecology, October 2021);

-Planting plans to all public areas, retained hedge and trees, species, numbers, size and density of planting;

-Boundary treatments.

Development shall be carried out in accordance with the submitted details and at the following times:

Any trees, shrubs or hedges forming part of the approved landscaping scheme (except those contained in enclosed rear gardens to individual dwellings) that die, are removed or become diseased within five years of the implementation of the landscaping scheme shall be replaced during the next available planting season by the developers, or their successors in title with an equivalent size, number and species to those being replaced. Any replacement trees, shrubs or hedgerows dying within five years of planting shall themselves be replaced with an equivalent size, number and species.

• No development shall take place (including demolition, ground works, vegetation clearance) until a construction environmental management plan (CEMP: Biodiversity) has been submitted to and approved in writing by the local planning authority. The CEMP (Biodiversity) shall include the following:

a) Summary of potentially damaging activities.

b) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements) including ensuring no Non-Native Invasive Species are spread across the site.

c) The location and timing of sensitive works to avoid harm to biodiversity features.

d) The times during construction when specialist ecologists need to be present on site to oversee works.

e) Responsible persons and lines of communication.

f) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.

g) Use of protective fences, exclusion barriers and warning signs.

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

Informative –

- *Where it is intended to create semi-natural habitats, all species used in the landscaping schedules shall be locally native species of local provenance unless otherwise agreed in writing with the local planning authority.*
- *No removal of hedgerows, trees or shrubs shall take place between 1st March and 31st August inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the local planning authority.*

Assessment/Comment:

While I acknowledge that it is unlikely that the proposal will create new negative impacts for protected species outside of nesting birds, there is potential for a large removal of biodiversity habitats. The PEA proposes several recommendations in order to minimize this impact. These recommendations should be folded into the Landscaping documentation including the boarder hedging and hedgehog holes.

A CEMP has been conditioned to ensure that the construction of the proposed development includes all recommended mitigations to avoid negative impacts on protected species.

The conditions above aim to ensure that the site will result in at least no net loss of biodiversity through adequate replacement of vegetation.

5.7 Highways – 14th March 2023

Having initially raised concerns regarding the width of the radius of the access, amended plans were submitted and additional comments received as follows:

The updated details are acceptable.

Following a careful review of the documents provided to the Highway Authority as part of the above planning application, no significant adverse effect upon the Public Highway should result from this proposal, should it gain benefit of Planning Permission.

Conditions

1. Prior to the first occupation of the development the proposed on-site parking, servicing, and turning area shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved plan and thereafter retained for that specific use.

Reason: To ensure the permanent availability of the parking / manoeuvring area, in the interests of highway safety.

2. Prior to the first occupation of the development the vehicular access where it crosses the public highway shall be laid out and constructed in accordance with the Cambridgeshire County Council construction specification.

Reason: In the interests of highway safety and to ensure satisfactory access into the site.

3. Prior to the first occupation of the development the junction of the access with the highway carriageway shall be laid out with 6m radius kerbs.

Reason: In the interests of highway safety.

5.8 Lead Local Flood Authority – 3rd January 2024

We have reviewed the following documents:

- Flood Risk Assessment and Sustainable Drainage Strategy, MTC Engineering, 1962-FR & DS, Rev B, May 2022*
- Technical Letters, MTCH Engineering, MJB/1962, March 2023 and November 2023*

*Based on these, as Lead Local Flood Authority (LLFA) we have **no objection in principle** to the proposed development.*

The above documents demonstrate that surface water from the proposed development can be managed through the use of permeable paving and geocellular crate storage, restricting surface water discharge to below greenfield runoff rates. Water quality has been adequately addressed when assessed against the Simple Index Approach outlined in the CIRIA SuDS Manual, with permeable paving provide sufficient treatment to surface water runoff prior to it leaving the site.

As outline surface water drainage calculations have only been provided and the final combination of storage structures has yet to be decided, we recommend a detail drainage condition is attached to any approval.

Proposals are indicated as potentially being at risk of surface water flooding of depths up to 300mm. While the applicant's FRA concludes the finished floor level (FFL) will be set to 3.30 mAOD, this is only 300mm above the predicted maximum flood level for the lowest part of the site. Given the fall across the site, the potential 300mm deep flooding identified for areas of the site at higher elevations could exceed this proposed FFL. Instead, a tiered FFL will be required as currently suggested by the site layout plan and the appropriate FFL for each dwelling at risk of surface water flooding will need confirming.

Noting the above, we request the following conditions are imposed:

Surface Water Scheme

No laying of services, creation of hard surfaces or erection of a building shall commence until a detailed design of the surface water drainage of the site has been submitted to and approved in writing by the Local Planning Authority. Those elements of the surface water drainage system not adopted by a statutory undertaker shall thereafter be maintained and managed in accordance with the approved management and maintenance plan.

The scheme shall be based upon the principles within the agreed the Flood Risk Assessment and Sustainable Drainage Strategy (ref: 1962-FR &DS-Rev B) and

Technical Letters dated May 2022, March 2023, and November 2023, respectively. The Scheme shall also include:

- a) Full calculations detailing the existing surface water runoff rates for the QBAR, 3.3% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) storm events;
- b) Full results of the proposed drainage system modelling in the above referenced storm events (as well as 1% AEP plus climate change), inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep, together with an assessment of system performance;
- c) Detailed drawings of the entire proposed surface water drainage system, attenuation and flow control measures, including levels, gradients, dimensions and pipe reference numbers, designed to accord with the CIRIA C753 SuDS Manual (or any equivalent guidance that may supersede or replace it);
- d) Full detail on SuDS proposals (including location, type, size, depths, side slopes and cross sections);
- e) Temporary storage facilities if the development is to be phased;
- f) A timetable for implementation if the development is to be phased;
- g) Details of overland flood flow routes in the event of system exceedance, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants;
- h) Demonstration that the surface water drainage of the site is in accordance with DEFRA non-statutory technical standards for sustainable drainage systems;
- i) Full details of the maintenance/adoption of the surface water drainage system;
- j) Measures taken to prevent pollution of the receiving groundwater and/or surface water

The drainage scheme must adhere to the hierarchy of drainage options as outlined in the NPPF PPG.

Flood Risk

An assessment of surface water flood depths across the development area is required to confirm that the proposed finished floor levels for each residential dwelling are above the predicted maximum surface water flood level for their locations. It is recommended that the finished floor level for each dwelling is set 300mm above the predicted maximum flood level or adjoining ground levels, whichever is greater.

Informatives

Pollution Control

Surface water and groundwater bodies are highly vulnerable to pollution and the impact of construction activities. It is essential that the risk of pollution (particularly during the construction phase) is considered and mitigated appropriately. It is important to remember that flow within the watercourse is likely to vary by season and it could be dry at certain times throughout the year. Dry watercourses should not be overlooked as these watercourses may flow or even flood following heavy rainfall.

5.9 Anglian Water – Informal Advice

There is a 225mm combine sewer on site. The advice would be the same as previous. The easement for a pipe of this size would be 3m from the centre line of

this sewer which will need to reflect when preparing the site layout. If the applicant can't achieve this, they will need to contact our local Drainage Team for a build over agreement or a sewer diversion.

5.10 Local Residents/Interested Parties

Objectors

12 communications of objection have been received from Chatteris residents; 6 from Tern Gardens, 3 from Gull Way, 1 from Beckett Way, 1 from Furrowfields Road, and 1 from Slade Way. They object on the following grounds:

- Overlooking.
- Overbearing.
- Overshadowing.
- Overdevelopment.
- Loss of wildlife.
- Impact on services.
- Traffic.
- Highway safety at junction with High Street.
- Amount of existing on street parking in the vicinity of the site.
- Impact from lighting.
- Potential surface water drainage impacts.
- Vehicular access
- Out of keeping dwelling design.
- Noise
- Loss of trees
- Impact on Chatteris Conservation Area.
- Can condition be put on the maximum height of new tree planting?
- Land either side of the access is not in ownership of applicant for maintenance purposes.
- Loss of last medieval burgage plot in Chatteris.
- Positioning of Plot 8.
- Potential ditch on eastern boundary adjacent to 15 Gull Way.
- Ecology report is inaccurate as site is inaccessible.
- Were bat and owl ecology observations made at night?
- Potential for refusal of home insurance.
- We have to travel to Ramsey to see a dentist.
- No need for housing.
- Chatteris is full.
- Impact on property prices.
- No social housing proposed.
- Landowner and developer only motivated by money.
- It makes more sense to expand Chatteris outwards than provide infill, windfall dwellings.
- Loss of view.
- Loss of birdsong.
- Potential damage to fencing when trees are removed.
- Potential damage to garden when trees are removed.
- Impact on mental health.
- Plans are altered slightly then refused again.
- The Council should buy the land to ensure that it is never developed.

Supporters

None

6 STATUTORY DUTY

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

Sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 require Local Planning Authorities when considering development to pay special attention to preserving a listed building or its setting and to the desirability of preserving or enhancing the character or appearance of a conservation area.

7 POLICY FRAMEWORK

National Planning Policy Framework (NPPF)

Chapter 5 – Delivering a sufficient supply of homes

Chapter 12 – Achieving well-designed and beautiful places

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

Chapter 16 - Conserving and enhancing the historic environment

National Planning Practice Guidance (NPPG)

Determining a Planning Application

National Design Guide 2021

Context

Identity

Built Form

Uses

Homes and Buildings

Fenland Local Plan 2014

LP1 – A Presumption in Favour of Sustainable Development

LP3 – Spatial Strategy, the Settlement Hierarchy and the Countryside

LP4 – Housing

LP5 – Meeting Housing Need

LP10 – Chatteris

LP14 – Responding to Climate Change and Managing the Risk of Flooding in Fenland

LP15 - Facilitating the Creation of a More Sustainable Transport Network in Fenland

LP16 - Delivering and Protecting High Quality Environments Across the District

LP17 - Community Safety

LP18 – The Historic Environment

Cambridgeshire and Peterborough Minerals and Waste Local Plan (2021)

Cambridgeshire Flood and Water SPD 2016

Emerging Local Plan

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

- LP1: Settlement Hierarchy
- LP2: Spatial Strategy for the Location of Residential Development
- LP7: Design
- LP8: Amenity Provision
- LP12: Meeting Housing Needs
- LP22: Parking Provision
- LP23: Historic Environment
- LP25: Biodiversity Net Gain
- LP27: Trees and Planting
- LP28: Landscape
- LP32: Flood and Water Management
- LP46: Residential site allocations in Chatteris

8 KEY ISSUES

- **Principle of Development and Sustainability**
- **Layout and Design**
- **Residential Amenity**
- **Highway Safety and Parking**
- **Flood Risk and Drainage**
- **Heritage**
- **Ecology and Trees**
- **Outstanding matters from representation**

9 BACKGROUND

- 9.1 An application was submitted under F/YR17/1157/F for the erection of 10 x 2-storey 3-bed dwellings including 1 x with detached single garage, 2 x with detached double carports. This application was withdrawn on the 24th of January 2018.
- 9.2 The most recent application to be determined on this site is F/YR21/0231/F and was submitted by the current application and agent. This application sought to erect 9 dwellings comprising of 3 x 2-storey 3-bed; 2 x 2-storey 2-bed; 1 x single storey 2-bed and 3 x single-storey 3-bed with garages to Plots 4 and 5 only. The application was refused on the 22nd of July 2021. The reasons for refusal were as follows:

- 1 *Policies LP2, LP15, LP16 (a, c, d and e) and LP18 of the Fenland Local Plan 2014, DM3 of the Delivering and Protecting High Quality Environments in*

Fenland SPD 2014 and paras 108, 127, 192, 192 and 196 of the NPPF 2019 and chapters C1, C2 and I1 of the NDG 2019 seek to avoid adverse impacts, protect and enhance heritage assets, achieve a high design quality which promotes health and well-being and provides a high standard of amenity for existing and future users, make a positive contribution to local distinctiveness, informed by the local built environment and character, achieve safe and suitable access for all users and well-designed car parking.

The proposal put forward is considered to constitute an overdevelopment of the site, resulting in a poor and convoluted layout and design, which does not consider its historic context to the significant detriment of the character of the area and impact on heritage assets. Furthermore, it provides inadequate residential amenity for future occupiers, an unacceptable impact on the residential amenity of surrounding dwellings and inadequate parking and turning provision. As such it is considered contrary to the aforementioned policies.

- 2 *Polices LP2 and LP14B of the Fenland Local Plan 2014, the Cambridgeshire Flood and Water SPD 2016 and Chapter 14 of the NPPF 2019 require development proposals to adopt a sequential approach to flood risk from all forms of flooding, seek to steer development to areas at the lowest risk of flooding and ensure developments are safe from all sources of flooding and will not increase the flood risk elsewhere.*

The north eastern section of the site is at high and medium risk of surface water flooding, the application is not accompanied by a site-specific Flood Risk Assessment, nor a sequential test. Hence the scheme has not evidenced that it would be safe from surface water flooding or increase the risk of flooding to surrounding land and dwellings, furthermore the sequential test to establish if there are any sequentially preferable sites has not been undertaken. As such, the proposal is considered contrary to the aforementioned policies.

- 3 *Policies LP16 (b) and LP19 of the Fenland Local Plan 2014 and Paragraph 170 of the NPPF 2019 seek to conserve, enhance and promote biodiversity and Paragraph 177 advises that the presumption in favour of sustainable development does not apply where a project is likely to have a significant effect on a habitats site, unless an appropriate assessment has concluded that it will not adversely affect the integrity of the habitats site.*

The application site is considered to have potential to provide habitat for or support protected species. Insufficient assessment has been undertaken and inadequate information submitted to enable the Local Planning Authority to ascertain whether the proposal would impact protected species. As such the proposal is considered contrary to the aforementioned policies.

10 ASSESSMENT

Principle of Development and Sustainability

- 10.1 The Fenland Local Plan sets out the settlement hierarchy in respect of delivering sustainable development that meets the social and economic needs of the area whilst protecting and enhancing the environment; in order to provide enough choice of land for housing to satisfy local housing need, whilst making more sustainable use

of land and to minimise the loss of high-quality agricultural land by developing in sustainable locations and at appropriate densities.

- 10.2 The site is located within the settlement of Chatteris; Chatteris is identified within Policy LP3 of the Fenland Local Plan 2014 and the settlement hierarchy as being an Other Market Town, for these settlements: *The majority of the district's new housing, employment growth, retail growth and wider service provision should take place in these settlements.*
- 10.3 The proposed development is sited within the built-up area with the surrounding land primarily in residential use. The principle of development is therefore considered acceptable, subject to the policy considerations set out below.

Layout and Design

- 10.4 The proposed site layout and design has been formulated to minimise character and amenity impact upon the surrounding area. The proposed site layout mirrors the largely linear form of several developments in the vicinity including Tern Gardens beyond the northern boundary, albeit these proposed dwellings are single storey and the rear gardens spaces are larger in area. Adjacent to the entrance to the site, a 'chalet' bungalow will be sited'. This design is considered to complement the existing dwellings at 30 and 32 Slade Way to the west of the site frontage in terms of design, scale and form. The single storey dwellings on the site are considered to minimise character and streetscene impact due to their lack of visual prominence.
- 10.5 Plots 1, 3, 5 and 7 are to be constructed from buff facing brick with a grey slate roof. Windows and doors are to be White UPVC casement with glazing bars. Plots 2, 4, 6 and 8 are to be red facing brick with a dark red clay tile roof. Windows and doors are to be White UPVC casement with glazing bars. The proposed materials are considered to be appropriate for the site and would not materially harm the character of the surrounding area. Exact details of construction materials would be addressed by condition.
- 10.6 It is now considered that refusal reason 1 of F/YR21/0231/F has been addressed. The current design is not considered to constitute overdevelopment. The access road route has been simplified, with improved parking and manoeuvrability. One plot has been removed to east overdevelopment concerns, and the buildings have been reduced in height to one chalet bungalow and seven bungalows. This is considered to remove potential impact on the skyline and streetscene from a reduction in scale. The footprint of the dwellings and level of amenity land provision is comparable to other development to the north, east and south-east of the proposal site.
- 10.7 Taking account of the design, scale and nature of the development, as detailed above, the proposal is considered to be acceptable. The proposal would not cause an adverse impact to the character or appearance of the area and would therefore be in accordance with Policies LP10, LP16 and LP18 of the Fenland Local Plan and Sections 12 and 16 of the National Planning Policy Framework (December 2023).

Residential Amenity

- 10.8 As set out above it is considered that the layout submitted constitutes an appropriate level of development for the site and that as a result it is also considered that the proposed layout affords appropriately sized rear gardens to all of the dwellings and appropriate separation distances between these units. As such it is

considered that the development would afford acceptable levels of amenity for future occupiers.

- 10.9 In terms of relationships with existing neighbouring dwellings, owing to the largely single storey nature of the proposed dwellings, the separation distances are typically considered to be acceptable and are generally 13-14 metres from the rear of the dwellings on Tern Gardens to the north and to the properties on Beckett Way to the south. With existing and proposed boundary treatments it is not considered that there would be any unacceptable impacts upon existing residents in terms of overlooking, overshadowing or overbearing. There is some scope for a degree of overlooking of the rear gardens of the proposed dwellings from the flats on Beckett Way. However, it is considered that the constraints of the site are such that this would be almost unavoidable and that in itself this would not be such a significant issue to justify the refusal of this application.
- 10.10 Plot 1 on the site frontage sits adjacent to the dwellings 30-32 Slade Way but with a separation distance to these and with no windows in the side elevation. While there may be some overlooking from the rear dormer windows it is not considered that this would be to such a degree as to be unacceptable. In terms of any overlooking from the front windows of this unit, again it is not considered that this would be untypical of a residential environment and would not be significantly to the detriment of amenity.
- 10.11 Plot 2 does sit in close proximity to the northern boundary of the site. However, the structures on the adjacent neighbouring land are uninhabited and surrounded by fairly dense vegetation, notwithstanding the existing boundary treatments. As such, this relationship is not anticipated to result in any unacceptable amenity impacts.
- 10.12 With regard to levels, the finished floor levels of the dwellings will be set on average at around 3.3m AOD, which is 300mm above the maximum predicted 1 in 1000 year surface water level across most of the site, although lower parts of the site could require levels to be raised by more than this (up to 500mm). Notwithstanding, raising finished floor levels by 300 to 500mm is not considered to materially impact any overlooking considerations given the overall scale of the dwellings. The topography of the site moves downward in an easterly direction. The entrance and western extent of the site has levels at 5.41mAOD, 5.19mAOD and the eastern extent of the site plateaus at 2.72 mAOD. Whilst existing site levels have been provided, proposed site levels have not. This is a matter which would need to be secured by condition and to be considered in the context of both flood mitigation and amenity protection.
- 10.13 There is not considered to be a material noise impact from the proposal. The access road will run to the rear of existing residential gardens however the scale of the development is not considered likely to generate such levels of activity to adversely impact on the amenity of those residents to justify refusal of the application on that basis. Concerns have been expressed about noise during and post construction. Noise during construction is not a matter which is assigned material planning weight. Should construction be taking place outside of normal working hours then a complaint can be made to the Environmental Health department of the Council. There is not considered to be a material noise impact post construction given that the completed development will be a residential scheme within a residential area and therefore compatible with its surroundings.

10.14 As detailed above, the scale and design of the proposal is considered to be such that there would be no significant or unacceptable impact on the residential amenities of the occupiers of adjacent properties or land users, when also taking account of the conditions recommended. As such, the proposal is considered to accord with the provisions of the Section 12 of the National Planning Policy Framework (December 2023), and Policy LP16 of the Fenland Local Plan (2014).

Highway Safety and Parking

10.15 There is not considered to be a material impact on highway safety or parking provision arising from the proposal. Policy LP15, to be read in conjunction with Appendix A of the Fenland Local Plan, sets out minimum vehicle parking standards and requires at least two spaces for dwellings of up to three bedrooms and three spaces for dwellings with four or more bedrooms. Each dwelling on site meets the minimum vehicle parking standards. Additionally, two visitor parking spaces are to be provided between Plots 5 and 6. This should help to minimise off road parking in the vicinity of the site.

10.16 The Highways Officer has no objections to the proposed road layout and has requested conditions regarding radius kerb completion, vehicle access construction and road completion prior to first occupation of the development.

10.17 The proposal would therefore be acceptable and would not have an unacceptable adverse impact on highway safety in accordance with Local Plan Policies LP2 and LP15, as well as Section 9 of the National Planning Policy Framework (December 2023).

Flood Risk and Drainage

10.18 The site and surrounding area is in Environment Agency Flood Zone 1. The eastern part of the site is subject to low surface water flood risk, with a narrow area of high flood risk at the eastern boundary. Whilst the site is located in the lowest risk flood zone, attention does have to be paid to potential surface water flood risk and other drainage matters.

10.19 With regard to foul water drainage, there is an Anglian Water sewer located near the southern boundary of the site. It is proposed that this is rerouted to follow the line of the access road and reconnect to the combined sewer in the rear garden of Plot 8 at the east of the site. Anglian Water when consulted on the proposed plans have stated:

There is a 225mm combine sewer on site. The advice would be the same as previous. The easement for a pipe of this size would be 3m from the centre line of this sewer which will need to reflect when preparing the site layout. If the applicant can't achieve this, they will need to contact our local Drainage Team for a build over agreement or a sewer diversion.

10.20 A 3 metre easement will be achievable along the proposed amended road through the site. The diversion of the sewer will be at the discretion of Anglian Water as the responsible body. The access road is to be a permeable tarmac private drive which is designed with the purpose of aiding surface water drainage on site.

10.21 The previous application was refused on the basis of surface water issues and fundamentally a lack of information regarding this. The current application is

accompanied by a Flood Risk Assessment (FRA) setting out how the issue of surface water flooding would be addressed. Additionally, while no sequential test has been submitted the EA maps show the flood risk as being less than 1% chance per year and with a depth under 30cm and evidence has been provided that the surface water on site is of a more localised nature due to site topography, rather than forming part of the main wider surface water flows through the area. As such, the development is not anticipated to restrict the existing flow paths of surface water in this location. In this regard, it is considered that the application of the sequential test for flood risk is not required. The Lead Local Flood Authority have no objections to the submitted plans and have stated:

As outline surface water drainage calculations have only been provided and the final combination of storage structures has yet to be decided, we recommend a detail drainage condition is attached to any approval.

Proposals are indicated as potentially being at risk of surface water flooding of depths up to 300mm. While the applicant's FRA concludes the finished floor level (FFL) will be set to 3.30mAOD, this is only 300mm above the predicted maximum flood level for the lowest part of the site. Given the fall across the site, the potential 300mm deep flooding identified for areas of the site at higher elevations could exceed this proposed FFL. Instead, a tiered FFL will be required as currently suggested by the site layout plan and the appropriate FFL for each dwelling at risk of surface water flooding will need confirming.

- 10.22 The LLFA also request conditions regarding a surface water drainage scheme and assessment of potential flood depth across the site.
- 10.23 Surface water drainage concerns have now been addressed to the satisfaction of the LLFA, and Anglian Water have no foul water drainage concerns. The site and surrounding area is entirely in Flood Zone 1, and it is therefore considered that the sequential test has been met. Refusal reason 2 of F/YR21/0231/F regarding flood risk is now considered to have been addressed.
- 10.24 It is considered that given the drainage and site level mitigation measures detailed and recommended by condition, it is considered that the proposal accords with Policy LP14 of the Fenland Local Plan and the intentions of the National Planning Policy Framework (December 2023) in this regard.

Heritage

- 10.25 The site is a surviving medieval burgage plot, located within Chatteris Conservation Area, within the setting of the Grade II Listed buildings of 81-83 High Street and adjoining the non-designated heritage asset of 87 High Street. It was determined under the previously refused application F/YR21/0231/F that the principle of the development of this site was acceptable from a heritage perspective. The issues around the overdevelopment of the site and more general impacts on the built environment arising from these were considered to have a consequent impact upon the heritage assets.
- 10.26 It is considered that the reduction in the number of units on the site and the reduction in the physical scale of the development to largely single storey, and sympathetic to existing built form, has satisfactorily addressed these impacts. The development results in less than substantial harm to heritage assets and this harm is considered to be outweighed by the public benefits of delivering 8 homes in a

settlement targeted for significant growth due to its sustainable location. In conclusion, the development is considered to accord with the NPPF and policy LP18 of the Local Plan in respect of its impacts on the historic environment.

Ecology and Trees

- 10.27 The submitted plans show that each plot will have at least one internal or external habitat box to help support the existing biodiversity on site.
- 10.28 The submitted Ecological Validation Survey has found no evidence of rare or protected species on site. The Wildlife Officer has no objections to the findings of the survey and has requested conditions. These conditions relate to a soft landscaping scheme and the submission of a Construction Environmental Management Plan to protect biodiversity during construction.
- 10.29 It is considered that the proposed development will not have a material impact on wildlife and refusal reason 3 of F/YR21/0231/F regarding nature and ecology has now been addressed and the previous reason for refusal overcome..

Biodiversity Net Gain (BNG)

- 10.30 The Environment Act 2021 requires development proposals to deliver a net gain in biodiversity following a mitigation hierarchy which is focused on avoiding ecological harm over minimising, rectifying, reducing and then off-setting. This approach accords with Local Plan policies LP16 and LP19 which outlines a primary objective for biodiversity to be conserved or enhanced and provides for the protection of Protected Species, Priority Species and Priority Habitat.
- 10.31 There are statutory exemptions, transitional arrangements and requirements relating to irreplaceable habitat which mean that the biodiversity gain condition does not always apply. In this instance, one or more of the exemptions / transitional arrangements are considered to apply and a Biodiversity Gain Condition is not required to be approved before development is begun because the application was submitted prior to the requirement for statutory net gain coming into force.

Trees

- 10.32 The site is currently overgrown with a number of trees and several of these are to be removed as part of the development. The Council's Tree Officer has considered the updated Arboricultural Impact Assessment and has no objections to this requesting pre commencement conditions regarding protection fencing during construction and a scheme of landscaping. As such it is considered that there are no issues to reconcile in this respect.

Outstanding matters from representation

- 10.33 A number of other matters have been raised by those commenting upon the scheme which are not considered to be material to the determination of the application. It should be noted that the development is not of a scale to require contributions towards affordable housing or wider infrastructure provision

11 CONCLUSIONS

- 11.1 Section 38 (6) of the Planning and Compulsory Purchase Act 2004, as amended, requires that the Local Planning Authority makes decisions in accordance with the adopted Development Plan, unless material considerations indicate otherwise.
- 11.2 The most recent application to be determined on this site is F/YR21/0231/F and was submitted by the current application and agent. Refusal reasons concerning overdevelopment, flooding and wildlife are considered to have been addressed to the satisfaction of Officers.
- 11.3 The proposal represents appropriate development within an established settlement. The development hereby proposed does not materially harm the character or appearance of the locality, including heritage assets, or amenity of nearby residents, and provides adequate parking, whilst conforming with the Fenland Local Plan and the provisions of the National Planning Policy Framework when viewed as a whole. In this instance, there are no material considerations that weigh against the proposal and as such, the planning balance is in favour of the development.
- 11.4 Taking into consideration these factors, the proposal is considered to comply with policies of the development plan; in addition to the Sections 5, 12, 14 and 16 contained within the National Planning Policy Framework (NPPF) (December 2023). There are no significant factors in this case that would outweigh the benefits of the proposal; therefore, in considering all the matters raised above the planning balance is in favour of the proposal and the policies referred to above.

12 RECOMMENDATION

- 12.1 Grant; subject to the following conditions:

1	<p>The development permitted shall be begun before the expiration of 3 years from the date of this permission.</p> <p>Reason: To ensure compliance with Section 51 of the Planning and Compulsory Purchase Act 2004.</p>
2	<p>Notwithstanding the submitted details, no development other than groundworks and foundations shall take place until full details of the materials to be used in the development hereby approved for the walls (including boundary walls) and roof are submitted to and approved in writing by the Local Planning Authority. The details submitted for approval shall include the name of the manufacturer, the product type, colour and reference number. The development shall then be carried out in accordance with the approved details and retained in perpetuity thereafter.</p> <p>Reason: To safeguard the visual amenities of the area in accordance with Policy LP16 of the Fenland Local Plan, adopted May 2014.</p>
3	<p>No demolition/development shall commence until the applicant, or their agents or successors in title, has implemented a programme of archaeological work which has been secured in accordance with a written scheme of investigation (WSI) which has been submitted to and approved by the local planning authority in writing. For land that is included within</p>

	<p>the WSI, no demolition/development shall take place other than under the provisions of the agreed WSI, which shall include:</p> <p>a) the statement of significance and research objectives; b) The programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works; c) The timetable for the field investigation as part of the development programme; d) The programme and timetable for the analysis, publication & dissemination, and deposition of resulting material.</p> <p>Reason: To ensure that the significance of historic environment assets is conserved in line with NPPF section 16.</p>
4	<p>Prior to the commencement of development, a construction management plan shall be submitted to and been approved in writing by the Local Planning Authority. This plan should set out the proposed development hours of operation and how any adverse impact of noise, dust, vibration and traffic on adjoining owners or occupiers will be mitigated. The approved plan/statement shall be adhered to throughout the construction period.</p> <p>Reason: In the interests of amenity in accordance with policy LP16 and the safe operation of the highway in accordance with policy LP15 of the Fenland Local Plan 2014.</p>
5	<p>If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority detailing how this unsuspected contamination shall be dealt with. The development shall then be carried out in full accordance with the approved remediation strategy.</p> <p>Reason: To control pollution of land and controlled waters in the interests of the environment and public safety in accordance with the National Planning Policy Framework, in particular paragraphs 189 and 190, and Policies LP14 and LP16 of the Fenland Local Plan 2014.</p>
6	<p>Notwithstanding the submitted details, no development above slab level shall take place until a scheme for the hard and soft of the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be updated to include the following details:</p> <ul style="list-style-type: none"> - All ecological enhancements, mitigation and compensation as recommended within the Preliminary Ecological Appraisal (Wild Frontier Ecology, October 2021); -Planting plans to all public areas, retained hedge and trees, species, numbers, size and density of planting; -Boundary treatments. - A timetable of implementation. <p>Development shall be carried out in accordance with the submitted details.</p>

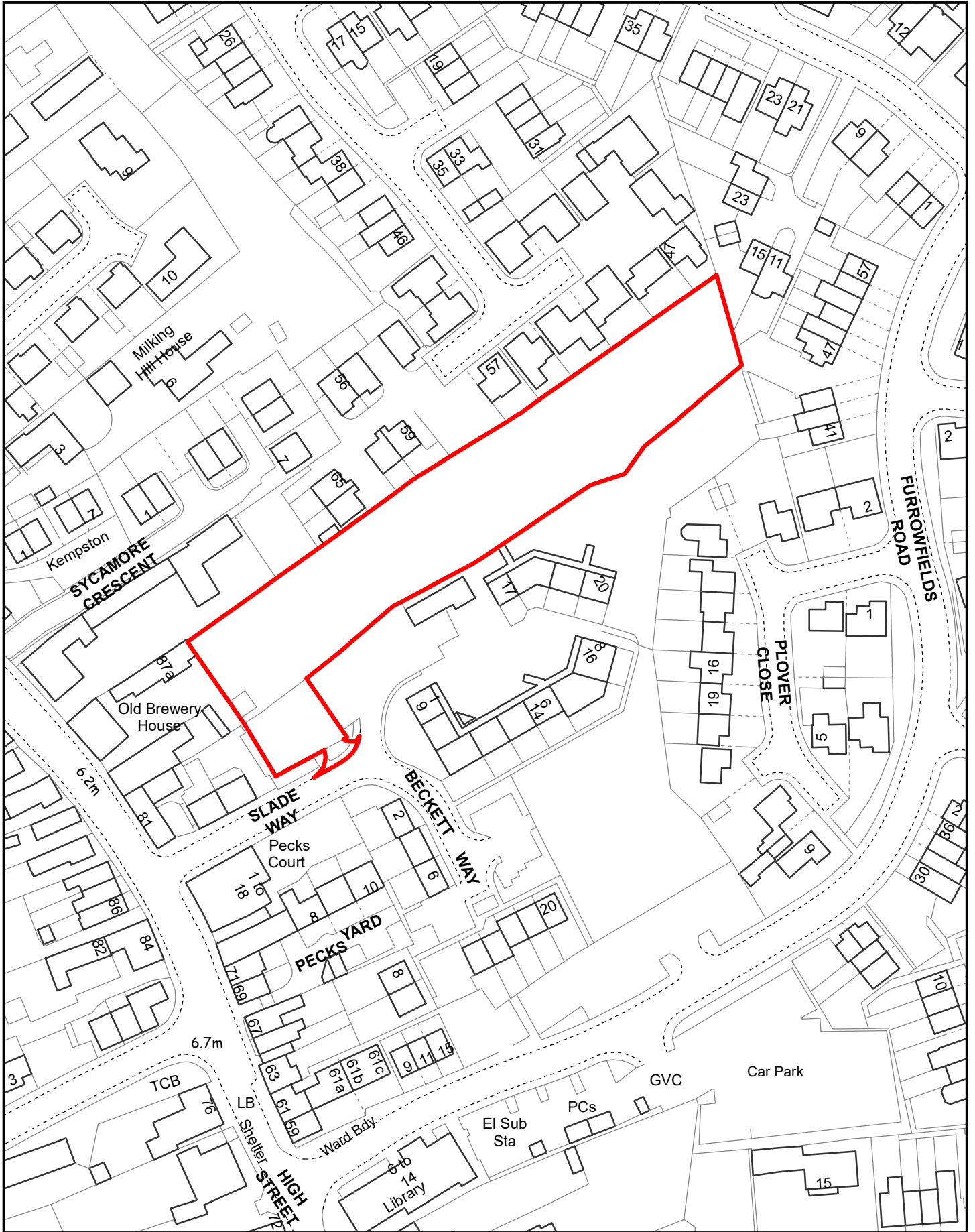
	<p>Any trees, shrubs or hedges forming part of the approved landscaping scheme (except those contained in enclosed rear gardens to individual dwellings) that die, are removed or become diseased within five years of the implementation of the landscaping scheme shall be replaced during the next available planting season by the developers, or their successors in title with an equivalent size, number and species to those being replaced.</p> <p>Reason: To ensure that the development is adequately landscaped, in the interests of its visual in accordance with Policies LP14 and LP19 of the Fenland Local Plan, 2014.</p>
7	<p>Prior to commencement of development/construction/any works, a Tree Protection Method Statement for the development shall be submitted to and approved in writing by the Local Planning Authority. This Method Statement shall include any root investigation works, how these will be undertaken, how the results will be used to establish how the access road will be constructive, where protective fencing / ground protection is to be setup, when arboricultural supervision will be undertaken, along with other details as required from BS5837:2012. Details shall also be provided as the service locations and where materials are to be stored and mixed on site.</p> <p>Reason: To ensure the protection of trees on and adjacent to the site, during and post construction in accordance with Policies LP16 and LP19 of the Fenland Local Plan, 2014.</p>
8	<p>No development shall take place (including demolition, ground works, vegetation clearance) until a construction environmental management plan (CEMP: Biodiversity) has been submitted to and approved in writing by the local planning authority. The CEMP (Biodiversity) shall include the following:</p> <ul style="list-style-type: none"> a) Summary of potentially damaging activities. b) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements) including ensuring no Non-Native Invasive Species are spread across the site. c) The location and timing of sensitive works to avoid harm to biodiversity features. d) The times during construction when specialist ecologists need to be present on site to oversee works. e) Responsible persons and lines of communication. f) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person. g) Use of protective fences, exclusion barriers and warning signs. <p>The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.</p> <p>Reason: In the interests of the protection of local wildlife in accordance with Policies LP16 and LP19 of the Fenland Local Plan, 2014.</p>

9	<p>Prior to the first occupation of the development the proposed on-site parking, servicing, and turning area shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved plan and thereafter retained for that specific use.</p> <p>Reason: To ensure the permanent availability of the parking / manoeuvring area, in the interests of highway safety in accordance with policy LP15 of the Fenland Local Plan, 2014.</p>
10	<p>Prior to the first occupation of the development the vehicular access where it crosses the public highway shall be laid out and constructed in accordance with the approved plans.</p> <p>Reason: In the interests of highway safety and to ensure satisfactory access into the site in accordance with policy LP15 of the Fenland Local Plan, 2014.</p>
44	<p>Prior to the occupation of the first dwelling, full details of the proposed arrangements for future management and maintenance of the proposed streets within the development shall be submitted to and approved in writing by the Local Planning Authority. The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an Agreement has been entered into unto Section 38 of the Highways Act 1980 or a Private Management and Maintenance Company has been established.</p> <p>Reason - To ensure satisfactory development of the site and to ensure estate roads are managed and maintained thereafter to a suitable and safe standard, in accordance with policy LP15 of the Fenland Local Plan, adopted May 2014.</p>
12	<p>No works shall commence until a detailed design of the surface water drainage of the site has been submitted to and approved in writing by the Local Planning Authority. Those elements of the surface water drainage system not adopted by a statutory undertaker shall thereafter be maintained and managed in accordance with the approved management and maintenance plan.</p> <p>The scheme shall be based upon the principles within the agreed the Flood Risk Assessment and Sustainable Drainage Strategy (ref: 1962-FR &DS-Rev B) and Technical Letters dated May 2022, Mach 2023, and November 2023, respectively. The Scheme shall also include:</p> <p>a) Full calculations detailing the existing surface water runoff rates for the QBAR, 3.3% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) storm events;</p> <p>b) Full results of the proposed drainage system modelling in the above referenced storm events (as well as 1% AEP plus climate change), inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep, together with an assessment of system performance;</p> <p>c) Detailed drawings of the entire proposed surface water drainage</p>

	<p>system, attenuation and flow control measures, including levels, gradients, dimensions and pipe reference numbers, designed to accord with the CIRIA C753 SuDS Manual (or any equivalent guidance that may supersede or replace it);</p> <p>d) Full detail on SuDS proposals (including location, type, size, depths, side slopes and cross sections);</p> <p>e) Temporary storage facilities if the development is to be phased;</p> <p>f) A timetable for implementation if the development is to be phased;</p> <p>g) Details of overland flood flow routes in the event of system exceedance, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants;</p> <p>h) Demonstration that the surface water drainage of the site is in accordance with DEFRA non-statutory technical standards for sustainable drainage systems;</p> <p>i) Full details of the maintenance/adoption of the surface water drainage system;</p> <p>j) Measures taken to prevent pollution of the receiving groundwater and/or surface water</p> <p>The drainage scheme must adhere to the hierarchy of drainage options as outlined in the NPPF PPG.</p> <p>Reason: To ensure that the site is adequately drained, to avoid pollution, and to prevent increased risk of flooding in accordance with Policy LP14 of the Fenland Local Plan, 2014 and Section 14 of the National Planning Policy Framework, December 2023.</p>
13	<p>Prior to commencement of development, details of existing ground levels (in relation to an existing datum point), proposed finished floor levels and floor slab levels, and cross sections, of the development shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out other than in strict accordance with the levels shown on the approved drawing(s). The levels details shall be supported by an assessment of surface water flood depths across the development area to confirm that the proposed finished floor levels for each residential dwelling are above the predicted maximum surface water flood level for their locations.</p> <p>Reason: To ensure that the site is adequately drained, to avoid pollution, and to prevent increased risk of flooding and to safeguard the amenities of the adjoining occupiers in accordance with Policies LP14 and LP16 of the Fenland Local Plan, 2014 and Sections 12 and 14 of the National Planning Policy Framework, December 2023.</p>
14	<p>Prior to development proceeding above slab level, a scheme for the provision of external lighting for the development shall be submitted to</p>

	<p>and approved in writing by the Local Planning Authority. Such a scheme shall include the access road and parking areas lit by columns to BS5489:1 2020 and security lights to dwellings dusk to dawn LED bulkhead lights. The approved details shall be implemented prior to the occupation of the dwelling to which they relate and be retained thereafter in perpetuity.</p> <p>Reason: In order to ensure that the site meets the crime prevention guidelines in accordance with Policy LP17 of the Fenland Local Plan 2014.</p>
15	<p>Prior to the first occupation of the development hereby approved a refuse collection strategy (and any indemnity if required) shall be submitted to and approved in writing by the Local Planning Authority. The approved refuse collection strategy shall be implemented in accordance with the agreed details in full and thereafter be retained in perpetuity unless otherwise agreed in writing.</p> <p>Reason: To ensure a satisfactory form of refuse collection and compliance with Policy LP16 of the Fenland Local Plan.</p>
16	<p>Notwithstanding the provisions of the Town and Country Planning (General Permitted Development)(England) Order 2015 (or any order revoking, amending or re-enacting that order); no gates or other means of enclosure shall be erected across the vehicular access unless hereby approved in writing from the Local Highway Authority.</p> <p>Reason: In the interests of highway safety and to ensure compliance with Policies LP15 and LP16 of the Fenland Local Plan, adopted May 2014.</p>
17	<p>Notwithstanding the provisions of the Town & Country Planning (General Permitted Development) (England) Order 2015, (or any Order or Statutory Instrument revoking and re-enacting that Order with or without modification), planning permission shall be required for the following developments or alterations:</p> <p>i) alterations including the installation of dormer windows or roof windows (as detailed in Schedule 2, Part 1, Classes A and B);</p> <p>ii) alterations to the roof of the dwellinghouse (as detailed in Schedule 2, Part 1, Class C);</p> <p>iii) The enlargement of a dwellinghouse consisting of the construction of—</p> <p>(a) up to two additional storeys, where the existing dwellinghouse consists of two or more storeys; or</p> <p>(b) one additional storey, where the existing dwellinghouse consists of one storey, immediately above the topmost storey of the dwellinghouse, together with any engineering operations reasonably necessary for the purpose of that construction. (as detailed in Schedule 1, Part 1, Class AA)</p> <p>Reasons: To ensure that the Local Planning Authority retains control over the future extension and alteration of the development, in the interests of its architectural and visual integrity and character of this part of the area/conservation area in which it is set.; and to prevent overlooking of neighbouring properties, in the interest of the protection of residential</p>

	amenity in accordance with Policy LP16 of the Fenland Local Plan, 2014.
18	The development hereby permitted shall be carried out in accordance with the approved plans and documents:



Created on: 29/11/2022

© Crown Copyright and database rights 2022 Ordnance Survey 10023778

F/YR22/0848/F

Scale = 1:1,250





ECOLOGY KEY:
 (To be read in conjunction with Wild Frontier Report)

- = Integral habit boxes
- = External habit boxes

FENCE KEY:

- 1.8m high close boarded fence. - - - - -
- 1.8m high close boarded fence. ·····
- 1.8m facing brick wall (to match dwelling) - - - - -

MATERIAL SCHEDULE:

PLOTS 1, 3, 5, 7:

- Walls = Buff facing brick.
- Roof = Grey slate.
- Windows/doors = White UPVC casement with glazing bars.
- Rainwater goods = UPVC cast iron effect in black.

PLOTS 2, 4, 6, 8:

- Walls = Red facing brick.
- Roof = Dark red clay tile.
- Windows/doors = White UPVC casement with glazing bars.
- Rainwater goods = UPVC cast iron effect in black.

A -
 REVISIONS

PETER HUMPHREY ASSOCIATES
 ADDRESS: 2 CHAPEL ROAD, WISBECH, CAMBS, PE13 1RG.
 TELEPHONE: 01945 466966
 E-MAIL: info@peterhumphrey.co.uk
 WEB: www.peterhumphrey.co.uk

CLIENT
MR MANNION

PROJECT
PROPOSED RESIDENTIAL DEVELOPMENT

SITE
**LAND NORTH-EAST OF 81-87 HIGH STREET
 ACCESSED FROM SLADE WAY
 CHATTERIS
 CAMBS**

DRAWING
PROPOSED SITE PLAN

JOB NO. 5706/01J	PAPER SIZE A1	DATE DEC 2021
---------------------	------------------	------------------



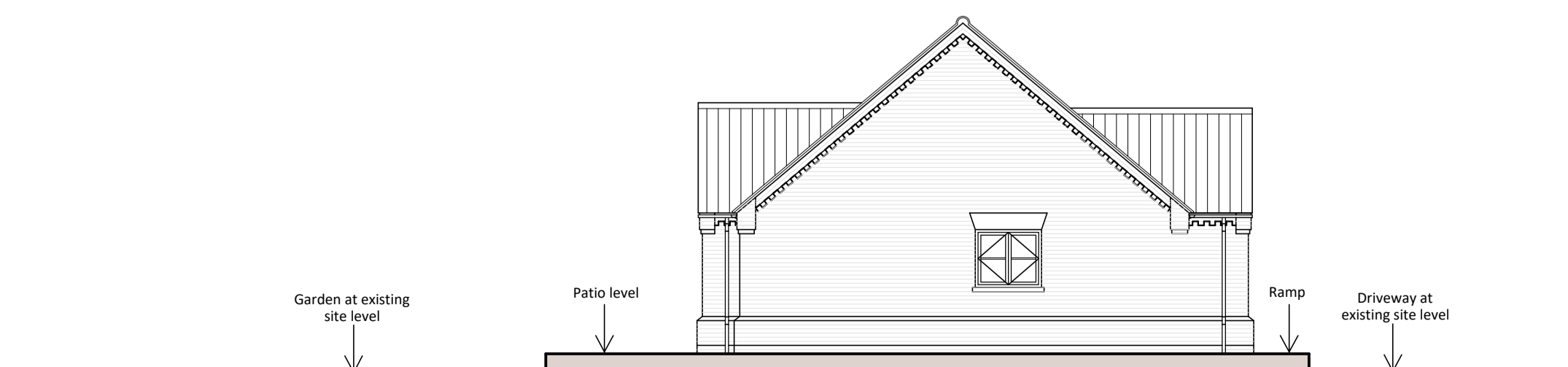
PROPOSED STREET VIEW 1 1:200



PROPOSED STREET VIEW 2 1:200



PROPOSED LONG SECTION AT PLOT 8 1:100 (SHOWING LAND LEVEL INCREASE TO PLOT 8)



PROPOSED SHORT SECTION THROUGH PLOT 8 1:100 (SHOWING LAND LEVEL INCREASE TO PLOT 8)

A -
REVISIONS



PETER HUMPHREY ASSOCIATES

ADDRESS: 2 CHAPEL ROAD, WISBECH, CAMBS, PE13 1RG.

TELEPHONE: 01945 466966
E-MAIL: info@peterhumphrey.co.uk
WEB: www.peterhumphrey.co.uk

CLIENT
MR MANNION

PROJECT
PROPOSED RESIDENTIAL DEVELOPMENT

SITE
LAND NORTH-EAST OF 81-87
HIGH STREET
ACCESSED FROM SLADE WAY
CHATTERIS
CAMBS

DRAWING
PROPOSED STREET VIEWS

JOB NO.	PAPER SIZE	DATE
5706/09E	A1	DEC 2021

Notes:
This drawing is the permission of Peter Humphrey Associates Ltd. and may not be reissued, loaned or copied in whole or part without written consent.

All dimensions shown on the drawing are in millimeters unless stated otherwise. If the drawing is received electronically (PDF) it is the recipient's responsibility to ensure it is printed to the correct paper size. All dimensions to be checked on site prior to commencing work and any discrepancies to be highlighted immediately.

The Construction (Design and Management) Regulations 2015:
Peter Humphrey Associates' form of appointment with the client confirms whether the agent is appointed as 'Designer' or 'Principal Designer' under these regulations. Nevertheless, the design phase has been carried out with due consideration for the safety during construction, occupation and maintenance of the finished project. No extraordinary hazards or risks were identified outside of the routine construction operations that would not already be apparent to a competent contractor.

This page is intentionally left blank

F/YR24/0661/F

**Applicant: Mr Joe Halstead
AgriGrub**

Agent :

Pecks Barn, Cross Drove, Tydd St Giles, Wisbech Cambridgeshire PE13 5NX

**Installation of 1x biomass burner including siting of 1x storage container
(retrospective)**

Officer recommendation: GRANT

Reason for Committee: Responses contrary to officer recommendation.

Government Planning Guarantee

Statutory Target Date For Determination: 18th December 2024

EOT in Place: Yes

EOT Expiry: 18 December 2024

Application Fee: £578

Risk Statement:

This application must be determined by 18/12/24 otherwise it will be out of time and therefore negatively affect the performance figures.

1 EXECUTIVE SUMMARY

- 1.1 The application seeks full planning permission for the installation of 1x biomass burner including siting of 1x storage container and the laying of a concrete pad (retrospective).
- 1.2 Policy LP3 of the Fenland Local Plan 2014 sets out the spatial strategy and settlement hierarchy for the district. The site is located in an elsewhere location as set out the settlement hierarchy. The policy states that development in an elsewhere location, will be restricted to that which is demonstrably essential to the effective operation of local agriculture, horticulture, forestry, outdoor recreation, transport or utility services; and to minerals or waste development in accordance with separate Minerals and Waste Local Development Documents (LDDs). The proposals are considered necessary to the business as they contribute to the energy production the business needs to function. The principle of the proposal for a biomass boiler, container and concrete pad on the site of an existing agricultural business in an elsewhere location is considered acceptable in terms of policy LP3 and LP6 of the Fenland Local Plan 2014.
- 1.3 The proposal is acceptable under Policy LP16 (d) of the Fenland Local Plan 2014 as it is not considered to harm visual amenity owing to its small scale in association with an existing Agricultural business and its location more than 200m away from the road. The character of the rural location is not considered to be harmed owing to its use to aid the running of an agricultural business in a rural

location.

1.4 The proposal is considered acceptable under policy LP16 (e) of the Fenland Local Plan 2014 as it is not considered to harm residential amenity in terms of significant increased noise, light pollution, loss of privacy or loss of light owing to the more than 200m distance between the proposed development and neighbouring dwellings.

1.5 Representations indicated that there had been communication with FDC Environmental Health Officers with regards emissions, smoke and smell from the Biomass boiler. The Environmental Health Officer has confirmed that over numerous monitoring visits levels witnessed, it would not breach the relevant provisions of either the Clean Air Act 1993 (dark smoke) or the Environmental Protection Act 1990 (nuisance from smoke and odours).’ Notwithstanding, a maintenance and management plan has been submitted and can be referred to in via planning condition(s) to ensure compliance with the mitigation measures set out therein.

1.6 As such the recommendation is to grant the planning permission

2 SITE DESCRIPTION

2.1 The site is an established working agricultural yard situated within the open countryside along Cross Drove located more than 2 kilometres to the northwest of Gorefield. The buildings associated with the business are set back in the more than 200m from the road. There is a large existing agricultural barn on site, with a biomass boiler outside and a storage container. The nearest residential dwellings are more than 200m to the northeast of the site.

2.2 The site is located in Flood Zone 3 (High Risk).

3 PROPOSAL

3.1 The application seeks full planning permission for the Installation of 1x biomass burner including siting of 1x storage container (retrospective). The proposal includes the laying of a concrete pad to the front of the agricultural building.

3.2 Storage container would measure approximately:

- 6.1m length
- 2.4m width
- 2.6m height

3.3 The Concrete pad would measure approximately:

- 6m by 19m

3.4 The Biomass boiler would measure approximately:

- Boiler/container - 2m height
- Boiler/container - 1.5m width
- Boiler/container - 2.2m length
- Chimney – 3m height above container/boiler

3.5 The application is supported by a ‘Biomass Boiler Information Request Form’ which sets out that the boiler is fed whole logs which provides heat and power.

The form also sets out how the boiler is managed, maintained and the measures in place to mitigate impacts from emissions.

3.6 Full plans and associated documents for this application can be found at:

<https://www.publicaccess.fenland.gov.uk/publicaccess/>

4 SITE PLANNING HISTORY

Pertinent planning history listed below:

Application	Description	Decision	Date
F/YR23/1042/AG1	Erect polytunnels as extensions to existing building	Further information required	02 Jan 2024
F/YR21/0879/AG1	Erection of an agricultural storage building	Further information not required	19 Aug 2021
F/YR19/0399/AG1	Erection of an agricultural storage building	Further information not required	28 May 2019
F/YR00/0218/AG1	Erection of a grain store	Further Details Not Required	12 Apr 2000

5 CONSULTATIONS

5.1 Tydd St Giles Parish Council

The Parish Council considered this application at the recent meeting. Members noted that there have been ongoing concerns regarding emissions from the biomass boiler for more than a year and several members of the Council have visited the site to witness the problem. The use of the boiler to dispose of general waste from the site spreads thick smoke towards the adjoining residential properties.

Members agreed that further investigation should be carried out into the use of the boiler and its impact on the surrounding area and resolved to object to this application until the appropriate information is made available.

5.2 Environment Agency 28 August 24

No Flood Risk Assessment - object

5.3 Environment Agency 30 October 2024

We have reviewed the documents as submitted and have no objection to the proposed development. We have provided further detail below.

Flood Risk

This site is located within flood zone 3, which benefits from flood defences. Although the Flood Risk Assessment has not assessed the residual risk, should a breach occur we have no concern this development would be at risk. We have checked the hazard mapping for the area and are satisfied that the development

site is located in an area of low flood risk. As such, we are satisfied with the flood risk assessment submitted.

Environmental Permit

Under the terms of the MCPD it is likely that a permit will be required before the plant can operate. The applicant is advised to contact us for further information and/or to apply for a permit by contacting our National Customer Contact Centre by email (enquiries@environment-agency.gov.uk) or by telephone (03708 506 506).

The applicant is advised to find out more information about the permit application process online and to send a pre-application enquiry form via the gov.uk website.

5.4 North Level Internal Drainage Board

Please note that North Level District Internal Drainage Board have no objections to the above planning.

5.5 Cambridgeshire County Council Highways Authority

On behalf of the Local Highway Authority, I raise no objections to the proposals.

Comments

The existing access and parking arrangements are to be retained as part of the development proposal.

Unless the LPA advises that the proposals result in a significant increase in vehicle trips, the nature or scale of the site, then there should be no significant adverse effect upon the public highway unless the Highway Authority is advised otherwise.

5.6 Environment & Health Services (FDC) (06/09/24)

Having reviewed the Biomass boiler information request form. I have no objection to the above application.

5.7 Environment & Health Services (FDC) (13/09/24)

Environmental health officers have carried out monitoring for smoke and odours from the biomass boiler, and from more general operations at Agrigrub, on a number of occasions, and have not witnessed sustained or unreasonable levels of nuisance from either source at neighbouring properties.

Local Residents/Interested Parties

5.8 Objectors

Six Residents have objected to the application. All objectors reside along Cross Drove. Objections regarding:

- Biomass boiler – Smells
- Biomass boiler - Smoke
- Biomass boiler - Emissions
- Biomass boiler - Timings of use
- Vehicle movements - Timings of use
- Biomass boiler - Fire Risk in agricultural field
- Site mess
- Unable to use private amenity space
- Health impacts
- Ecology impact

6 STATUTORY DUTY

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

7 POLICY FRAMEWORK

7.1 National Planning Policy Framework (NPPF)

- Chapter 2 - Achieving sustainable development
- Chapter 4 – Decision-making
- Chapter 6 – Building a strong, competitive economy
- Chapter 8 – Promoting healthy and safe communities
- Chapter 9 – Promoting sustainable transport
- Chapter 11 – Making effective use of land
- Chapter 12 – Achieving well-designed and beautiful places
- Chapter 14 – Meeting the challenge of climate change, flooding and coastal change
- Chapter 15 – Conserving and enhancing the natural environment

7.2 National Planning Practice Guidance (NPPG)

- Determining a Planning Application

7.3 National Design Guide 2021

- Context
- Identity
- Built Form
- Movement
- Nature
- Uses

7.4 Fenland Local Plan 2014

- LP1 – A Presumption in Favour of Sustainable Development
- LP2 – Facilitating Health and Wellbeing of Fenland Residents
- LP3 – Spatial Strategy, the Settlement Hierarchy and the Countryside
- LP6 – Employment, Tourism, Community Facilities and Retail
- LP12 – Rural Areas Development Policy
- LP14 – Responding to Climate Change and Managing the Risk of Flooding in Fenland
- LP16 – Delivering and Protecting High Quality Environments across the District
- LP19 – The Natural Environment

7.5 Delivering and Protecting High Quality Environments in Fenland SPD 2014

- DM2 – Natural Features and Landscaping Schemes
- DM3 – Making a Positive Contribution to Local Distinctiveness and character of the Area
- DM4 – Waste and Recycling Facilities
- DM6 – Mitigating Against Harmful Effects

7.6 Cambridgeshire Flood and Water SPD 2016

7.7 Emerging Local Plan

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

- LP1: Settlement Hierarchy
- LP3: Spatial Strategy for Employment Development
- LP5: Health and Wellbeing
- LP7: Design
- LP8: Amenity Provision
- LP15: Employment
- LP18: Development in the Countryside
- LP20: Accessibility and Transport
- LP24: Natural Environment
- LP25: Biodiversity Net Gain
- LP32: Flood and Water Management
- LP34: Air Quality

8 KEY ISSUES

- **Principle of Development**
- **Visual Amenity/Character**
- **Residential Amenity**
- **Flood Risk**
- **Biodiversity Net Gain (BNG)**

9 BACKGROUND

- 9.1 Representations indicated that there had been communication with FDC Environmental Health Officers. Further clarification was therefore sought from FDC Environmental Health regarding comments about the Biomass boiler (emissions, smoke, smell). The Environmental Health Officer supplied photos that had been submitted to them for planning officers to look at. Environmental Health confirmed: *'Please note, this evidence is in the context of numerous monitoring visits where smoke and odour from Agrigrub have occasionally been witnessed but not at levels that would breach the relevant provisions of either the Clean Air Act 1993 (dark smoke) or the Environmental Protection Act 1990 (nuisance from smoke and odours).'*

10 ASSESSMENT

Principle of Development

- 10.1 Policy LP3 of the Fenland Local Plan 2014 sets out the spatial strategy and settlement hierarchy for the district. The policy states that the majority of growth including job growth in the district should be focused in and around the four market towns. The site is located approximately 2km northwest of Gorefield which would be considered an Elsewhere location in the settlement hierarchy. Policy LP3 states that development in an elsewhere location, will be restricted to that which is demonstrably essential to the effective operation of local agriculture, horticulture, forestry, outdoor recreation, transport or utility services; and to minerals or waste development in accordance with separate Minerals and Waste Local Development Documents (LDDs).

- 10.2 Policy LP6 of the Fenland Local Plan aims to secure job growth within the district whilst retaining and maintaining high quality premises and safeguarding the retail function of market towns.
- 10.3 The submitted Design and Access Statement states that the container and biomass boiler are needed for the running of the agricultural business. The biomass boiler is required to provide a sustainable heat source for growing insects for livestock feed. The container is required to store materials for burning so that they don't get wet.
- 10.4 Therefore, the proposal is for development as part of an existing business operation, employing seven full time employees in the countryside (Elsewhere Location). The business is considered part of an agricultural process; producing protein for feed for livestock demonstrably essential to the effective operation of local agriculture. The principle of the development is therefore acceptable subject to policy considerations considered below.

Visual Amenity/Character

- 10.5 Policy LP16 (d) of the Fenland Local Plan 2014 supports development subject to criteria it states that the proposal should demonstrate that it makes a positive contribution to the local distinctiveness and character of the area and does not adversely impact, either in design or scale terms, on the street scene, settlement pattern or the landscape character of the surrounding area.
- 10.6 The site is located in an elsewhere location (as set out above) and surrounded by agricultural fields and agricultural buildings. The main building on site is a large agricultural building permitted under application F/YR00/0218/AG1. The proposed biomass boiler, container and concrete slab are positioned no more than 11m away from the main agricultural building to the east and southeast. The biomass boiler is located between the container and the main building. The site is set back from the main road along Cross Drove more than 200m. Therefore, there would be limited view of the container or biomass boiler from the road. The proposed development is considered small in scale when set against the large agricultural building and would appear as part of the agricultural business complex.
- 10.7 Owing to the above the proposed development is not considered to harm the character of the rural location or the street scene and would therefore be considered acceptable under policy LP16 (d) of the Fenland Local Plan 2014.

Residential Amenity

- 10.8 LP16(e) seeks to ensure that development does not adversely impact on the amenity of neighbours through significant increased noise, light pollution, loss of privacy or loss of light. LP16(l) states that development proposals should identify, manage and mitigate against any existing or proposed risks from sources of noise, emissions, pollution, contamination, odour and dust, vibration, landfill gas and protects from water body deterioration.
- 10.9 The closest neighbours are located to the northeast of the site more than 200m away from the proposed development. The submitted documents show no external lighting therefore no harm in terms of light pollution is anticipated. Owing to the distance between the proposed development and the closest residential properties no harm in terms of loss of privacy or loss of light is anticipated. The application is retrospective and no mention of harm in terms of noise has been

indicated. Upon planning officer site visit there was not any increased noise evident.

10.10 Concerns have been raised by local residents in respect of emissions from the biomass boiler. As stated by the Environmental Health Officer they have not witnessed any sustained or unreasonable levels of nuisance from either source at neighbouring properties. However, statutory nuisance is not intended to secure a high level of amenity per se, but instead it is a basic safeguarding standard intended to deal with excessive emissions. Furthermore, significant loss of amenity can often occur at lower levels of emission than constitute statutory nuisance. In such a context it is therefore important to consider loss of amenity in its wider setting and not just from the narrow perspective of statutory nuisance. In terms of residential amenity, the applicant has submitted a 'Biomass boiler request form' as required by Environmental Health. The form sets out the nature of the operations (burning of logs to provide power) and the mitigation and management measures the existing business has in place on site to prevent harm to neighbouring amenity, including:

- Inspection/maintenance regime - daily, weekly and 6 monthly
- Annual service and inspection
- What fuel can be used and how this complies with standards
- Fuel moisture content and testing
- Daily monitoring of wind direction and smoke production
- Maintaining a complaint system

10.11 The measures are considered to provide best practicable means of minimising adverse amenity impacts from day-to-day operation of the boiler. The Council's Environmental Health teams has reviewed the document and liaised with the planning team, setting out that subject to condition(s) securing compliance with these measures, they have no objection, raising no concerns over any the potential for any severe amenity impacts.

10.12 Therefore, subject to a condition requiring the aforementioned steps as set out in the management and maintenance plan to be complied with, any potential issues of severe harm to neighbouring amenity from emissions from the biomass boiler are considered sufficiently mitigated against, in compliance with policy LP16(I) of the Fenland Local Plan, 2014. Furthermore, the development is not anticipated to result in any unacceptable harm in respect of noise, light pollution, loss of privacy or loss of light and therefore the proposal is considered acceptable under policy LP16 (e) and (I) of the Fenland Local Plan 2014.

Flood Risk

10.13 Policy LP14 of the Fenland Local Plan 2014 all development proposals should adopt a sequential approach to flood risk from all forms of flooding. In addition to the requirements of the NPPF and associated technical guide, all applications for relevant developments must include a drainage strategy.

10.14 The site is located in Flood Zone 3 (High Risk). The proposed development is associated with an agricultural business is considered a less vulnerable use as set out in the Cambridgeshire Flood and Water SPD. The business is existing on site and therefore there can be no sequentially preferable location for it to be located. Therefore, the sequential test is considered passed.

10.15 The IDB and the Environment Agency were consulted as part of the application, and they have no outstanding objection to the proposals. However, the

Environment Agency state that an Environmental Permit must be obtained from them. As the application is retrospective this will be conditioned to be applied for within 3 months of the determination of the application.

- 10.16 Owing to the above the proposal is considered acceptable under policy LP14 of the Fenland Local Plan 2014.

Biodiversity Net Gain (BNG)

- 10.17 The Environment Act 2021 requires development proposals to deliver a net gain in biodiversity following a mitigation hierarchy which is focused on avoiding ecological harm over minimising, rectifying, reducing and then off-setting. This approach accords with Local Plan policies LP16 and LP19 which outlines a primary objective for biodiversity to be conserved or enhanced and provides for the protection of Protected Species, Priority Species and Priority Habitat.
- 10.18 There are statutory exemptions, transitional arrangements and requirements relating to irreplaceable habitat which mean that the biodiversity gain condition does not always apply. In this instance, one or more of the exemptions / transitional arrangements are considered to apply and a Biodiversity Gain Condition is not required to be approved before development is begun because the application is retrospective.

11 CONCLUSIONS

- 11.1 The principle of the proposal for a biomass boiler, container and concrete pad on the site of an existing agricultural business in an elsewhere location is considered acceptable in terms of policy LP3 and LP6 of the Fenland Local Plan 2014.
- 11.2 The proposal is considered acceptable under Policies LP12 and LP16 (d) of the Fenland Local Plan 2014 as it is not considered to harm visual amenity owing to its small scale in association with an existing agricultural business, located more than 200m away from the road. It also not considered to harm the character of the rural location owing to its existing agricultural function.
- 11.3 The proposal is considered acceptable under policy LP16 (e) and (l) of the Fenland Local Plan 2014 as it is not considered to harm residential amenity in terms of significant increased noise, light pollution, loss of privacy or loss of light owing to the more than 200m distance between the proposed development and neighbouring dwellings. Any potential harm to neighbouring amenity in terms of emissions from the biomass boiler is considered appropriately mitigated and managed against subject to a condition requiring compliance with the submitted 'Biomass boiler request form'.

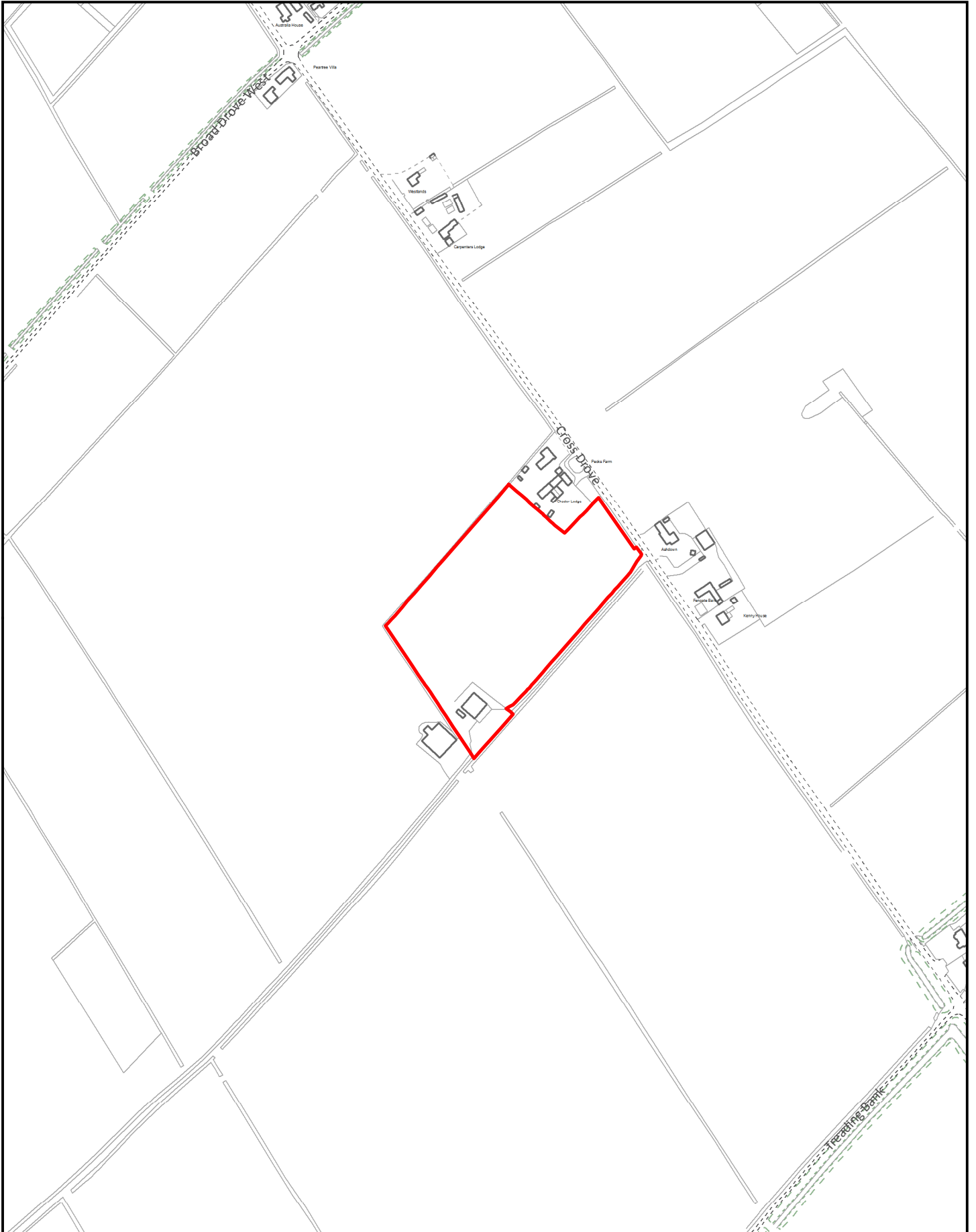
12 RECOMMENDATION

- 12.1 GRANT, subject to the following conditions

Proposed Conditions:

1	<p><i>Mitigation and management</i></p> <p>The biomass boiler shall be operated in strict accordance with the mitigation and management measures as set out in sections h, m, t, u, w and x, of the 'Biomass boiler request form' which cover the following points:</p> <ul style="list-style-type: none"> • Daily de-ash of the boiler as set out at section (l) • Weekly cleaning of the boiler, chimney box and flue as set out at
---	---

	<p>section (i)</p> <ul style="list-style-type: none"> • Scheduled inspections as set out at section (m) • All fuel used in the biomass boiler must comply with CEN/TS 335 standard. • Fuel must have a moisture content of <15% and be regularly tested for moisture content before use. • Daily monitoring of wind direction and smoke production. • A complaint system must be maintained including a dedicated email address for residents to report smoke and odour issues. • Maintain appropriate records of the above maintenance and management and ensure they are available for inspection on request by the Local Planning Authority. <p>Reason: In order to protect and manage residential amenity in accordance with policies LP2 and LP16 of the Fenland Local Plan, 2014.</p>
2	<p><i>Approved plans</i></p> <p>The development hereby permitted shall be carried out in accordance with the approved plans and documents</p>



Created on: 21/08/2024

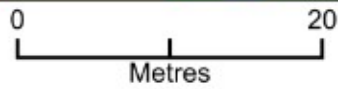
© Crown Copyright and database
rights 2024 Ordnance Survey 10023778

F/YR24/0661/F

Scale = 1:5,000



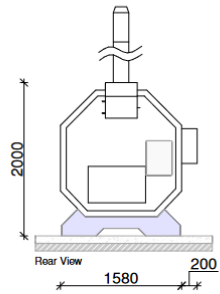
Site Plan for PP-13173094



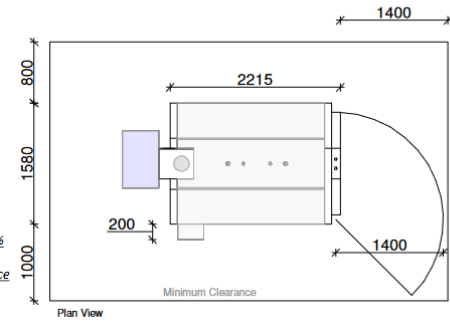
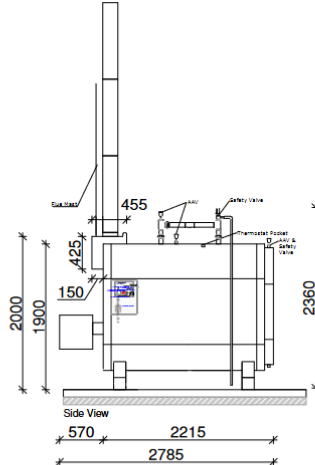
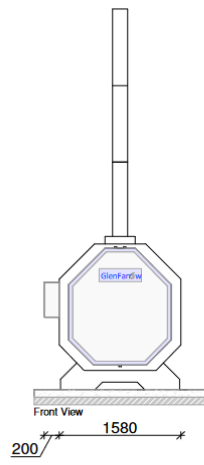
Plan Produced for: Joe Halstead
Date Produced: 24 Jun 2024
Plan Reference Number: TQRQM24176100949132
Scale: 1:500 @ A4

© Crown copyright and database rights 2023 OS 100042766

GF210 Rear Elevation

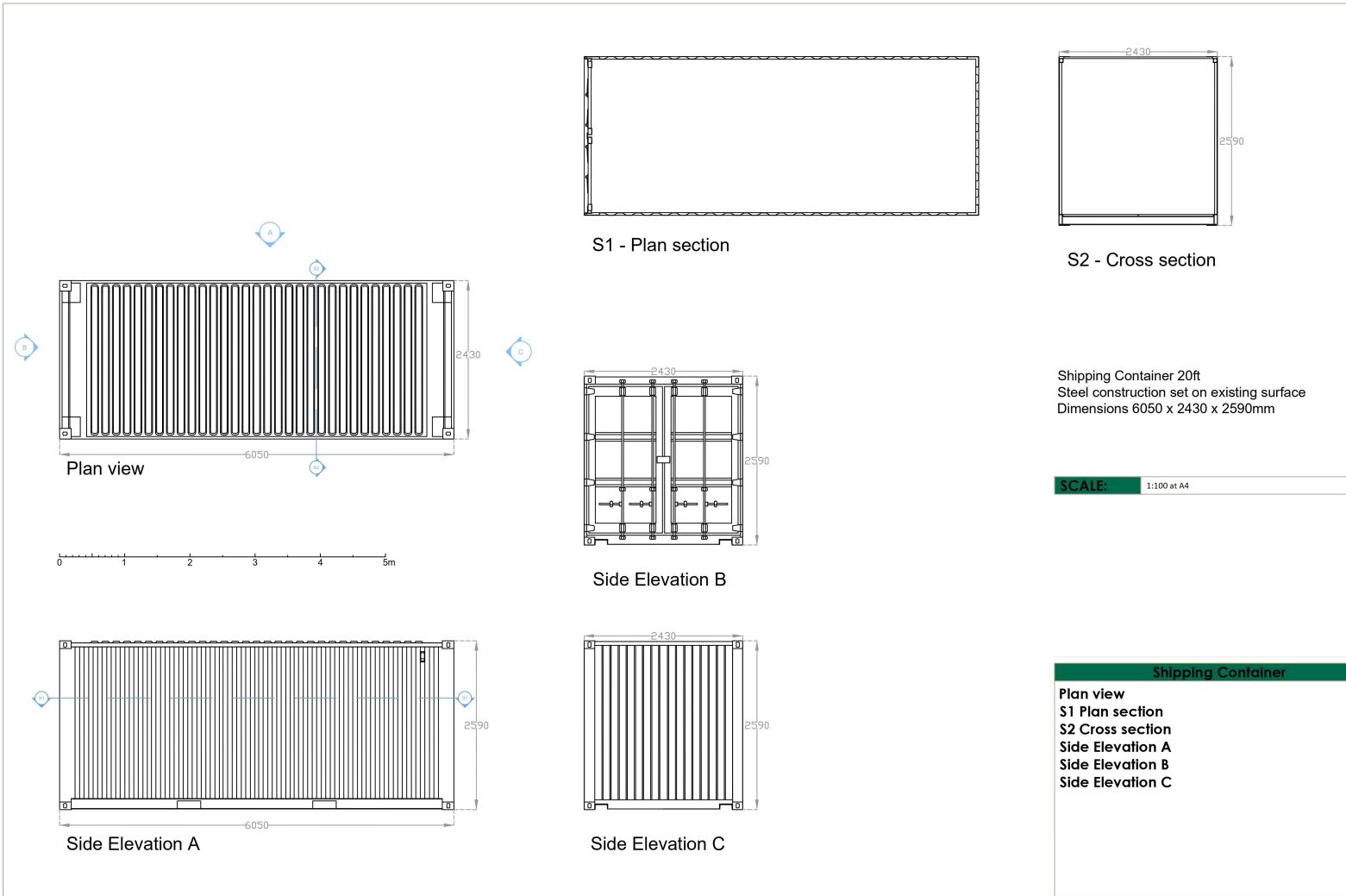


Note:
- Dimensions are in millimeters.
- Dimensions of the boilers and container might vary ±5%



Note:
- Dimensions are in millimeters.
- Dimensions of the boilers and container might vary ±5%
- These are the minimum clearance distances required.
Leaving additional space would provide yourself and service engineers increased access to work around the boiler.

Scale 1:100 at A4



Planning Drawings - 20ft Shipping container dimensions and details

F/YR23/0209/RM

Applicant: Mr Nigel Marsh

Agent : N/A

Land South West Of 317, Wisbech Road, Westry,

Reserved Matters application relating to detailed matters of access, appearance, landscaping, layout and scale pursuant to outline permission F/YR20/0905/O to erect 3 x dwellings (3 x 2-storey 3-bed)

Officer recommendation: GRANT subject to conditions

Reason for Committee: Deferred at previous Committee meeting to allow for the applicant to provide additional information

1 EXECUTIVE SUMMARY

- 1.1 This application was deferred at committee in May 2024 to allow for the applicant to provide further information in respect of surface water drainage; foul connection and bin collection.
- 1.2 Despite regular requests, the applicant has not provided the information, and it is considered that a reasonable period of time has now passed. However, notwithstanding the failure to submit the details requested, it is considered that the details can be subject to planning conditions. The reasons for this are outlined in section 2 of the update report.
- 1.3 The application is therefore recommended for approval subject to conditions.

2 UPDATE AND ASSESSMENT

- 2.1 This application was deferred at Committee on 1st May 2024 to allow for the applicant to provide further information in respect of:
- Foul drainage connection point (including a request to confirm easement rights to achieve this)
 - Confirmation that the ground conditions are conducive to the surface water drainage strategy e.g., through percolation tests
 - Bin collection strategy comprising either confirmation of access rights via Woodville Drive or a private collection arrangement
- 2.2 Despite regular requests, there has been no further information submitted. However, notwithstanding the failure to provide the details requested, it is considered that the details can be subject to appropriate planning conditions.
- 2.3 In respect of the foul sewage connection point and providing percolation tests to ensure that the ground conditions are conducive to the surface water drainage strategy submitted, these details are required prior to the commencement of the development as they form an intrinsic part of the proposal, the approval of which cannot be disaggregated from the carrying out of the rest of the development.
- 2.4 Details in respect of bin collection can also be secured through a planning condition to ensure details are submitted to and agreed in writing by the Local Planning Authority prior to first occupation of the first dwelling.

- 2.5 Given this, the application is referred back to the Committee with the recommendation to grant permission subject to the additional conditions referenced above.
- 2.6 Contained within Appendix A is the report presented at Committee in May 2024. The minutes of the planning committee meeting can be found at Appendix B

3 CONCLUSION

- 3.1 Despite regular requests, the LPA have not received the information and technical data within a reasonable period of time. Notwithstanding this, it is not considered that the details are pertinent prior to determination of this reserved matters application as those requested can be secured through appropriate conditions as referenced above.
- 3.2 As it does not alter or overcome the previously asserted compliance with the relevant policies, as such the conclusions and recommendations in Appendix A remain largely unchanged in this regard, notwithstanding the view expressed by Members previously and save for additional planning conditions (proposed conditions 6, 7 and 8 below) to finalise matters of drainage and refuse collection. The Officer recommendation for approval on this basis remains.

4 RECOMMENDATION:

GRANT; subject to the following conditions:

1	<p>All external materials used in the construction of the dwellings shall be in accordance with details on the approved plans.</p> <p>Reason: To safeguard the visual amenities of the area in accordance with the requirements of policy LP16 of the Fenland Local Plan (2014) and policy H2 of the March Neighbourhood Plan</p>
2	<p>Prior to the occupation of the dwellings hereby permitted, the proposed landscaping shall be completed and shall be maintained and replaced where necessary for a period of 5 years from the date of first occupation.</p> <p>Reason: To ensure the implementation of the planting scheme in the interests of carrying out satisfactory development and for the wider interests of biodiversity in accordance with Policies LP16 and LP19 of the Fenland Local Plan 2014 and policy H2 of the March Neighbourhood Plan</p>
3	<p>The approved accesses and all hardstanding within the site shall be constructed with adequate drainage measures to prevent surface water run-off onto the adjacent public highway and retained in perpetuity.</p> <p>Reason: To prevent surface water discharging to the highway in accordance with policy LP15 of the Fenland Local Plan (2014)</p>
4	<p>All hard and soft landscape works including any management and maintenance plan details, shall be carried out in accordance with the approved details. All planting seeding or turfing and soil preparation comprised in the above details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings, the completion of the development, or in agreed phases whichever is the sooner, and any plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the local planning authority gives written consent to any variation. All landscape works shall be carried out in accordance with the guidance contained in British Standards, unless otherwise agreed in writing by the Local Planning Authority.</p>

	<p>Reason: To ensure proper implementation of the agreed landscape details in the interest of the amenity value of the development in accordance with Policy LP16 of the Fenland Local Plan, 2014.</p>
5	<p>Notwithstanding the provisions of Classes A, B, C, D, and E of Schedule 2 Part 1 of the Town and Country Planning (General Permitted Development) Order 1995 (as amended), or any Order revoking and re-enacting that Order, the dwellings hereby permitted shall not be altered or extended (including any alterations to its roof), no new windows shall be inserted, and no buildings or structures shall be erected within the curtilage of the dwellings unless planning permission has first been granted by the Local Planning Authority.</p> <p>Reason: In the interests of residential and visual amenity in accordance with policy LP16 of the Fenland Local Plan 2014</p>
6	<p>Notwithstanding the details submitted, no development shall take place until percolation tests have been carried out in accordance with BRE Digest 365, or such other equivalent guidance as may be agreed in writing by the Local Planning Authority, and the results of the percolation test have been submitted to and agreed in writing by the Local Planning Authority. The development shall be carried out in accordance with the submitted surface water drainage strategy which shall be completed in full prior to the first occupation of the development. If the percolation test results show that ground conditions are not conducive to the surface water drainage strategy as submitted, then an alternative method of surface water disposal shall be submitted for approval by the Local Planning Authority prior to any development taking place and shall be carried out and completed prior to the first occupation of the development.</p> <p>Reason: To ensure that the site can be adequately drained and to comply with policy LP14 of the Fenland Local Plan (2014).</p>
7	<p>Notwithstanding the details submitted, no development shall take place until full details of the foul drainage connection point (including a request to confirm easement rights to achieve this where relevant) for the site shall be submitted to and approved in writing by the Local Planning Authority. The means of foul drainage shall be implemented and fully operational prior to the first occupation of the development.</p> <p>Reason: To ensure the development is served by satisfactory arrangements for the disposal of foul sewage and to ensure that the development does not increase the risk of flooding and to comply with policy LP14 of the Fenland Local Plan (2014).</p>
8	<p>Prior to the occupation of any of the residential units hereby approved, and notwithstanding details of the refuse storage areas shown on plan 10087, Rev B, details of the refuse collection arrangements shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall then be implemented in accordance with the agreed details and thereafter maintained in perpetuity.</p> <p>Reason - To ensure a satisfactory form of refuse collection and compliance with Policy LP16 of the Fenland Local Plan (2014).</p>
9	<p>The development hereby permitted shall be carried out in accordance with the approved plans and documents;</p>

F/YR23/0209/RM

Applicant: Mr Nigel Marsh

**Agent : Mr Stuart Beckett
Inspire Architectural**

Land South West Of 317, Wisbech Road, Westry,

Reserved Matters application relating to detailed matters of access, appearance, landscaping, layout and scale pursuant to outline permission F/YR20/0905/O to erect 3 x dwellings (3 x 2-storey 3-bed)

Officer recommendation: GRANT

Reason for Committee: Number of representations contrary to Officer recommendation

1 EXECUTIVE SUMMARY

- 1.1 The application seeks approval of reserved matters relating to access, appearance, landscaping, layout and scale pursuant to outline permission, F/YR20/0905/O.
- 1.2 The application proposes a policy compliant scheme which raises no issues in terms of adverse highway impacts, visual or residential amenity.
- 1.3 Accordingly, the reserved matters submission can be recommended for approval subject to conditions.

2 SITE DESCRIPTION

- 2.1 The site lies on the edge of March and comprises part of the current garden land serving 317 Wisbech Road ('the host building'). The host building is set back from the main highway behind a linear formation of dwellings along Wisbech Road and is accessed via a driveway which leads off the access, Gypsy Lane, serving the KFC restaurant and Cobblestones Public House. Access can also be gained via a private drive which runs between 315 ('Shepherds Folly') and 319 ('Truleighjoe') Wisbech Road.
- 2.2 The host dwelling is a two-storey detached property with the aforementioned frontage dwellings comprising bungalows with detached garages set to the rear and accessed via the private driveway.
- 2.3 To the north of the site, development has been completed that comprises 8no detached two storey dwellings. Except for the restaurant and public house beyond the site to the south-east, the area is characterised by a mixture of residential development and of varying scales and designs.
- 2.4 The site lies in Flood Zone 1, therefore at low risk of flooding.

3 PROPOSAL

- 3.1 The application seeks the approval of reserved matters relating to the detailed matters of appearance, landscaping, layout and scale pursuant to outline permission F/YR22/0970/O for the erection of three detached dwellings.

- 3.2 The three plots are to be of an individual design and will be erected to the northern side of the site. Whilst the three plots will be sited alongside each other in a linear form, plot 2 is to be sited further forward within its plot than plots 1 and 3 either side. Amended plans were received during the course of the application and re-notification was carried out due to the nature of the amendments and the alteration to the description of development. The amendments comprised the following:
- Removal of detached garages to plots 1 & 2 and removal of integral garage to plot 3. All plots will provide 2no off-street parking spaces;
 - Reduction in the overall pitch of the roof of all plots from 45 degrees to 35 degrees which has seen a reduction in height;
 - Reduction in the number of bedrooms from 5no to 3no
- 3.3 Plot 1 is to be accessed via the private road, from the A141, and consists of a double fronted, two storey dwelling incorporating a pitched roof with front to rear ridge and gable end elevations with an overall ridge height of 7.5m. There proposes a two-storey front gabled projection and a single storey rear extension projecting approximately 3m. Materials proposed include Wienerberger Tuscan Red multi facing brickwork with a terracotta roof tile and white uPVC fenestration.
- 3.4 Plot 2 is to be accessed via Gipsy Lane and will consist of a double fronted dwelling incorporating a pitched roof with front to rear ridge and gable end elevations with an overall height of 8.1m. A small canopy is proposed to the front elevation and a single storey rear extension projecting approximately 4m. Materials include Harvest Buff Multi facing brickwork with a Slate Grey roof tile and white uPVC fenestration.
- 3.5 Plot 3 is also to be accessed via Gipsy Lane and will consist of a double fronted dwelling incorporating a pitched roof with front to rear ridge and gable end elevations with an overall ridge height of 8.1m. Materials proposed are akin to those for plot 1 with Wienerberger Tuscan Red multi facing brickwork with a terracotta roof tile and white uPVC fenestration. The dwelling would be provided with two parking spaces in a tandem relationship on the south-eastern side of the dwelling.
- 3.6 Bin storage will be contained within the rear garden areas and adjacent to the north-western boundary with a bin collection area to be provided along Woodville Drive.
- 3.7 Each dwelling would be provided with a private rear amenity area sufficient to comply with a third of the plot size enclosed by a 1.8m high close boarded fence.

4 SITE PLANNING HISTORY

F/YR20/0905/O	Erect up to 3 dwellings (Outline application with all matters reserved)	Granted	25.11.2020
F/YR07/0948/O	Erection of 2 workplace homes	Refuse	20.08.2007
F/YR07/0690/O	Erection of 2 single storey workplace homes for Class B1 Use	Refuse	31.10.2007
F/YR01/0704/F	Erection of extensions to existing Dwelling Westry Wisbech Road	Granted	14.09.2001
F/YR01/0280/O	Erection of 2 dwellings Land South Of Woodville	Granted	04.09.2001
F/YR02/0419/RM	Erection of 2 x 3-bed detached	Approved	18.06.2002

	bungalows with detached single garages		
	Land South Of Woodville		
F/YR02/0953/RM	Erection of 1 x 4-bed detached bungalow and double garage Plot 1 Land South Of Woodville	Approved	20.09.2002

5 CONSULTATIONS

5.1 March Parish Council – Approval

5.2 **Environmental Health** - *The Environmental Health Team note and accept the submitted information and have 'No Objections' to the proposals as they are unlikely to have a detrimental effect on local air quality, the noise climate, or be affected by ground contamination.*

5.3 **Middle Level Commissioners** - *We are writing in relation to the above planning application. As you are aware, neither the Middle Level Commissioners nor our associated Boards are, in planning terms, statutory consultees and, therefore, do not actually have to provide a response to the planning authority and receive no external funding to do so.*

With the exception of the simplest matters, we are instructed to advise that we no longer provide bespoke responses to planning applications unless we are requested to do so by the Board and/or the applicant, as part of our pre-/post-application consultation process. However, on this occasion, the Board has requested that we contact your authority in respect of the above development.

We respond as follows: As you are aware from responses to other recent planning applications, we have had discussions with representatives of both respective Boards regarding the above development and also the other developments within the immediate area.

The position of both Boards in relation to drainage from these developments is outlined below:

** Surface water discharge to the private watercourse adjacent to site is acceptable "in principle" although this would be based on an attenuated discharge to greenfield rates. In addition, the Board would require that the receiving watercourse is of a suitable condition to accept the discharge and there is a positive connection to the wider drainage network downstream of the site.*

** Inspire Architectural drawing number 270-06 Rev B on your planning portal shows soakaways to the rear of the proposed dwellings. The Board would need evidence that the soakaways have been designed to BRE365 standards.*

** As you will be aware, the discharge of treated effluent to a 'surface water' soakaway, as proposed on this drawing, would not meet the government's binding rules for a small sewage discharge to the ground.*

** Please be advised that a discharge consent for treated foul effluent from the above development to local watercourses would not be granted consent at this time. Due to the number of properties from all the developments in this area the volume of treated effluent discharge would be significant. This would place a significant increased "load" on the receiving system in addition to the other issues associated with the disposal of treated effluent from non- adopted systems, such as the increased risk of pollution and odours as a result of "spills", possibly due to the lack of maintenance of the units, potential detrimental effect on the water environment, etc.*

** The disposal of treated effluent from all development sites, including the one above, would therefore need to be to the local public sewer, the closest being in Hostmoor Avenue. We have advised all of the developers that they should liaise with each other to propose a suitable system to provide connection for all of the proposed developments.*

It is believed that discussions are currently taking place between AWS and the developers in Woodville Drive, so it is suggested that AWS are contacted in the first instance. Please note that a discharge consent for treated effluent would still be required, although in this respect to the Middle Level Commissioners, as the local AWS foul system ultimately discharges to the Middle Level System via the March Treatment Plant.

An updated drainage plan was received, and the MLC were reconsulted on 28th February. No additional comments have been forthcoming.

- 5.4 **County Highways** - *The Local Highway Authority raises no objections to the proposed development. While I have reservations regarding the capacity for parking and turning within the site, and more specifically for plot 1, the proposed dwellings are located sufficiently distant from Wisbech Road, that this issue is unlikely to have a detrimental impact on safe use of the public highway.*

The Local Planning Authority may however wish to request further clarification in this regard to prevent reversing out onto shared private driveways, which appear likely to include pedestrian use. Bin collection appears to be from a shared private driveway to the north of the dwelling plots. The Local Planning Authority must be satisfied that these can be adequately serviced.

- 5.5 **County Ecology** – *No comment*

5.6 Local Residents/Interested Parties:

Responses based on the original submission:

Six letters of objection from properties within March and summarised as follows:

- Noise – concern over working hours
- Overlooking & loss of privacy
- Nuisance Shading / loss of daylight
- Over-development or overcrowding of the site
- Negative / adverse visual impact of the development
- Out-of-scale or out of character in terms of appearance
- Presence of 'Japanese knotweed'
- Affects house price/devaluation of property

One letter stating neither object or support:

- Shared access disruptions need to be agreed.
- Suggestion of Japanese Knotweed being on site needs to be investigated

Responses based on amended plan renotification:

Five letters of objection from properties within March and summarised as follows:

- No real difference on the plans
- Overlooking
- Bungalows would be better suited
- Neighbourhood engagement would have been welcomed
- Disruption during construction
- Presence of Japanese Knotweed

6 STATUTORY DUTY

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires a planning application to be determined in accordance with the Development Plan unless material planning considerations indicate otherwise. The Development Plan for the purposes of this

application comprises the adopted Fenland Local Plan (2014) and the March Neighbourhood Plan 2017.

7 POLICY FRAMEWORK

National Planning Policy Framework (NPPF) (2023)

National Planning Practice Guidance (NPPG)

National Design Guide 2019

Context
Identity
Built Form
Movement
Nature

Fenland Local Plan 2014 (FLP)

LP1 – A Presumption in Favour of Sustainable Development
LP2 – Facilitating Health and Wellbeing of Fenland Residents
LP3 – Spatial Strategy, the Settlement Hierarchy and the Countryside
LP4 – Housing
LP14 – Responding to Climate Change and Managing the Risk of Flooding in Fenland
LP15 – Facilitating the Creation of a More Sustainable Transport Network in Fenland
LP16 – Delivering and Protecting High Quality Environments across the District
LP19 – The Natural Environment

March Neighbourhood Plan 2017

H2 – Windfall Development
H3 – Local Housing Need

Emerging Local Plan

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

LP1: Settlement Hierarchy
LP2: Spatial Strategy for the Location of Residential Development
LP4: Securing Fenland's Future
LP5: Health and Wellbeing
LP7: Design
LP8: Amenity Provision
LP20: Accessibility and Transport
LP22: Parking Provision

8 BACKGROUND

- 8.1 Planning application, F/YR20/0905/O, was granted in outline form with all matters reserved for the erection of up to 3 dwellings. This application is therefore seeking reserved matters approval for the erection of three dwellings.

9 KEY ISSUES

- **Principle of Development**
- **Layout, Scale and Appearance**
- **Landscaping**
- **Access**
- **Drainage**
- **Other matters**

10 ASSESSMENT

Principle

- 10.1 The principle of development for the erection of up to 3 dwellings has been established by the grant of outline planning permission, reference F/YR20/0905/O.
- 10.2 It should be noted that this point of general principle is subject to broader planning policy and other material considerations which are discussed in more detail in the following sections of this report.

Layout, Scale and appearance

- 10.3 The layout of the development broadly follows that of the indicative plan submitted with the outline application. There are two access points to the site, as approved within the outline permission, with the access from Gypsy Lane to be covered in permeable block paving. The remaining vehicular areas of the site would be surfaced in gravel.
- 10.4 The three dwellings would be broadly positioned in a linear form of development with Plot 2 set slightly forward within the overall site. Soft landscaping in the form of a native laurel hedge would be provided on the south-eastern corner of the site with private garden areas provided to the rear of each dwelling.
- 10.5 LP16 seeks to secure high quality environments having regard to impacts on matters such as residential amenity such as noise, light pollution, loss of privacy and loss of light.
- 10.6 Policy H2 of the March Neighbourhood Local Plan states that proposals for residential development will be supported where they meet the provisions of the Fenland Local Plan and, inter alia, a) The proposal will not result in unacceptable impact on levels of light, privacy and private amenity space for the occupants of the proposed dwellings. The impact of proposals on existing neighbouring properties will be assessed against Policy LP16 of the Local Plan and f) the proposal is of a high standard of design.
- 10.7 The proposed layout of the plots demonstrates they will be arranged in a linear form with plot 2 sitting slightly further forward within the overall site than the other plots either side. Amended plans were received that demonstrate a reduction in roof pitch to each of the plots which has led to an overall reduction in ridge height. The first-floor rear elevations of the three dwellings would be set no less than 20m from the front elevations of the existing properties on Woodville Drive with a 1.8m close boarded fence erected along the boundary. Given the degree of separation, it is not considered that the proposed development would pose concerns in respect of overlooking, visual dominance or overshadowing to those properties to the direct north along Woodville Drive.
- 10.8 Given the distance of separation, no less than 30m, and their offset relationship with the properties fronting Wisbech Road, the proposed development would not impact adversely upon the occupiers.
- 10.9 No.317 Wisbech Road itself lies to the north-west of the site with plot 3 of the proposed development lying in closest proximity to the existing dwelling. This dwelling sits tight to and is slightly angled away from the north-western boundary with Woodville Drive and

benefits from a single storey rear extension; single storey side extension and bedroom window and en-suite obscure glazed window within the first floor rear elevation. Plot 3 of the proposed development is to be sited to the south-west of the dwelling with no windows proposed within its north-eastern gabled elevation. With a 10m gap retained to the south-western corner of the existing dwelling and its angled siting will ensure no perceived detrimental harm to the occupiers.

Occupant Amenity Space

- 10.10 The development would provide future occupants with an acceptable level of internal and external amenity space.
- 10.11 Criteria (h) of Policy LP16 states that a development should provide sufficient private amenity space, suitable to the type and amount of development proposed; for dwellings other than flats, as a guide and depending on the local character of the area, this means a minimum of a third of the plot curtilage should be set aside as private amenity space.
- 10.12 The development would not have a perceived detrimental impact on the residential amenity of the neighbouring residential properties and would provide an acceptable level of amenity for future occupants. However, reserved matters approval would be subject to condition removing permitted development rights for any extensions, roof extensions or alterations and insertion of windows within side elevations to ensure acceptable future privacy and amenity impacts.
- 10.13 In summary, the amended layout enables appropriate levels of amenity space, parking and manoeuvring and accords with the layout envisaged in the outline application. As such, it is considered the development would accord with the general spatial character of the area, albeit forming a back land style of development with limited adverse impacts to neighbouring residential amenity, and, subject to necessary conditions, the proposal will be compliant with Policies LP2 and LP16 in this regard.
- 10.14 The dwellings would be set back behind existing development with only Plot 1 being visible from Wisbech Road and the other plots only partially visible between gaps in existing housing. The dwellings have been designed to be modest in their dimensions with heights reflecting those of the recently constructed properties to the north along Woodville Drive. As such they would not appear dominant within the area and would blend in with the mixed pattern of residential development within the vicinity.
- 10.15 Paragraph 131 of the NPPF states that *the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.* Further to this, policy LP16, criteria (d) states refers to developments should make a positive contribution to the local distinctiveness and character of the area, enhance its local setting, respond to and improve the character of the local built environment, provide resilience to climate change, reinforce local identity and does not adversely impact, either in design or scale terms, on the street scene, settlement pattern or the landscape character of the surrounding area.
- 10.16 Further to both National and Local Planning policy, the National Design Guide (2021) illustrates *how well-designed places that are beautiful, healthy, greener, enduring and successful can be achieved in practice* and forms part of the Government's collection of planning practice guidance. Policies I1 and I2 refer to local character and identity along with well-designed, high quality designed buildings. It is to be noted that there is no overall uniformity within the locality with regards to scale, design and materials of dwellings with a notable presence of bungalows along Wisbech Road. To the north of the site is a more recent residential development which comprises 8no dwellings of similar characteristics and material pallet.

- 10.17 The plans and application form state plots 1 and 3 are to be constructed of red multi facing brickwork with a terracotta roof tile whilst plot 2 is proposing a buff brick and slate roof. In terms of the design of the dwellings, whilst these differ to those immediately surrounding the site and are of bespoke character, amendments took place during the course of the application to ensure that they were more appropriately scaled. Given there is such a significant variance in materials and design within the locality, the proposed development is considered to be of a high quality ensuring there would be no adverse impact on the character of the surroundings and given the significant setback from the street scene ensures visual prominence is limited.
- 10.18 It is considered that the layout, scale and appearance of the three dwellings is commensurate to that envisaged in the indicative designs of the outline permission and is acceptable having regards to the site surroundings and character of the area in accordance with policy LP16 of the Fenland Local Plan 2014 and policy H2 of the March Neighbourhood Local Plan.

Landscaping

- 10.17 Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. This is reflected in Local Plan Policy LP16 which seeks to promote high quality environment through, among other means, well designed hard and soft landscaping incorporating sustainable drainage systems as appropriate.

Hard landscaping

- 10.18 There are two access points to the site, one from Truleighjoe and the other from Gipsy Lane. The latter is to serve plots 2 and 3 and will be surfaced in Marshalls Driveline Priora in Bracken along with Cotswold golden shingle to private driveways whilst the access to plot 1 is from Truleighjoe, a hardcore, compacted driveway with a similar gravel driveway proposed. Natural stone paving is proposed to the rear patios and pathways to each plot.
- 10.19 A 1.8m high close boarded fencing would also separate the plots to the rear and along Woodville Drive. The latter will incorporate gates to be utilised for bin access. The proposed landscaping and boundary treatments would improve integration within the surrounding pattern of development, with consideration of its setting.

Soft landscaping

- 10.20 Upon carrying out a site visit, it was evident that several trees had already been felled. It is to be noted that these were not afforded any protection, therefore no consent was required.
- 10.21 There are several other trees within the site which are to be retained. In order to ensure retention, and given their amenity value, a condition will be imposed ensuring the root protection areas of the trees will be protected during construction.
- 10.22 Each plot will benefit from grassed areas adjacent to the dwellings to the rear and a small element to the front with a native laurel hedge proposed to the south-east corner of the site.
- 10.23 In summary, the landscaping is considered to be satisfactory, subject to a condition requiring details in respect of the root protection areas of the trees to be retained and soft landscaping being planted out within the first planting season following occupation as standard. The proposal would accord with Local Plan Policy LP16 and NPPF (2023).

Access

- 10.24 Local Plan Policy LP15 seeks development schemes to provide well designed, safe and convenient access. Regarding parking, Local Plan Policy LP15 seeks development schemes to provide well designed car and cycle parking appropriate to the amount of development proposed, ensuring that all new development meets the Council's defined parking standards as set out in Appendix A. Appendix A (Parking Standards) of the Fenland Local Plan (2014) requires three bedroom dwellings to provide two parking spaces.
- 10.25 Policy H2 of the March Neighbourhood Plan, criteria d) states that the proposal should include a safe vehicular access and will not result in severe impacts on the road network taking account of any mitigation proposed.
- 10.26 Access to the site is via two existing access points that serve residential properties, one taken from a private drive, accessed from Wisbech Road and one to the rear of the site, Gipsy Lane. There is no evidence to suggest that the cumulative impact of the development on the highways network would lead to any severe harm or adverse impact that would warrant refusal on these grounds.
- 10.27 Amended plans were received reducing the number of bedrooms from 5no to 3no for which each dwelling would require two parking spaces. The amendments also see the removal of a detached garage to plot two with two adequately dimensioned spaces available and the removal of the integral garage to plot 3 given the size was not sufficient to accommodate a vehicle. Two spaces are provided to the front of the dwelling. A turning head is also provided with access preserved to 317 Wisbech Road and so meets the standard.
- 10.28 Whilst neighbour comments are noted in respect of the private driveway, it is not anticipated, based on the scale of the development that this would lead to unacceptable impacts with plot 1 solely utilising this access. Any issues surrounding disruption using this access would ultimately be a private matter between owners and those with rights of access.
- 10.29 In summary, there have been no objections raised from County Highways with the amended development not anticipated to give rise to unacceptable highways/parking impacts and could achieve safe and effective access in accordance with policy LP15 of the Local Plan and H2 of the March Neighbourhood Plan.

Drainage

- 10.30 Policy LP14 aims to ensure that development is compatible with its location taking into account the impacts of climate change and flood risk. The site lies in Flood Zone 1 and therefore at the lowest risk of flooding.
- 10.31 Policy H2 of the March Neighbourhood Local Plan states that proposals for residential development will be supported where they meet the provisions of the Fenland Local Plan and where the site is at a low risk of flooding (i.e. not within land designated Flood Zone 2 or 3 by the Environment Agency) and will not create flooding problems on or off-site, including problems associated with surface water run-off.
- 10.32 The application form submitted at outline indicates that surface water is proposed to be managed via soakaway. A condition was imposed at outline that states that *the details for submission under condition 1 shall include a scheme for the disposal of surface and foul water that shall be approved by the Local Planning Authority prior to the commencement of development.*
- 10.33 Whilst the drainage plan originally submitted with this application indicated that surface water was to discharge into a water crate storage system, there was no drainage strategy that detailed discharge rates and water quality. The comments from the Middle Level Commissioners (MLC) were noted and appeared that they would agree in principle

to receiving surface water from the scheme, subject to appropriate discharge rates and water quality.

- 10.34 In discussions with the applicant, an updated drainage plan was received at the end of February along with details relating to greenfield run off rate estimations. The information and updated plan submitted demonstrates that a biodisc sewage treatment plant is to be installed within each plot with foul water being discharged into the public sewer. Further to this, and in order to retain a greenfield run off rate of 0.01l/s, there proposes the installation of a crate storage system which is designed to retain surface water for absorption into the surrounding site with no excess surface water runoff into the middle level watercourse to the east of the site.
- 10.35 The MLC were reconsulted at the end of February upon submission of the additional information and updated plan, but to date, no comments have been forthcoming. It is to be noted, however, that the details and plan submitted would address the concerns raised initially. Notwithstanding this, the application is not a major development therefore is not of a significant scheme that warrants detailed attention. However, the applicant has presented a scheme that is considered to be suitable having regard to other properties in the vicinity. It is also to be noted that the scheme would require separate Building Regulations and possibly IDB consent. Should such approvals/consents from either body (where required) not be forthcoming, the applicant may need to address this via a further application to amend the drainage strategy as proposed here.
- 10.36 In summary, the scheme presented is considered to be suitable and addresses the condition attached to the outline permission in respect of disposal of foul and surface water.

Other matters

- 10.37 Neighbours have raised concerns surrounding the presence of Japanese Knotweed on the site. A site visit was carried out by an Environmental Health Officer on 31st October 2023 and has confirmed there is no sign of Japanese Knotweed on the site.
- 10.38 There have also been concerns raised in respect of depreciation of house value. This is not a material planning consideration.

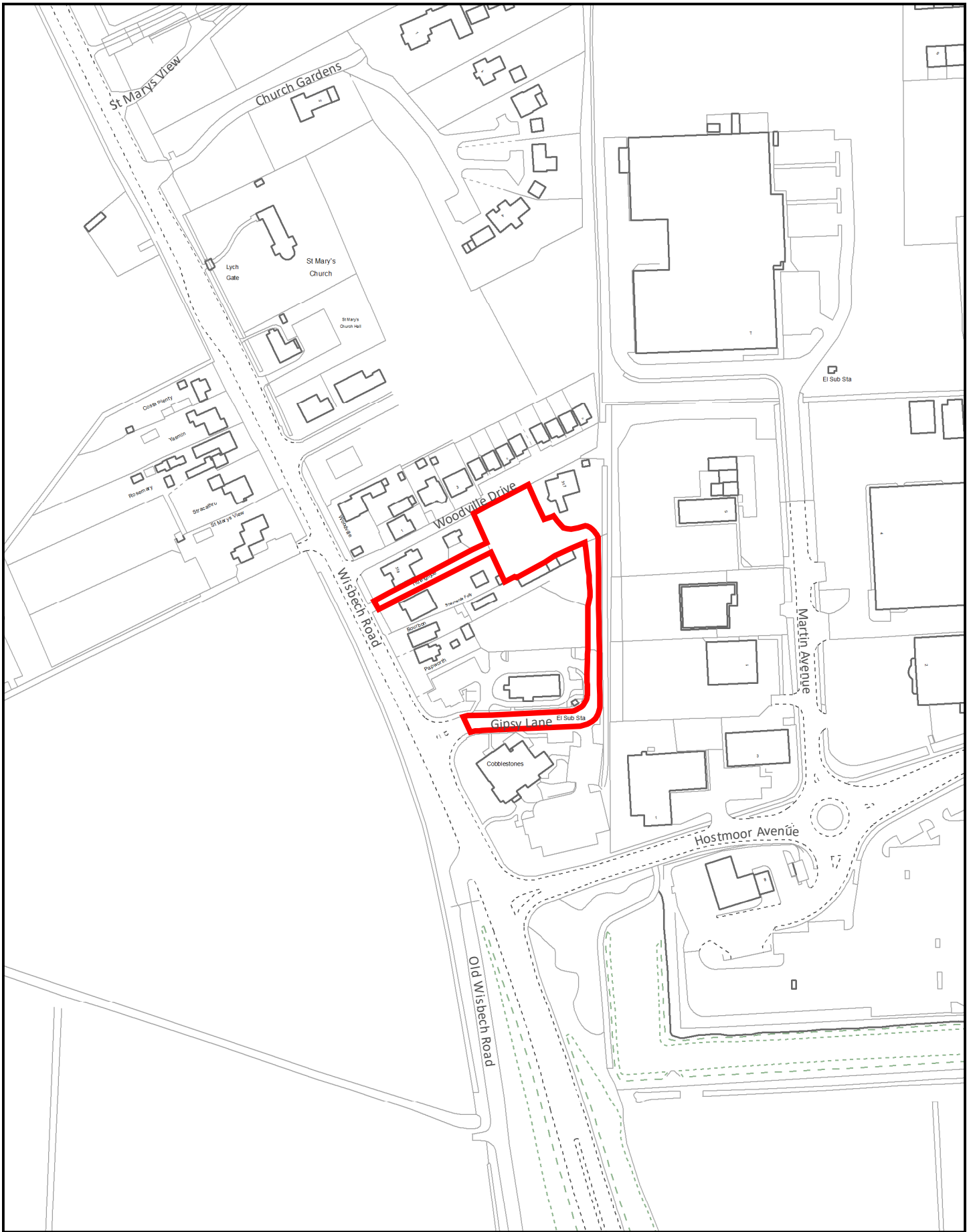
11 CONCLUSIONS

- 11.1 The principle of development has already been established by way of the outline permission and the application complies with the relevant conditions therein. The proposed scheme does not raise any significant issues and, as such, a favourable recommendation may be forthcoming.

12 RECOMMENDATION: GRANT

1	<p>All external materials used in the construction of the dwellings shall be in accordance with details on the approved plans.</p> <p>Reason: To safeguard the visual amenities of the area in accordance with the requirements of policy LP16 of the Fenland Local Plan (2014) and policy H2 of the March Neighbourhood Plan</p>
2	<p>Prior to the occupation of the dwellings hereby permitted, the proposed landscaping shall be completed and shall be maintained and replaced where necessary for a period of 5 years from the date of first occupation.</p> <p>Reason: To ensure the implementation of the planting scheme in the interests of carrying out satisfactory development and for the wider interests of biodiversity in</p>

	accordance with Policies LP16 and LP19 of the Fenland Local Plan 2014 and policy H2 of the March Neighbourhood Plan
3	<p>The approved accesses and all hardstanding within the site shall be constructed with adequate drainage measures to prevent surface water run-off onto the adjacent public highway and retained in perpetuity.</p> <p>Reason: To prevent surface water discharging to the highway in accordance with policy LP15 of the Fenland Local Plan (2014)</p>
4	<p>All hard and soft landscape works including any management and maintenance plan details, shall be carried out in accordance with the approved details. All planting seeding or turfing and soil preparation comprised in the above details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings, the completion of the development, or in agreed phases whichever is the sooner, and any plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the local planning authority gives written consent to any variation. All landscape works shall be carried out in accordance with the guidance contained in British Standards, unless otherwise agreed in writing by the Local Planning Authority.</p> <p>Reason: To ensure proper implementation of the agreed landscape details in the interest of the amenity value of the development in accordance with Policy LP16 of the Fenland Local Plan, 2014.</p>
5	<p>Notwithstanding the provisions of Classes A, B, C, D, and E of Schedule 2 Part 1 of the Town and Country Planning (General Permitted Development) Order 1995 (as amended), or any Order revoking and re-enacting that Order, the dwellings hereby permitted shall not be altered or extended (including any alterations to its roof), no new windows shall be inserted, and no buildings or structures shall be erected within the curtilage of the dwellings unless planning permission has first been granted by the Local Planning Authority.</p> <p>Reason: In the interests of residential and visual amenity in accordance with policy LP16 of the Fenland Local Plan 2014</p>
6	<p>The development hereby permitted shall be carried out in accordance with the following approved plans and documents</p> <p>Reference Title 10087-004 Proposed Elevations (revision B) 10087-007 Site plan (revision B) 10087-002 Proposed Elevations (revision B) 10087-006 Proposed Elevations (revision B) 270-06 Proposed Drainage Plan (revision B), as amended and received on 26th February 2024</p> <p>Reason: For the avoidance of doubt and in the interest of proper planning.</p>



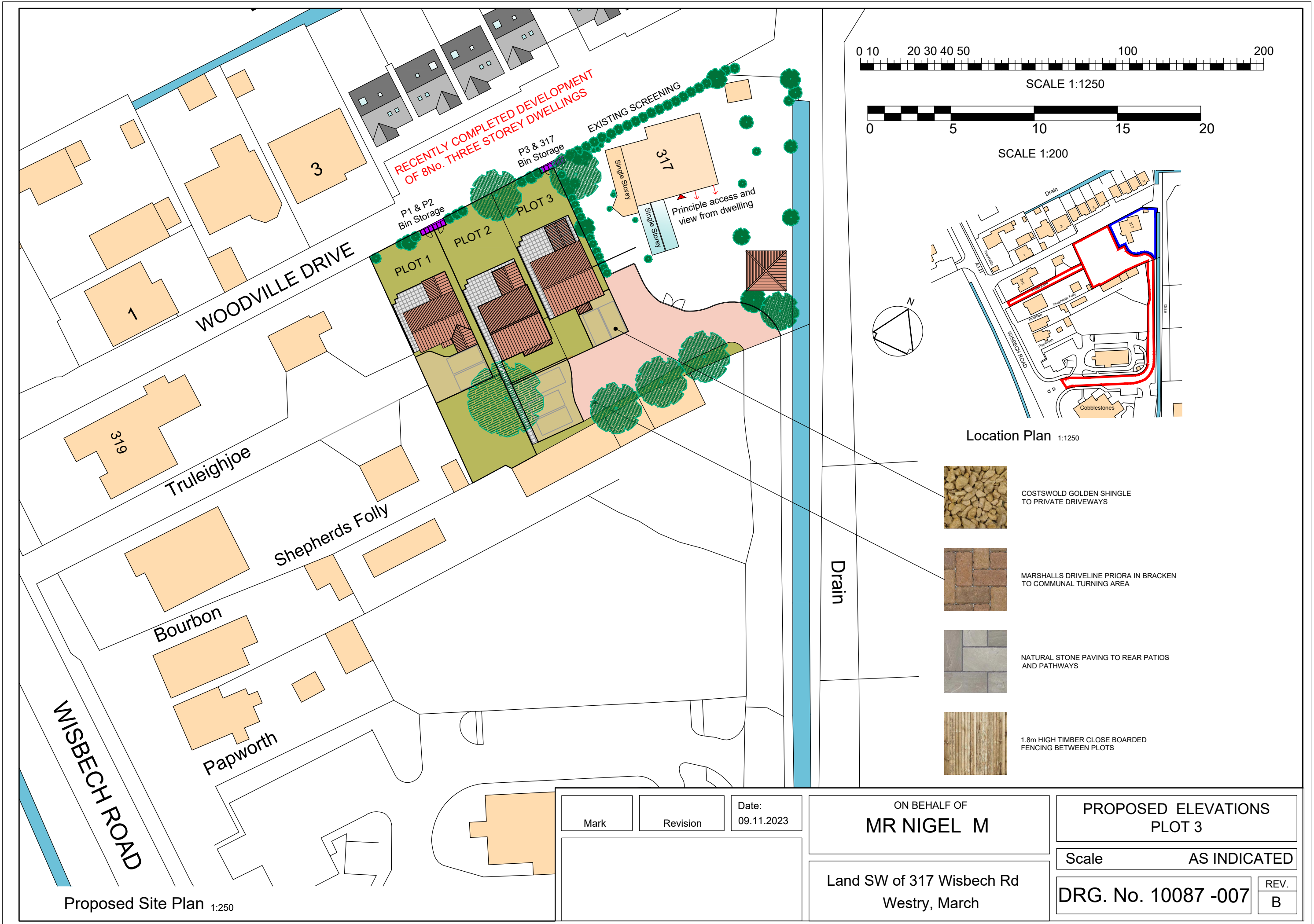
Created on: 29/03/2023

© Crown Copyright and database rights 2023 Ordnance Survey 10023778

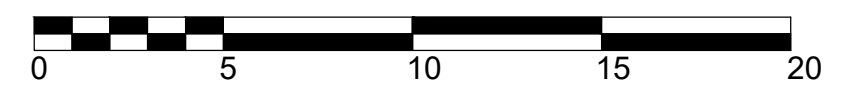
F/YR23/0209/RM

Scale = 1:2,500

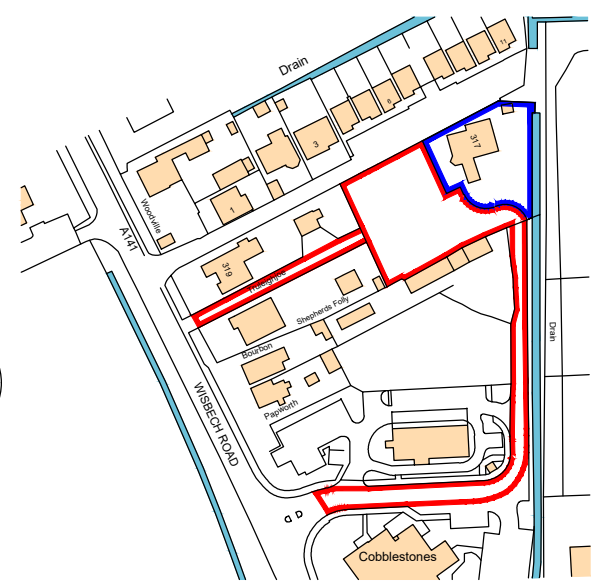
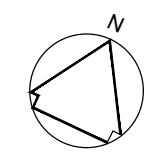




SCALE 1:1250



SCALE 1:200



Location Plan 1:1250

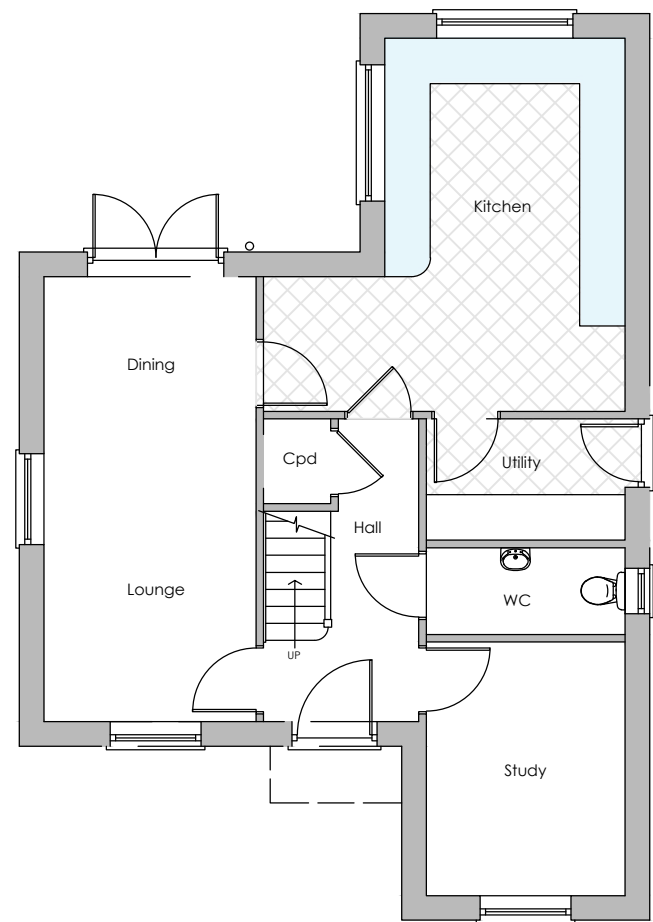
Mark	Revision	Date:
		09.11.2023

ON BEHALF OF
MR NIGEL M

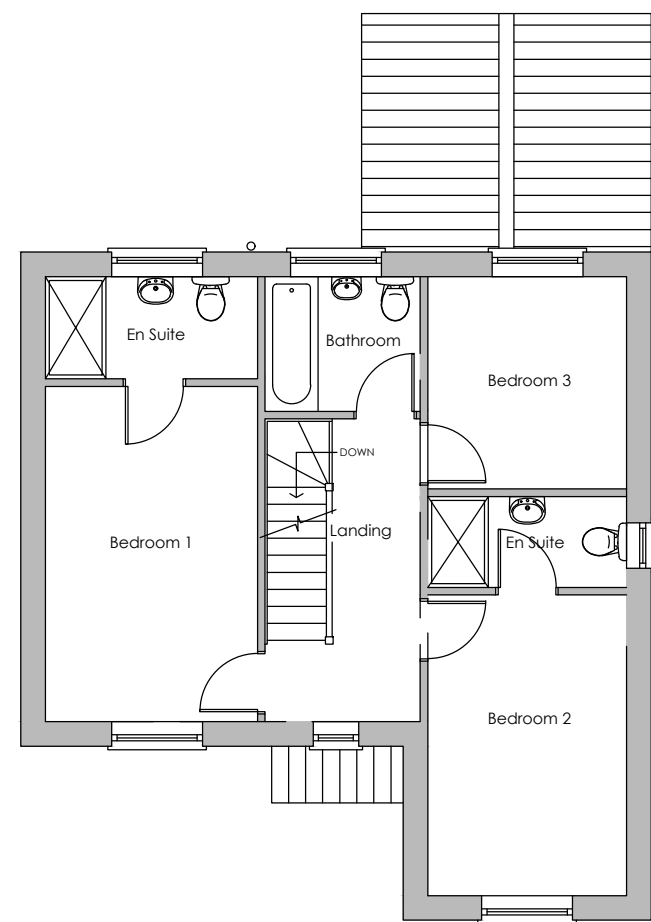
Land SW of 317 Wisbech Rd
Westry, March

PROPOSED ELEVATIONS PLOT 3	
Scale	AS INDICATED
DRG. No. 10087 -007	REV. B

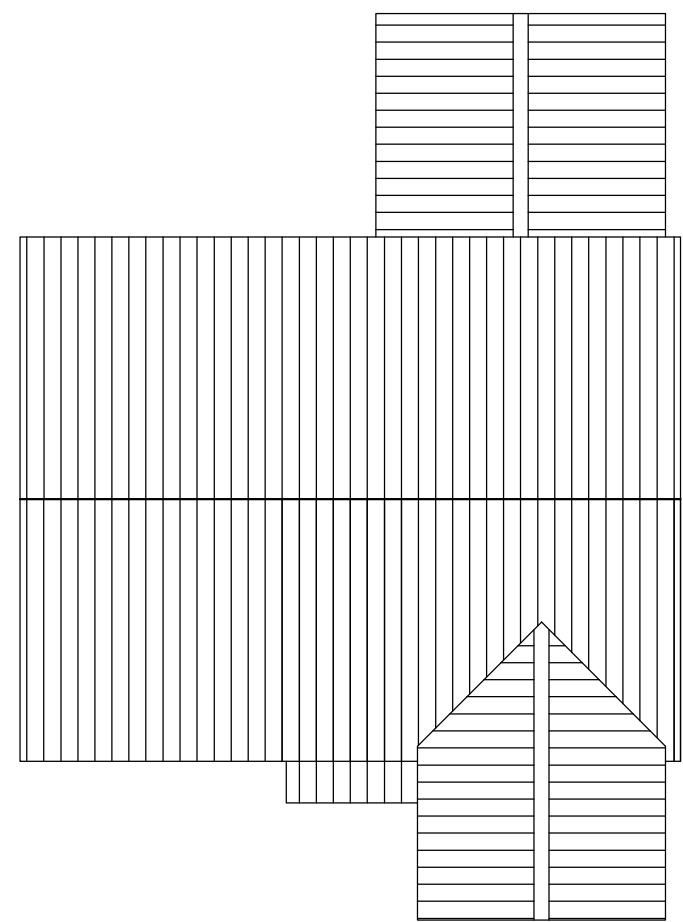
Proposed Site Plan 1:250



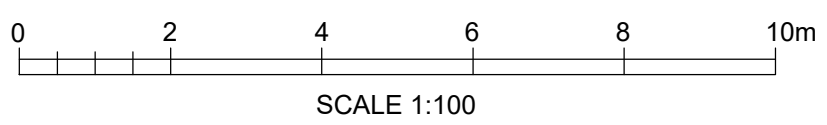
Ground Floor Plan



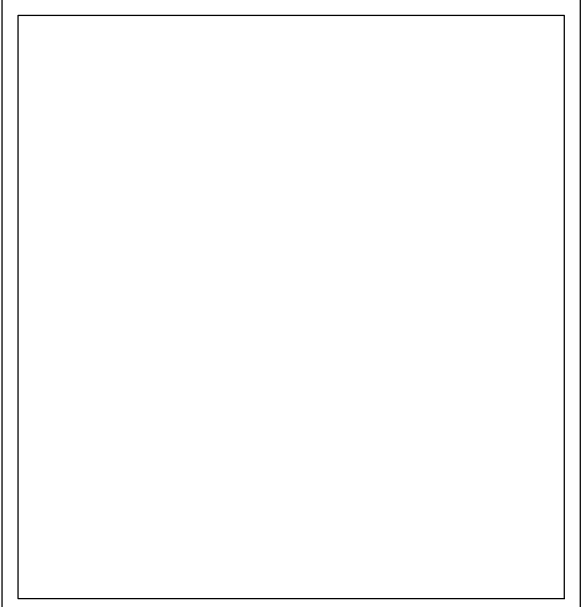
First Floor Plan



Second Floor Plan



Mark	Revision	Date: 09.11.2023
------	----------	---------------------



ON BEHALF OF
MR NIGEL M

Land SW of 317 Wisbech Rd
Westry, March

PROPOSED PLANS
PLOT 1

Scale 1:100@A3

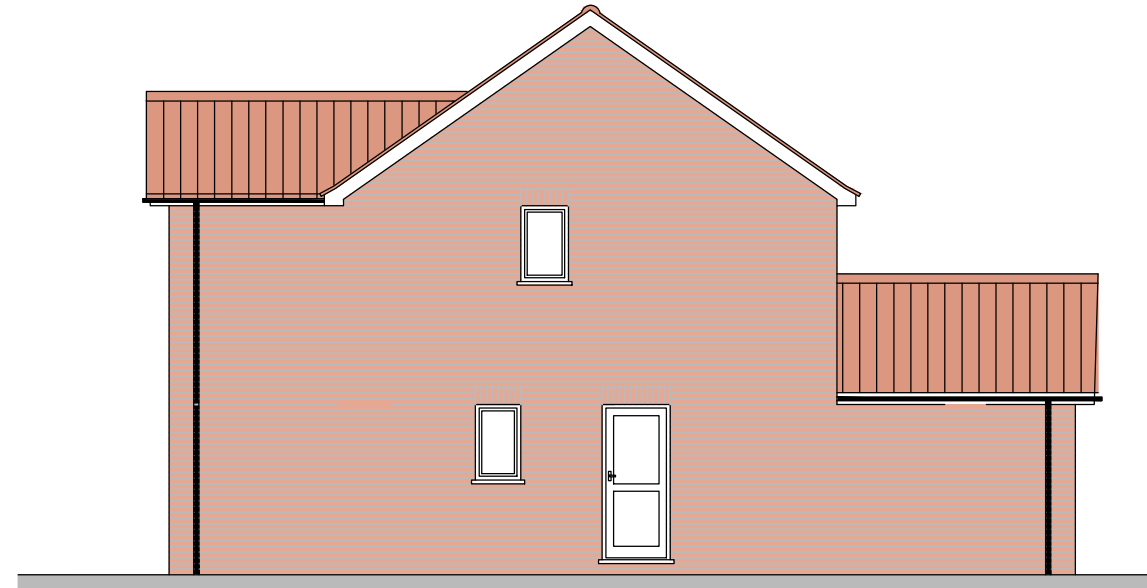
DRG. No. 10087 -001	REV. B
---------------------	-----------

MATERIALS:

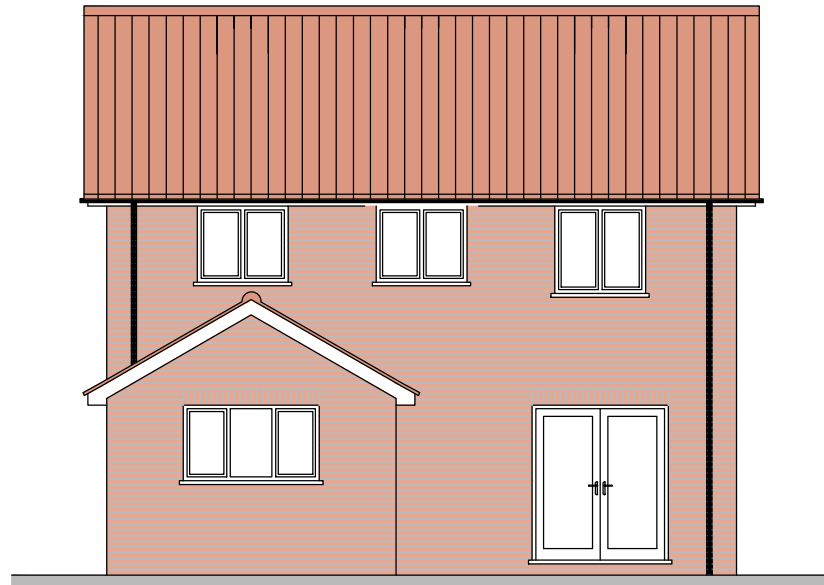
- Wienerberger Tuscan Red Multi facing brickwork
- Redland 49 Terracotta roof tile.
- White UPVC Doors, Windows and Fascias.
- Black UPVC gutters, downpipes and soil pipes.



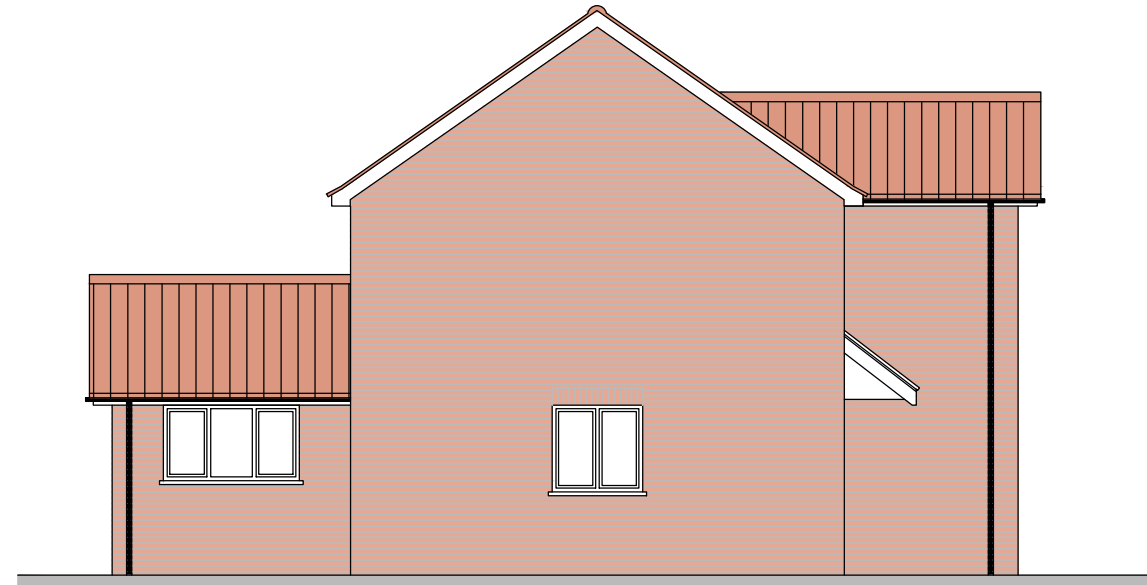
Front Elevation



Side Elevation

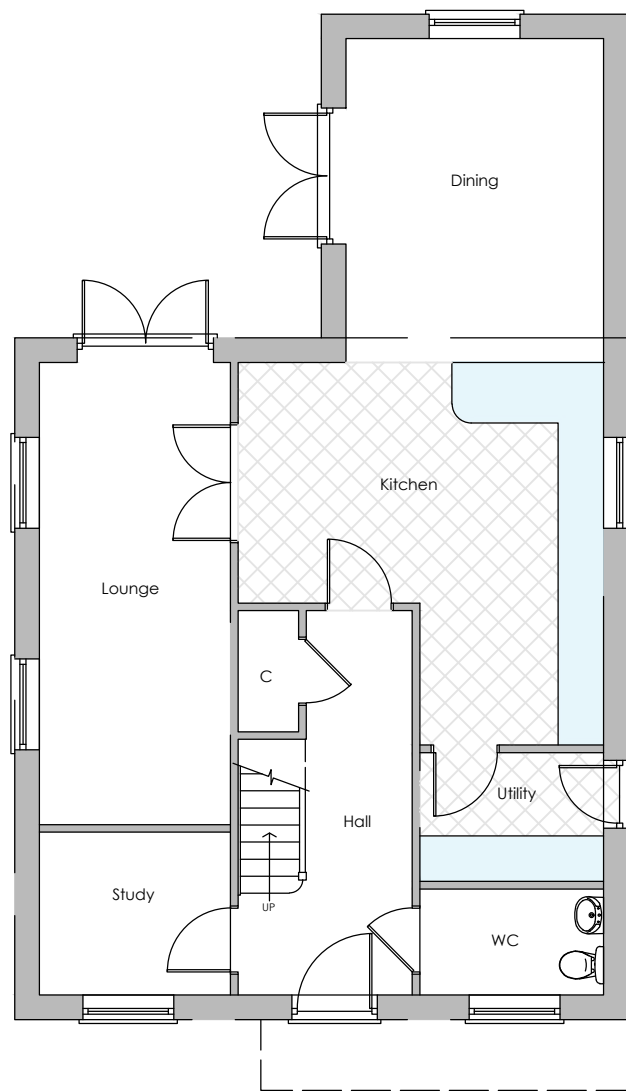


Rear Elevation

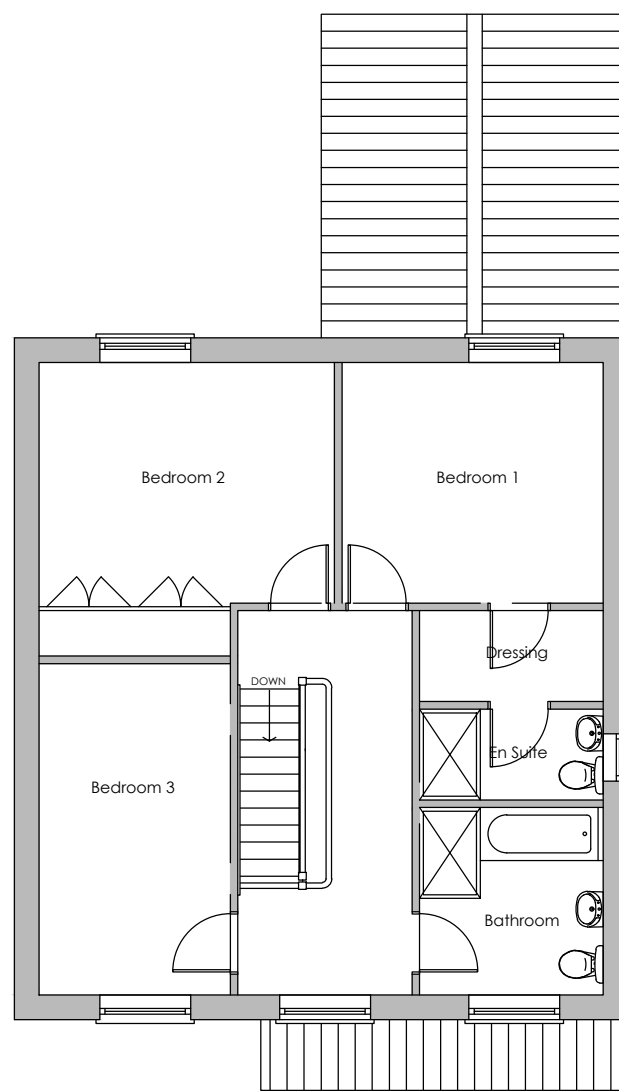


Side Elevation

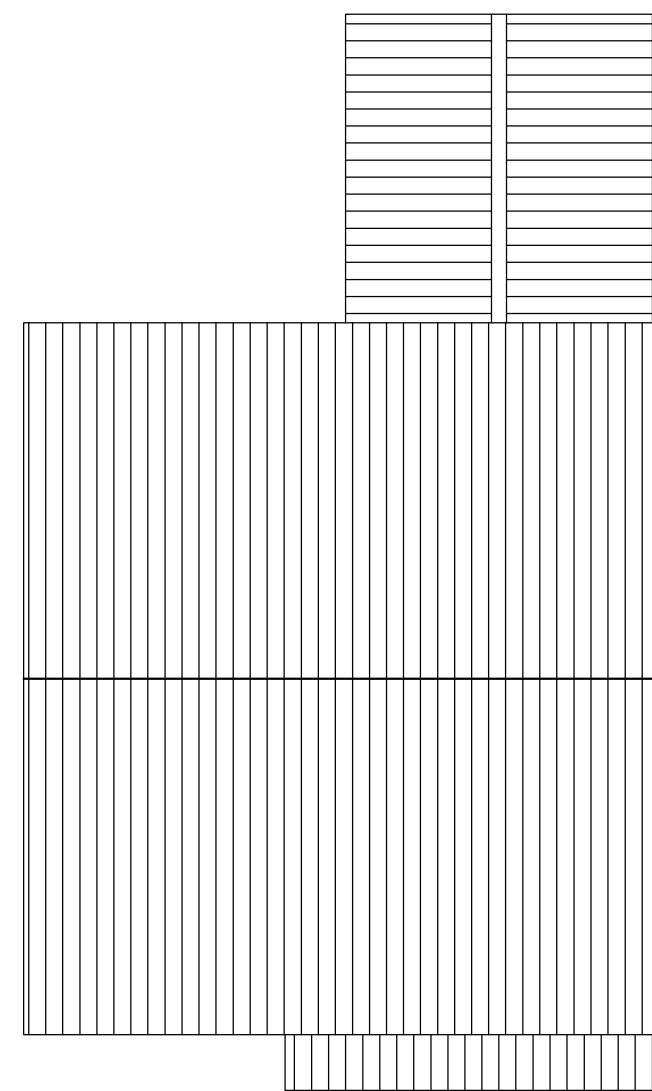
Mark	Revision	Date: 09.11.2023	ON BEHALF OF MR NIGEL M	PROPOSED ELEVATIONS PLOT 1	
			Land SW of 317 Wisbech Rd Westry, March	Scale 1:100@A3	REV. B
				DRG. No. 10087 -002	



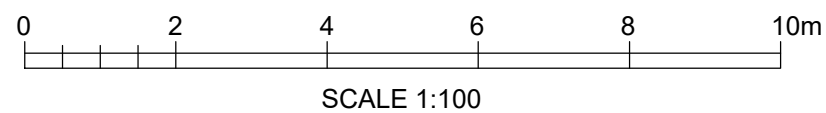
Ground Floor Plan



First Floor Plan



Roof Floor Plan



Mark	Revision	Date: 09.11.2023
------	----------	---------------------

--

ON BEHALF OF
MR NIGEL M

Land SW of 317 Wisbech Rd
Westry, March

PROPOSED PLANS
PLOT 2

Scale 1:100@A3

DRG. No. 10087 -003

REV.
B

- MATERIALS:
- Wienerberger Harvest Buff Multi facing brickwork
 - Redland 49 Slate Grey roof tile.
 - White UPVC Doors, Windows and Fascias.
 - Black UPVC gutters, downpipes and soil pipes.



Front Elevation



Side Elevation



Rear Elevation

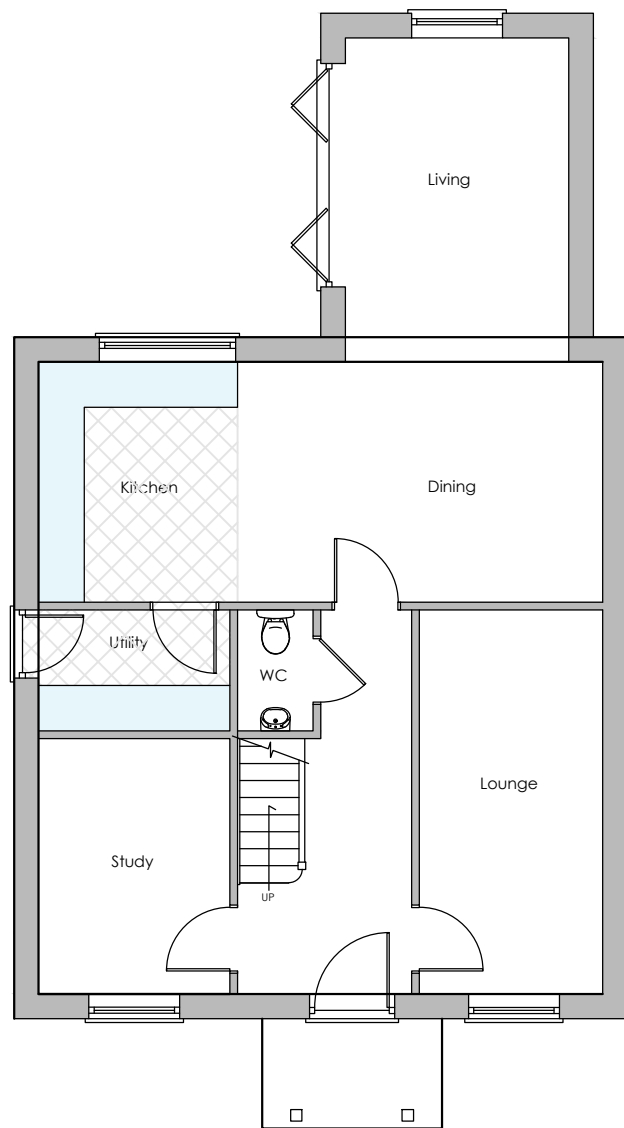


Side Elevation

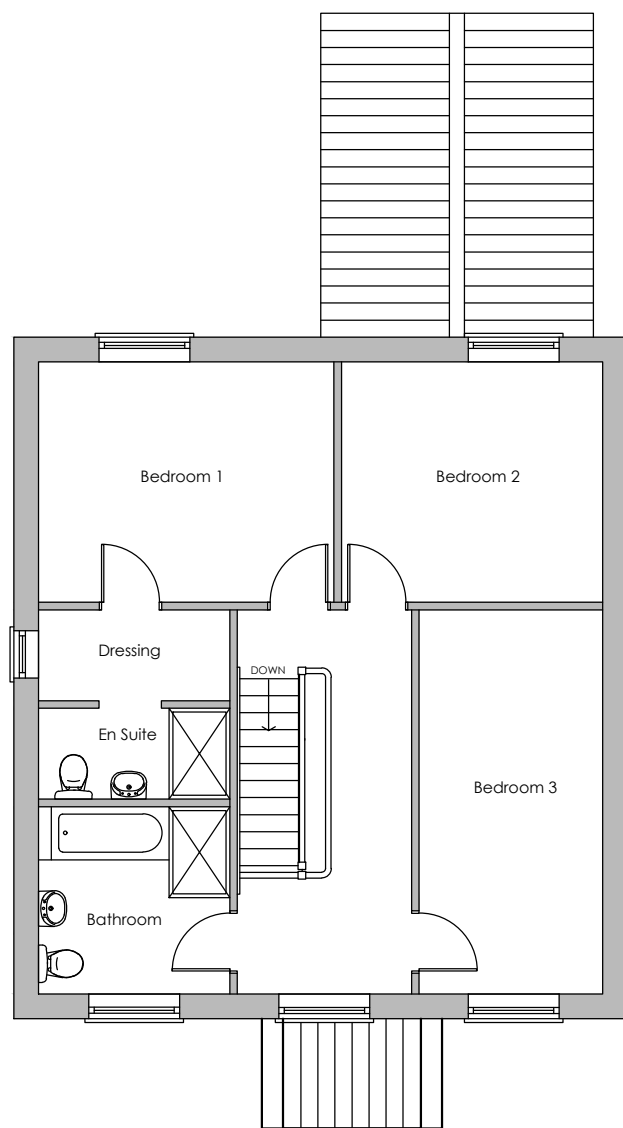


SCALE 1:100

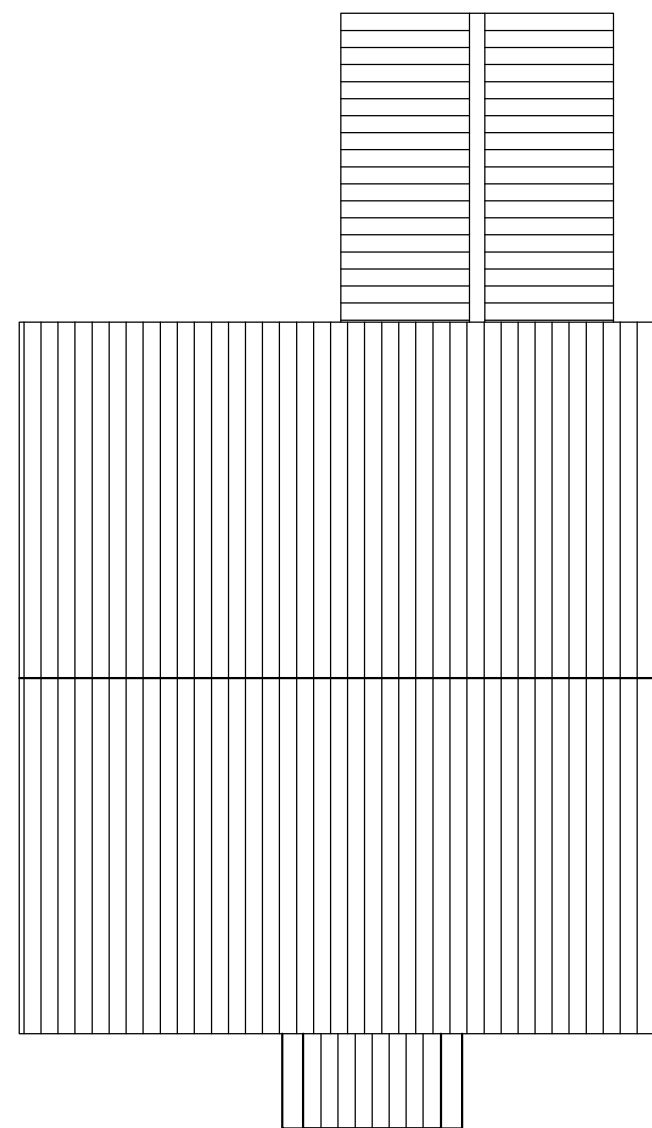
Mark	Revision	Date: 09.11.2023	ON BEHALF OF MR NIGEL M	PROPOSED ELEVATIONS PLOT 2
			Land SW of 317 Wisbech Rd Westry, March	Scale 1:100@A3
				DRG. No. 10087 -004
				REV. B



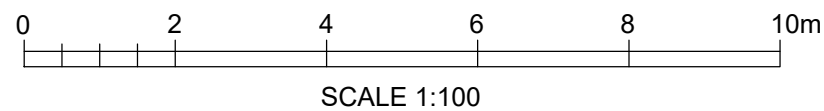
Ground Floor Plan



First Floor Plan



Roof Floor Plan

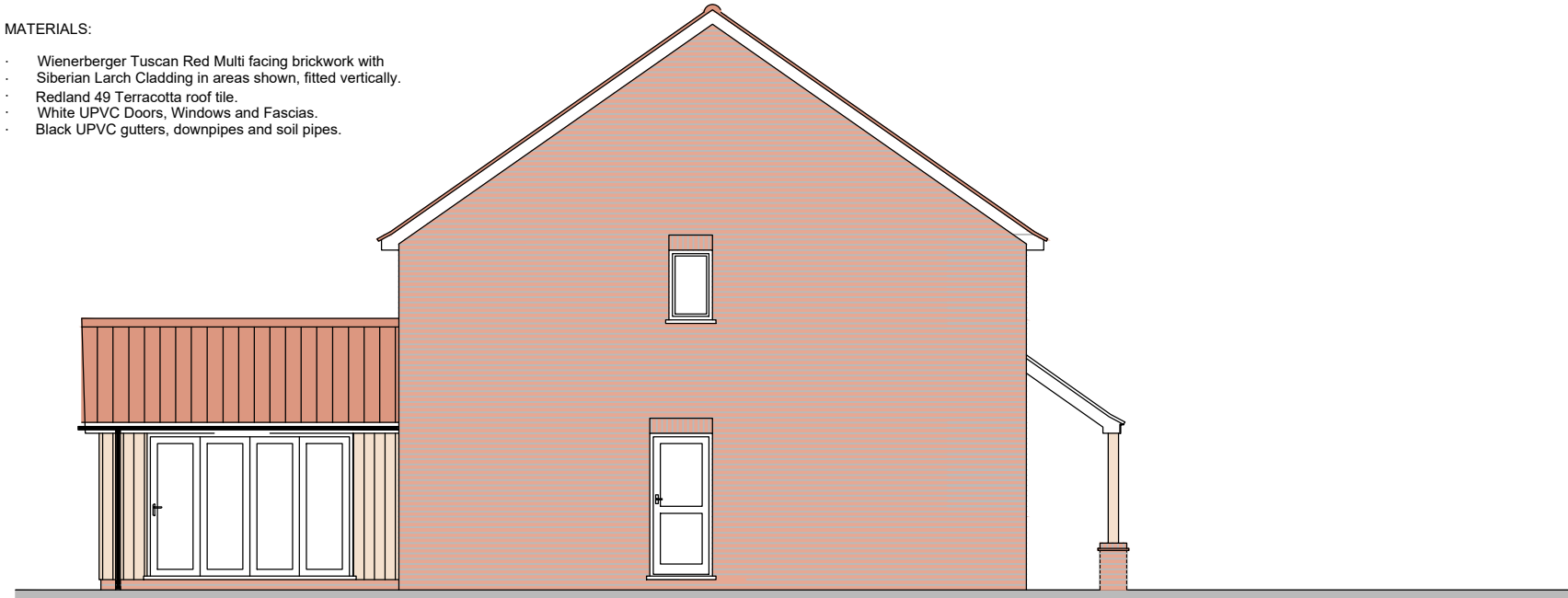


Mark	Revision	Date: 09.11.2023
ON BEHALF OF MR NIGEL M		
Land SW of 317 Wisbech Rd Westry, March		
PROPOSED PLANS PLOT 3		
Scale	1:100@A3	
DRG. No. 10087 -005	REV. B	

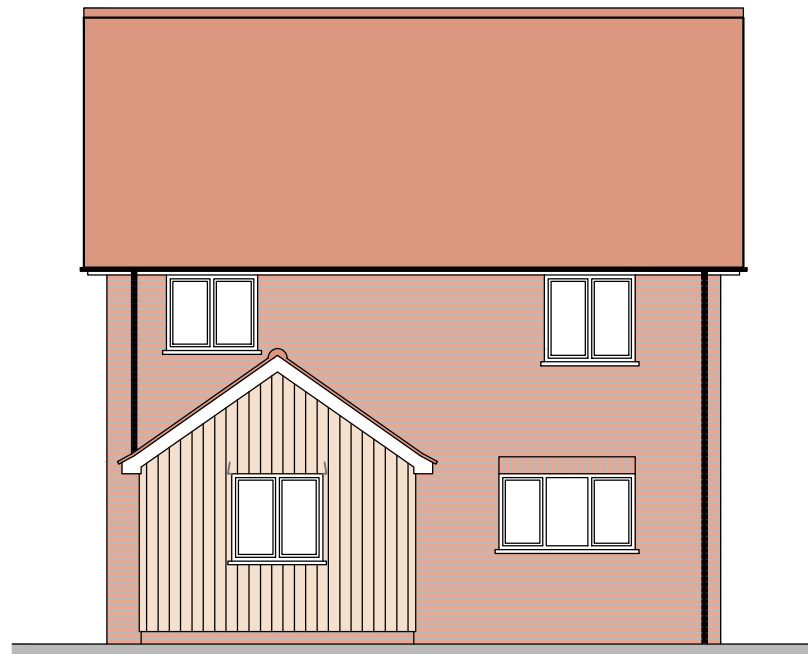
- MATERIALS:
- Wienerberger Tuscan Red Multi facing brickwork with
 - Siberian Larch Cladding in areas shown, fitted vertically.
 - Redland 49 Terracotta roof tile.
 - White UPVC Doors, Windows and Fascias.
 - Black UPVC gutters, downpipes and soil pipes.



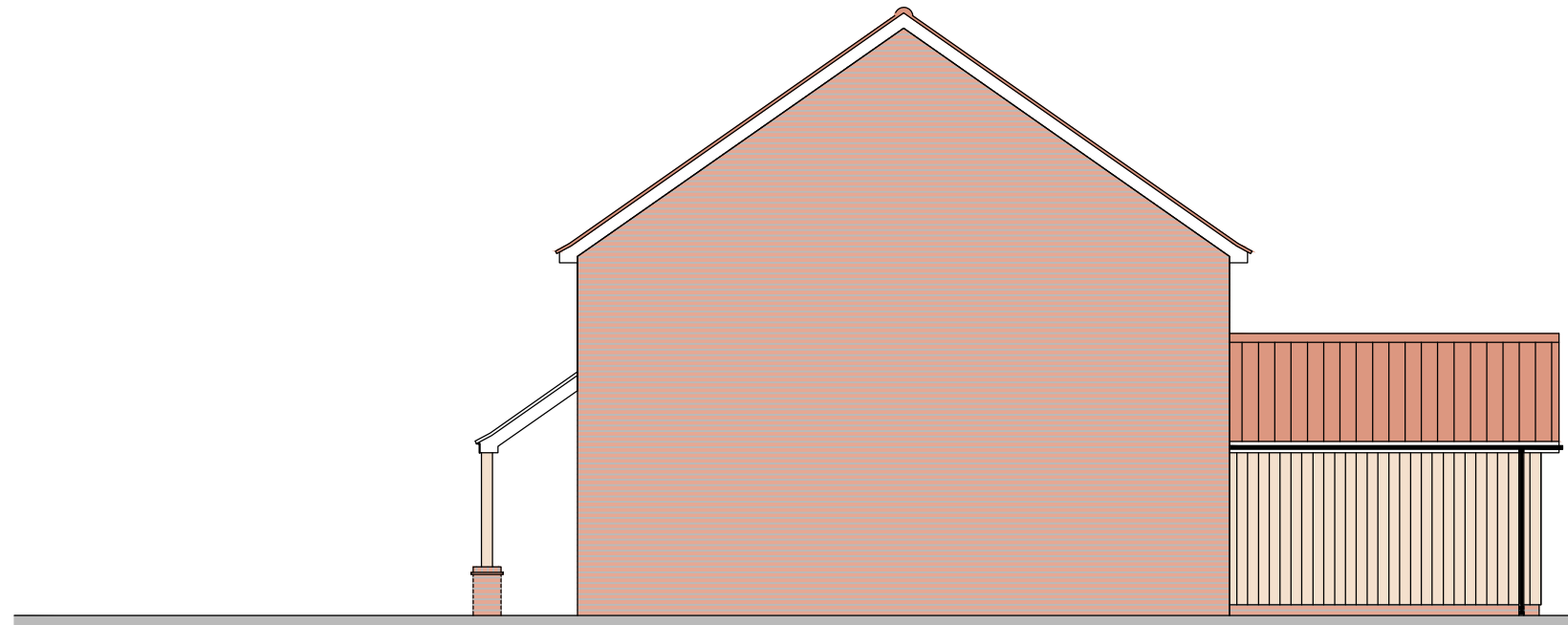
Front Elevation



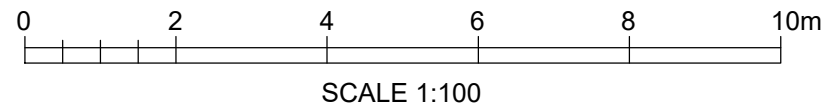
Side Elevation



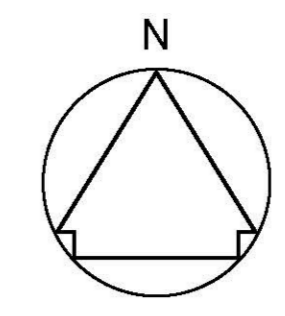
Rear Elevation



Side Elevation



Mark	Revision	Date: 09.11.2023	ON BEHALF OF MR NIGEL M	PROPOSED ELEVATIONS PLOT 3	
			Land SW of 317 Wisbech Rd Westry, March	Scale	1:100@A3
				DRG. No. 10087 -006	REV. B



EACH PLOT SERVED BY 9 PERSON KLARGESTER BIODISC SEWAGE TREATMENT PLANT - DISCHARGE FLOW RATE OF APPROX 1.8m³ PER DAY

DISCHARGE TO SURFACE WATER CRATE STORAGE SYSTEM

CRATES TO BE 'RAINSMART ELLIPSE' OR SIMILAR CAPABLE OF 250mm³ WATER STORAGE EACH.

PLOT 1 ROOF AREA REQUIRES 1.2m³ WATER STORAGE
 PLOT 2 ROOF AREA REQUIRES 1.4m³ WATER STORAGE
 PLOT 3 ROOF AREA REQUIRES 1.8m³ WATER STORAGE

SYSTEM TO BE DESIGNED TO STORE ALL WATER WITHIN SITE AND USE NO DISCHARGE TO MIDDLE LEVEL WATERCOURSE.

— — — — — SURFACE WATER
 — — — — — FOUL WATER

DRAWING REVISIONS		
A	JAN 2023	GENERAL AMENDMENTS
B	MARCH 2023	SCALE ADDED TO PLAN

INSPIRE
ARCHITECTURAL

WOODGATE HOUSE, HOLLYCROFT ROAD, EMMETH
 01945 351442 07920 796449
 inspirearchitectural@gmail.com

PROJECT
 Proposed Development
 Land SW of 317 Wisbech Rd
 Westry, March

DRAWING TITLE
 Proposed Drainage Layout

SCALE as stated at A1

DATE OCTOBER 2022

DRAWN STB

DRAWING NO
 270 - 06 B

Proposed Drainage Plan 1:250

PLANNING COMMITTEE



WEDNESDAY, 1 MAY 2024 - 1.00 PM

PRESENT: Councillor D Connor (Chairman), Councillor C Marks (Vice-Chairman), Councillor I Benney, Councillor Mrs J French, Councillor R Gerstner, Councillor P Hicks and Councillor S Imafidon.

Officers in attendance: Troy Healy (Interim Head of Planning), Gavin Taylor (Principal Development Officer), Stephen Turnbull (Legal Officer) and Jo Goodrum (Member Services & Governance Officer)

P125/23 PREVIOUS MINUTES

The minutes of the meetings of the 20 March and 3 April 2024 were confirmed and signed.

P126/23 F/YR23/0209/RM LAND SOUTH WEST OF 317 WISBECH ROAD, WESTRY RESERVED MATTERS APPLICATION RELATING TO DETAILED MATTERS OF ACCESS, APPEARANCE, LANDSCAPING, LAYOUT AND SCALE PURSUANT TO OUTLINE PERMISSION F/YR20/0905/O TO ERECT 3 X DWELLINGS (3 X 2- STOREY 3-BED)

Gavin Taylor presented the report to members and drew attention to the update report that had been circulated.

Members asked officers the following questions:

- Councillor Marks referred to condition five in the officer's report and expressed concern over how the discharge of water will be dealt with as over the last 2 to 3 months that area has suffered from major episodes of flooding causing issues for those residents living in the vicinity and also flooding onto the highway. He made the point that due to the episodes of flooding it necessitated in the removal of large volumes of water being taken away by tankers and asked officers what guarantees they could provide with regards to having a robust enough drainage plan for the site? Gavin Taylor explained that the proposal for the drainage strategy is to rely on the underground storage crates to the south of the dwellings to attenuate the surface water and then through percolation to discharge the water as the site does currently. He made the point that, under Building Regulations Part H, it would need to be demonstrated that the site is conducive to percolation. Gavin Taylor stated if the application reaches the Building Regulation stage and it transpires that the proposal is not conducive to the strategy in terms of surface water then the condition in the officer's report states that the development must accord with the proposed plans and, therefore, the applicant would need to bring a revised strategy back to the officers for consideration. He explained that, when considering foul drainage, the proposal is to discharge into existing foul sewers and the Internal Drainage Board have made a comment previously which states that it leads to their system and, therefore, there would need to be a consent built in there. Gavin Taylor added that, when considering the foul water, it would be down to Building Regulations to be satisfied whether the foul drainage aspect is achievable and if they are not satisfied then a revised strategy would need to be submitted. He explained that in regard to the latest Environment Agency map the site is shown to be in a low flood risk area from rivers and seas and also at a low flood risk area from surface water and there is no

technical evidence to demonstrate that this would lead to any sort of additional significant flooding, however, the applicant would need to satisfy Building Regulations of that drainage strategy but the proposal is not dissimilar to what has been agreed on other schemes so there would be nothing from a planning point of view to indicate that it could not be accepted at the current time. Councillor Marks stated that he still has concerns that the properties built over the last 2 to 3 years have also gone through the same process of submitting plans but there has still been flooding issues and he asked whether there is any process before the foundations are commenced where a proper robust drainage plan can be agreed and implemented? Gavin Taylor responded that the committee would need to agree that what is in the officer's report is not robust enough. He stated that officers are satisfied that the details submitted are adequate for a scheme of three dwellings as it is not a major scheme and there would not be the expectation for the Lead Local Flood Authority or Anglian Water to comment on as they only deal with major schemes. Gavin Taylor stated that if members are not satisfied that the submitted details are not robust enough to convince them that this is a satisfactory scheme then that would have to form part of their considerations when making their determination.

- Councillor Connor stated that he is not satisfied with the scheme, and it is well known that there have been issues with regards to flooding at that location and the application does not fill him with confidence. He stated that he is not confident that the percolation of the soil will work, and he is disappointed that the agent and applicant have chosen not to come before the committee to answer any queries and questions that the members may have. Councillor Connor added that he would like to see something far more substantial to be provided which would include where the connectivity to the main sewer was going to be. He made the point that the committee need to be mindful of what has happened over the last 3 to 4 months and the committee cannot subject other residents to the flooding episodes which have taken place in recent times.
- Councillor Imafidon asked officers to provide the distance from the site to the connection for the main sewer and for clarification that officers have advised the committee that the foul water will be discharged into the Internal Drainage Board (IDB) drainage system. Gavin Taylor referred the committee to the aerial photograph and pointed out that the buildings to the east of the red line site there is a foul sewer in that location and the run from that drain is looked after by the IDB, as they have indicated that in their comments to officers. He explained that the applicant would need to join that run under Part H of Building Regulations, but they would need to demonstrate how that would be achievable and what the flow rates would be, with the distance from the site to Martin Avenue being around ninety metres.
- Councillor Hicks stated that it is his understanding that the site needs to be connected through the yard area of FACT, the community transport organisation, and he questioned whether that is correct and if permission has been sought. Gavin Taylor explained that would be a private matter and not a material consideration. He added that the proposal is to connect to the foul and if successful it would be in accordance with the plans as proposed and if that is not achievable because of either agreement or otherwise then the development would not be able to accord with those plans as proposed. Councillor Hicks questioned whether his understanding is correct that if that permission is not granted then the planning permission cannot be obtained? Gavin Taylor explained that planning permission has already been granted through the outline application stage and it is the reserved matters part of the application process which is being determined by the committee today. He made the point that it is the details which are being agreed today, however, the development would need to accord with those details and if that transpires not to be achievable then the applicant would need to come back with a further application to amend those plans.
- Councillor Benney expressed the view that nobody appears to be content with the application before them today. He added that he is aware that Councillor Mrs French lives adjacent to the development site and he is aware of the issues that she has encountered over the last few months, and he cannot see how the application will not alleviate any of those concerns and, in his opinion, will add to those problems. He expressed the view that

he would like to see a condition in place with regards to where the water is going to run to as he has serious concerns.

- Councillor Gerstner asked whether officers are satisfied that the bin collection can be undertaken from the shared private driveway? Gavin Taylor responded that subject to the applicant obtaining the right agreement to place their bins at that location it is achievable in his view.
- Councillor Connor stated that the applicant would need to get permission from whoever owns Woodville Drive, however, the applicant could engage with a private contractor to enter at the rear of KFC in order to service a bin collection.

Members asked questions, made comments and received responses as follows:

- Councillor Benney stated that there is nothing that he likes with this application and the site is shoehorned in and he does not feel that the drainage strategy is at all suitable for what is there including the wastewater and sewerage. He stated that there is no access for the bin collection unless a private agreement is introduced where the waste can be collected from Woodville Drive and, in his view, there appears to be many assumptions with the application which makes it an incomplete application, making the point that it is disappointing that the applicant or agent are not present in order to answer the committees' questions. Councillor Benney expressed the view that he has serious concerns with regards to the drainage at the site and he witnessed first hand the flooding issues that Councillor Mrs French and her family encountered which was very distressing to see. He added that he does not feel that the application should be approved just because it means somebody can make a profit and the residents who live near to the site must also be considered. Councillor Benney added that the site will not alleviate the flooding problems which this area suffers from which resulted in neighbouring properties pumping the water out onto the highway and the Police being called. He expressed the view that the application is incomplete and does not satisfy him in various aspects of the proposal and he feels that it should not be approved.
- Councillor Gerstner stated that he agrees with the points made by Councillor Benney, and added that within the officer's report it does make reference to a revised drainage and pump and sewerage plan which was submitted. He expressed the view that he does agree with the other members of the committee that the application is very questionable and more detailed information needs to be supplied.
- Councillor Marks expressed the view that he also has major concerns over the proposal and whilst it appears that there is supplementary information concerning drainage it does not make it clear when that was undertaken. He stated that there have been episodes of flooding which have taken place since Christmas, and he made the point that the drainage information could have been compiled prior to the instances of flooding which took place. Councillor Marks made reference to the aerial photographs and expressed the view that they appear to be quite old as around the site there has been a lot more properties built which in turn has meant there is more land coverage of tarmacked drives, and he is concerned that all that is going to happen is to make further problems for the local residents. He added that he would like to see the application deferred in order that the developer can be attend committee to answer their concerns and questions.
- Councillor Benney stated that he would like to see drawings and drainage plans to demonstrate the connectivity in order that the committee have the confidence that the water and sewerage from the site can be dealt with properly and agreed that the application should be deferred in order for further information to be provided. He added that if permission cannot be sought to access over third-party land then the development will not take place anyway.
- Councillor Imafidon agreed and added that he would like to see the drainage plans before any decision can be made. He made the point that he has been advised that the soil in that area is mainly clay and, therefore, careful consideration has to be given before a decision is made.
- Councillor Benney stated that he is not happy to approve the application as he does feel that it is fit for purpose and asked officers to clarify that, if the application was deferred in

order to give the applicant a fair chance to come back with the necessary documentation concerning the drainage schemes and how the water and sewage is going to be dealt with, would that be something that officers could work with as without that information he cannot see how the committee can consider the application. Gavin Taylor stated that, in order to gain a better understanding of what drainage information is required in order to satisfy members, a request could be made to ask where the foul connection point is and how that would be made from the site to the nearest connection point. He added that when considering the surface water, a request could be made with regards to the demonstration of the ground conditions being suitable for soakaways as proposed percolation tests as he is not aware that there are any Planning Officers who are qualified to be able to understand in-depth drainage information. Gavin Taylor explained that the applicant could submit drainage information from a qualified hydrologist or drainage consultant who could confirm that the ground is suitable for the proposed drainage strategy.

- Councillor Marks stated that the committee need to see clarification for the discharge of foul water and whilst he appreciates that it is going through third party land, he would like to see some evidence that they have the permission to do so. The Legal Officer stated that the question can be asked of the developer, however, it is not a planning matter and advised the committee that it would not be prudent to do so. He added that if the applicant chooses to provide the information then that is their choice, but it is not relevant to the committee's determination of the application.
- Gavin Taylor asked the committee to clarify what further information is being requested with regards to the bin collection? Councillor Benney stated that he is not confident that there is access to empty the bins from Woodville Drive and he asked for a different scheme to be provided by using private collectors by accessing the properties from Gypsy Lane. He added that the applicant may also consider submitting an in-principle agreement that the landowners would allow the bin collection to take place from there.
- Councillor Connor added that he would also like a request added for more information with regards to the sewer connection at the first available point.

Proposed by Councillor Benney, seconded by Councillor Marks and agreed that the application be DEFERRED, solely on the grounds of drainage, foul water, percolation and sewage details together with the bin collection arrangements.

Members do not support the officer's recommendation of approval as they require further detailed information concerning the drainage and surface water sewage arrangements as well as details concerning the bin collection for the site before they are in a position to consider the application further.

(Councillor Mrs French declared that she lives in close proximity to the application site and took no part in the discussion or voting on this item)

This page is intentionally left blank

F/YR24/0772/O

**Applicant: Executors Of Estate Of GE
Salter**

**Agent : Mrs Shanna Jackson
Swann Edwards Architecture Limited**

Land South Of 4 - 16, Back Road, Gorefield, Cambridgeshire

Erect up to 9 x dwellings (outline application with all matters reserved)

Officer recommendation: Refuse

**Reason for Committee: Number of representations contrary to Officer
recommendation**

Government Planning Guarantee

Statutory Target Date For Determination: 21 November 2024

EOT in Place: Yes/No

EOT Expiry: 18 December 2024

Application Fee: £9360

Risk Statement:

**This application must be determined by 18.12.2024 otherwise it will be out of time
and therefore negatively affect the performance figures.**

1 EXECUTIVE SUMMARY

- 1.1 The application seeks outline planning permission with all matters reserved for the erection of up to 9no. dwellings on land South of Back Road in Gorefield.
- 1.2 It is not considered that the application site constitutes infill development by virtue of its backland, tandem nature, and the proposal is therefore considered to be unacceptable in principle having regard to Policy LP3 of the Fenland Local Plan.
- 1.3 Further, it is not considered that the proposal represents an efficient use of land by virtue of its very low density of approximately 7 dwellings per hectare, which is significantly lower than the density of development generally seen in the surrounding area. The indicative layout also identifies a form of development that is contrary to the prevailing character of development in the area. The proposal is therefore considered contrary to Paragraphs 128 and 129 of the NPPF and Policy LP16 of the Local Plan.
- 1.4 The application site is located in Flood Zone 3 and fails to meet the sequential test. It is considered that there are other areas of lower flood risk in the District that could accommodate residential development in a safer manner. As such, the proposal is considered to be contrary to Policy LP14 of the Fenland Local Plan and Chapter 14 of the NPPF in this regard.
- 1.5 The development is considered to be unacceptable for the reasons listed above

and is accordingly recommended for refusal.

2 SITE DESCRIPTION

- 2.1 The application site is located on Land South of 4 – 16 Back Road, Gorefield. The site is currently characterised as an undeveloped greenfield site.
- 2.2 The site is adjoined by residential development to the west and north with a small portion of the eastern boundary of the site adjoined by residential development. The remainder of the site is adjoined by undeveloped greenfield land.
- 2.3 The site is to be accessed via an opening between two residential properties on Back Road, but there is no existing formal access onto the site.
- 2.4 The site measures approximately 1.4 hectares.
- 2.5 The application site is located in Flood Zone 3 and has an area of Low Surface Water Flood Risk in the centre of the site.

3 PROPOSAL

- 3.1 The application seeks outline planning permission with all matters reserved for the erection of up to 9 dwellings.
- 3.2 The indicative site plan submitted with the application indicates a cul-de-sac style development, and the creation of a new footpath extending east along Back Road from the access point onto the site.
- 3.3 Full plans and associated documents for this application can be found at:
<https://www.publicaccess.fenland.gov.uk/publicaccess/>

4 SITE PLANNING HISTORY

- 4.1 There is no site history that is relevant to the determination of the application.

5 CONSULTATIONS

5.1 FDC Estates

No objection

5.2 Environmental Health

No objection subject to conditions

5.3 Cambridgeshire Council Council Archaeology

No objection subject to conditions

5.4 North Level District Internal Drainage Board

The Board has no objections in principle to the above planning application.

It is noted that the site is bordered by riparian watercourses, which after development will become the property owners responsibility.

5.5 FDC Engineering

Whilst the Engineering Team have no objections to this application, I would like to raise that in order to create the proposed development entrance road, one of the streetlights owned by Gorefield Parish Council would need to be relocated or removed and substituted by a new development access road lighting scheme.

The Engineering Team manage the streetlights and the associated lighting inventory for Gorefield Parish Council and therefore would request to be consulted should the application be approved.

The asset removal shall need to be undertaken either by FDC's streetlight contractor or a contractor approved to work on Gorefield Parish Councils assets.

5.6 Cambridgeshire County Council Highways

No objection subject to conditions

5.7 Natural England

No objection

5.8 Gorefield Parish Council

Access on to a very narrow road with no pavements

Development in Flood Zone 3

Letters of support are copies of 2 letters repeated and should be considered as such

5.9 Local Residents/Interested Parties

Objectors

1 letter of objection was received from a resident of Gorefield (Cattle Dyke), raising the following points:

- Already a number of houses being built in the village
- The site is located behind existing houses
- Access is on a narrow road with no pavement
- The site is in flood zone 3

Supporters

A total of 10 letters of support were received from residents of Gorefield (Churchill Road x 2, Oxfield Drive and High Road) and Leverington, raising the following points:

- Will contribute towards a housing need
- New residents will support amenities in the village

- The site would constitute infill development as there is housing on both sides of the site.

6 STATUTORY DUTY

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

7 POLICY FRAMEWORK

National Planning Policy Framework (NPPF)

Chapter 2 - Achieving sustainable development

Chapter 4 – Decision-making

Chapter 5 – Delivering a sufficient supply of homes

Chapter 9 – Promoting sustainable transport

Chapter 11 – Making effective use of land

Chapter 12 – Achieving well-designed and beautiful places

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

Chapter 15 – Conserving and enhancing the natural environment

National Planning Practice Guidance (NPPG)

Determining a Planning Application

National Design Guide 2021

Context

Identity

Built Form

Nature

Homes and Buildings

Fenland Local Plan 2014

LP1 – A Presumption in Favour of Sustainable Development

LP2 – Facilitating Health and Wellbeing of Fenland Residents

LP3 – Spatial Strategy, the Settlement Hierarchy and the Countryside

LP4 – Housing

LP5 – Meeting Housing Need

LP12 – Rural Areas Development Policy

LP14 – Responding to Climate Change and Managing the Risk of Flooding in Fenland

LP15 – Facilitating the Creation of a More Sustainable Transport Network in Fenland

LP16 – Delivering and Protecting High Quality Environments across the District

LP19 – The Natural Environment

Delivering and Protecting High Quality Environments in Fenland SPD 2014

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

Cambridgeshire Flood and Water SPD 2016

Emerging Local Plan

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

- LP1: Settlement Hierarchy
- LP2: Spatial Strategy for the Location of Residential Development
- LP7: Design
- LP8: Amenity Provision
- LP12: Meeting Housing Needs
- LP20: Accessibility and Transport
- LP22: Parking Provision
- LP24: Natural Environment
- LP25: Biodiversity Net Gain
- LP28: Landscape
- LP32: Flood and Water Management

8 KEY ISSUES

- **Principle of Development**
- **Design and Appearance**
- **Impact on amenities**
- **Flood Risk and Drainage**
- **Parking provision and highway safety**
- **Biodiversity Net Gain (BNG)**

9 ASSESSMENT

Principle of Development

- 9.1 The proposal seeks outline planning permission with all matters reserved for the erection of up to 9no. dwellings. The site is located adjacent to the built form of the settlement of Gorefield, which is identified as a Small Village in Policy LP3 of the Fenland Local Plan.
- 9.2 Policy LP3 states that development in these villages will be of a limited nature and normally limited to residential infilling or small business opportunities.
- 9.3 In this instance, the application site is situated to the rear of frontage residential development along Back Road and Cattle Dyke. Whilst the indicatively identified access point passes between two existing properties, the developable area of the site constitutes a backland site forming an extension to the settlement. On this basis, the development is not considered to constitute infill development and is therefore considered to be contrary to Policy LP3 of the Fenland Local Plan (2014).
- 9.4 Regard must be given to the development approved to the east of the application site under reference number F/YR21/1031/F, which is currently being built out, and which was not of a small-scale infill nature. However, this was for the redevelopment of a site previously used for B8 (storage and distribution) purposes,

and weight was accordingly given to the re-development of this site when granting that application as per the NPPF. As such it is not considered that this development sets any precedent in principle terms for the consideration of the current site.

Design and Appearance

- 9.5 As the application is submitted in outline form with all matters reserved, no detailed plans have been submitted alongside the application. However, an indicative site layout plan has been submitted showing a cul-de-sac style development.
- 9.6 As previously highlighted, the site is located to the rear of two existing linear patterns of development along Back Road and Dyke Road, therefore constituting tandem, backland development, contrary to the prevailing character of development in the immediate vicinity and which would be clearly visible behind those frontage properties.
- 9.7 Again, the site to the east must be considered in this context. It is considered that there is a different circumstance with the current application given that substantial commercial buildings already had a visual impact in that other case which does not occur here.
- 9.8 Consideration should also be given to Paragraphs 128 and 129 of the NPPF (2023), which seeks to ensure that developments make efficient use of land.
- 9.9 The application site measures 1.4 hectares in size, and the proposal is for up to 9no. dwellings. Therefore, the development equates to a density of just under 7 dwellings per hectares.
- 9.10 It is considered that a density of 7dph is significantly below an acceptable density of development when considering the prevailing density in the surrounding area. Using the development approved under reference 21/1031 as an example, this sought the erection of 38 dwellings on a 2.4-hectare site. This equates to a density of approximately 17dph, which is considered to be an appropriate density in a location such as this.
- 9.11 On the basis of the above, it is not considered that the proposal represents an efficient use of land and is therefore contrary to Policy LP16 of the Fenland Local Plan (2014) and Paragraphs 128 & 129 of the NPPF (2023).

Impact on amenities

- 9.12 It is not possible to fully assess the amenity impact of the development due to the application being outline in nature. However, due to the low density of development, it is considered that a Reserved Matters application could suitably accommodate the development whilst retaining appropriate separation distances between plots and existing dwellings and providing suitable plot sizes to provide adequate private amenity space provision.
- 9.13 Notwithstanding this, the indicative layout identifies an access point passing between The Strines and Number 10 Back Road. The access road is approximately 10m in width and does not appear to currently serve any existing vehicular movements.
- 9.14 It is considered that the creation of a vehicular access to serve 9no. properties in this location would result in an increase in traffic movements in close proximity to the residential dwellings on either side of the access. Whilst the increase in traffic

movements could result in some noise disturbance to the dwellings adjacent to the access, it is not considered that this would result in an unacceptable impact on the amenities of these properties.

- 9.15 It is overall considered that the proposal can adequately provide for the amenities of the proposed dwellings and can preserve the amenities of the existing dwellings adjacent to the site. Therefore, the proposal is considered to comply with Policy LP16 of the Fenland Local Plan in this regard.

Flood Risk and Drainage

- 9.16 The application site is located primarily within flood zone 3, with a small area falling within flood zone 2. There are two small areas of low surface water flood risk on the site, with the majority of the site at very low risk.

- 9.17 Policy LP14 of the Fenland Local Plan and Chapter 14 of the NPPF seeks to direct development away from areas at high risk of flooding, unless the sequential and exception test can be met.

- 9.18 The submitted sequential test focuses the area of search on the settlement of Gorefield and concludes that there are no other reasonably available sites which could accommodate the development. As set out in the 'Principle' section above the Local Plan settlement hierarchy identifies Gorefield as a Small Village where limited infill proposals should only normally be considered. The Council's adopted approach to the Sequential Test states the area of search will be "determined by considering the proposal's objectives, linked to the spatial policies of the Local Plan. For proposals that demonstrate a clear objective to sustain particular settlements or the countryside, the area of search will be:

A) Developments in the countryside – The whole of the rural area

B) Developments in towns & villages – The town/villages that the proposal would sustain".

- 9.19 As the application proposes a scale of development over and above that which has been identified as being required to sustain the settlement and which must therefore be linked to wider strategic housing delivery it is considered that the area of search must be wider than just Gorefield in this instance. Accordingly, the sequential test is deemed to be failed.

- 9.20 With the sequential test having been failed it would ordinarily not be necessary to consider the exception test. However, for the sake of completeness, this is considered below.

- 9.21 In order to pass the exception test, it should be demonstrated that:

a) The development would provide wider sustainability benefits to the community that outweigh the flood risk; and

b) The development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.

- 9.22 The application references renewable energy measures over and above those secured under the Building Regulations and may be deemed to meet this element of the exception test.

- 9.23 The submitted flood risk assessment sets out a number of mitigation measures designed to increase the flood resilience of the development. However, the outline nature of the application means that no detailed drainage scheme has been submitted to demonstrate that flood risk would not be increased elsewhere, or that overall flood risk would be reduced by the development. Notwithstanding this, and that no comments have been received from the Environment Agency, it is considered that a drainage strategy could be reasonably conditioned and therefore this element of the exception test could be met.
- 9.24 Overall, however, on the basis of the site's location primarily in Flood Zone 3 and considering that the sequential test is not met, it is not considered that the development is in a suitable location in flood risk terms, and therefore the application is considered contrary to Policy LP14 of the Fenland Local Plan (2014) and Chapter 14 of the NPPF (2023).

Parking Provision and Highway Safety

- 9.25 The application is submitted in outline form. As such, there are no detailed plans and no definitive requirements in terms of parking provision for the site. However, due to the low density of development as identified on the indicative site plan, it is considered that it will be possible for adequate parking provision to be included in the scheme at Reserved Matters stage.
- 9.26 The Highway Authority have considered the proposal and have raised no objection to the scheme in terms of the principle of creating an access off Back Road and providing a footpath link from the access to the site extending east.
- 9.27 It is considered that a Reserved Matters application would be capable of providing a suitable detailed scheme in terms of highway safety and parking provision in accordance with Policy LP15 of the Fenland Local Plan (2014) and paragraphs 114 and 115 of the NPPF.

Biodiversity Impact

- 9.28 The application is supported by a Preliminary Ecological Appraisal prepared by Glaven Ecology. This concludes that any impacts upon protected species are unlikely to be significant and could be mitigated through condition which does not seem unreasonable.. While no comments have been received from the Council's Ecologist it is not considered, given the various 'in-principle' issues identified above to delay the determination of this application.
- 9.29 As such Policy 19 of the Fenland Local Plan is considered to be complied with.

Biodiversity Net Gain (BNG)

- 9.30 The Environment Act 2021 requires development proposals to deliver a net gain in biodiversity following a mitigation hierarchy which is focused on avoiding ecological harm over minimising, rectifying, reducing and then off-setting. This approach accords with Local Plan policies LP16 and LP19 which outlines a primary objective for biodiversity to be conserved or enhanced and provides for the protection of Protected Species, Priority Species and Priority Habitat.
- 9.31 In this instance a Biodiversity Gain Condition is required to be approved before development is begun.

9.32 It is considered that the low density of development proposed would allow for areas on the site to be dedicated to providing biodiversity net gains as part of a detailed scheme for the development of the site.

10 CONCLUSIONS

10.1 The application seeks outline planning permission with all matters reserved for the erection of up to 9no. dwellings on land South of Back Road in Gorefield.

10.2 It is considered that the application site does not constitute infill development by virtue of its backland and tandem nature, and the proposal is therefore considered to be unacceptable in principle having regard to Policy LP3 of the Fenland Local Plan.

10.3 Further, it is considered that the proposal does not represent an efficient use of land by virtue of its very low density of approximately 7 dwellings per hectare, which is significantly lower than the density of development generally seen in the surrounding area. The proposal is therefore considered contrary to Paragraphs 128 and 129 of the NPPF.

10.4 The application site is located in Flood Zone 3 and fails to meet the sequential test. It is considered that there are other areas of lower flood risk in the District that could more appropriately accommodate residential development. As such, the proposal is considered to be contrary to Policy LP14 of the Fenland Local Plan and Chapter 14 of the NPPF in this regard.

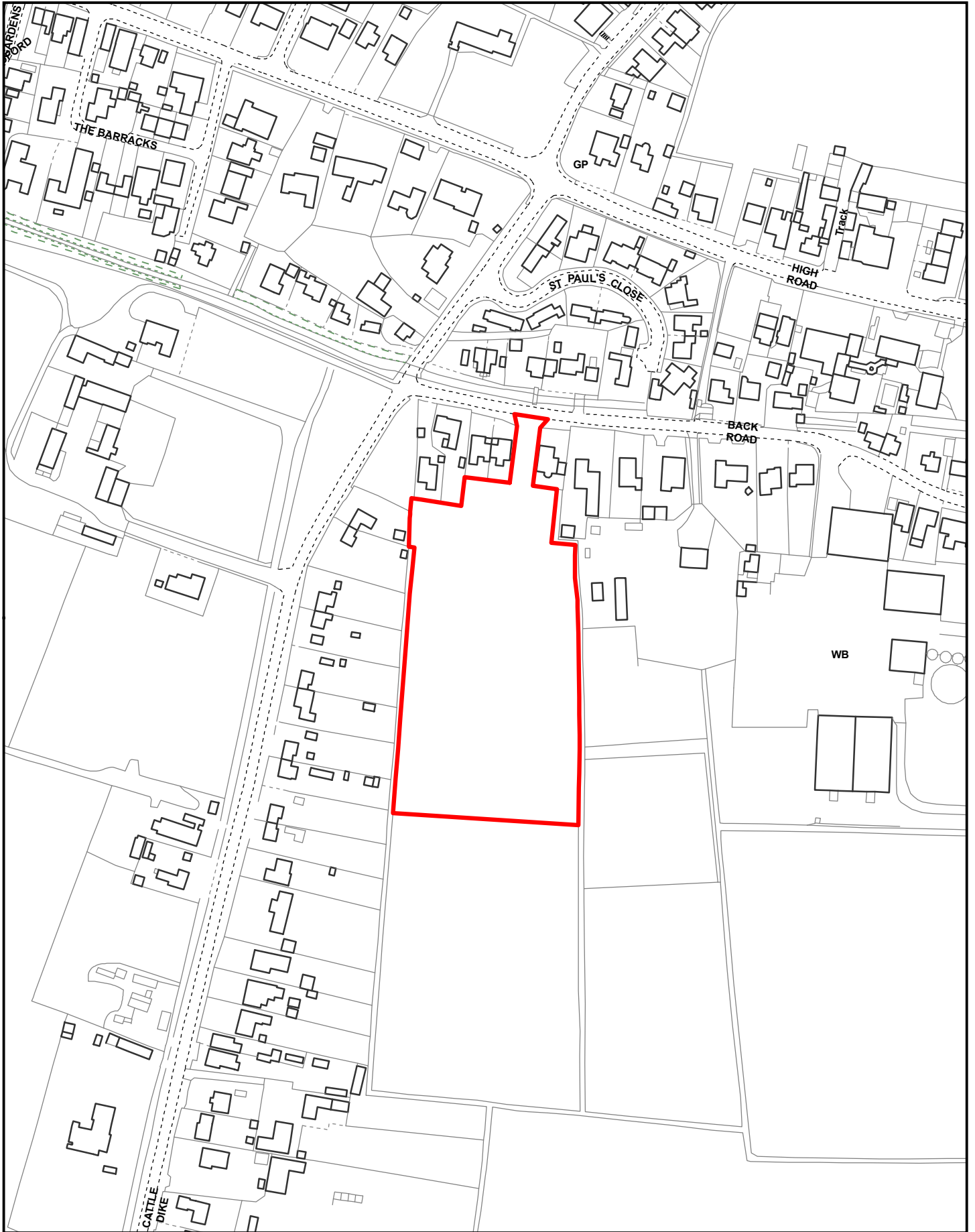
10.5 The development is considered to be unacceptable for the reasons listed above and is accordingly recommended for refusal.

11 RECOMMENDATION

Refuse; for the following reasons:

1.	The application site located in the settlement of Gorefield, where development is required to be infill in nature by Policy LP3. The site is not considered to constitute infill development by virtue of its backland nature. As such, the proposal is considered to be unacceptable in principle having regard to Policy LP3 of the Fenland Local Plan (2014).
2.	The application proposes a development with a density of approximately 7 dwellings per hectare. It is considered that this density is significantly lower than that which is seen in the surrounding area. It is not considered that the proposal constitutes an efficient use of land and is therefore contrary to Paragraphs 128 & 129 of the NPPF (2023).
3.	By virtue of the back land nature of the site immediately to the rear of two forms of frontage development the application would clearly result in a tandem form of development at odds with the prevailing pattern of the area. Subsequently, the development would result in a detrimental impact to the character and appearance of the area contrary to Policy LP16 of the Fenland Local Plan (2014) and Paragraph 139 of the NPPF (2023).
4.	The application site is located within Flood Zone 3 and fails to meet the sequential or exception test. It is considered that the proposal is at an unacceptable risk of flooding that would fail to be suitably mitigated

	against. The proposal is therefore considered to be contrary to Policy LP14 of the Fenland Local Plan (2014) and Chapter 14 of the NPPF (2023).
--	---



Created on: 01/10/2024

© Crown Copyright and database
rights 2023 Ordnance Survey 10023778

F/YR24/0772/O

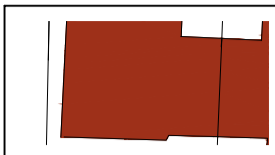
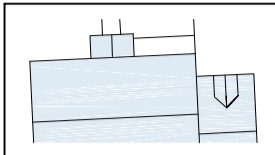
Scale = 1:2,500



General Notes

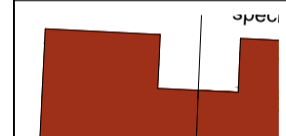
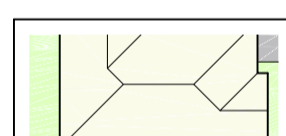
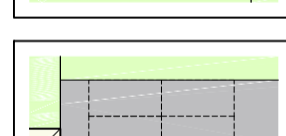

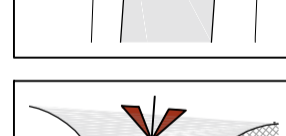
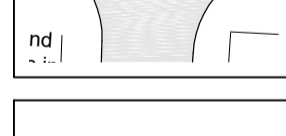
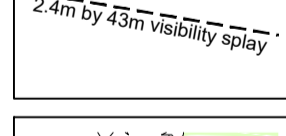
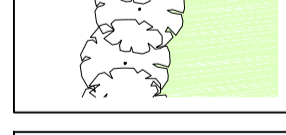
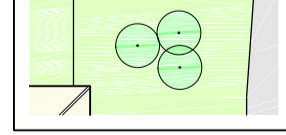
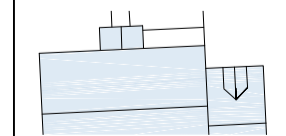
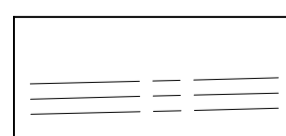
1. All dimensions are shown in 'mm' unless otherwise stated.
2. The contractor, sub-contractors and suppliers must verify all dimensions on site prior to the commencement of any work.
3. This drawing is to be read in conjunction with all relevant engineers and specialist sub-contractors drawings and specifications.
4. Any discrepancies are to be brought to the designers attention.

LOCATION PLAN KEY

-  Indicates buildings taken from OS map
-  Indicates proposed dwellings permitted under application FYR21/1031/F - Erect 38 No. dwellings - Extent Approved



SITE PLAN KEY

-  Indicates buildings un-surveyed (from ordinance survey location plan)
-  Indicates proposed single storey dwellings
-  Indicates proposed parking spaces
-  Indicates adoptable standard shared access road in accordance with Cambridgeshire County Council specification
-  Indicates site access points
-  Indicates 2.4m x 43m vision splay
-  Indicates existing trees and hedges
-  Indicates proposed trees (to be determined at a later date via reserved matters application)
-  Indicates proposed dwellings permitted under application FYR21/1031/F - Erect 38 No. dwellings - Extent Approved
-  Indicates electric overhead powerlines
-  Indicates proposed 2.0m wide footpath



Status
FOR APPROVAL

SWANN EDWARDS
ARCHITECTURE

Swann Edwards Architecture Limited, Swann Edwards Architecture, Black Barn, Fen Road, Guyhirn, Wisbech, Cambs. PE13 4AA
t 01945 450694 e info@swannedwards.co.uk w www.swannedwards.co.uk

Job Title Proposed Residential Development Land off Back Road, Gorefield For: G E Salter Estates	Date Feb 2024	Drawn by CW
Drawing Title Planning Drawing Indicative Site and Location Plans	Job No. SE-2055	Checked by GE
	Dwg No. PP1000	Sheet Size A1
		Revision B



Created on: 01/10/2024

© Crown Copyright and database
rights 2023 Ordnance Survey 10023778

F/YR24/0772/O

Scale = 1:1,250



This page is intentionally left blank

F/YR24/0684/F

**Applicant: Mr W Savage
Savage Developments Ltd**

**Agent : Mr R Papworth
Morton & Hall Consulting Ltd**

Land North of Hill View, Eastwood End, Wimblington, Cambridgeshire

Erect 8 x dwellings (single-storey 2-bed) and a 1.2m high boundary post and rail fence, and the formation of a new access and a 2.5m high bund

Officer recommendation: Grant

Reason for Committee: Parish Council comments contrary to Officer recommendation

Government Planning Guarantee

Statutory Target Date For Determination: 17 October 2024

EOT in Place: Yes

EOT Expiry: 18.12.2024

Application Fee: £4624

Risk Statement:

This application must be determined by 18.12.2024 otherwise it will be out of time and therefore negatively affect the performance figures.

1 EXECUTIVE SUMMARY

- 1.1 The proposal seeks full planning permission for the erection of 8no. dwellings, the creation of a new vehicular access, the erection of a 1.2m post and rail fence, and the creation of a 2.5m bund.
- 1.2 The principle of development is established by virtue of the Permission in Principle granted on site for up to 9no. dwellings under reference F/YR22/0884/PIP and is therefore considered to be acceptable.
- 1.3 The proposed house types, materials and site layout are considered to be acceptable on balance in the context of the surrounding area.
- 1.4 The proposal is considered to be acceptable in all other regards, with no objections from any statutory or technical consultees.
- 1.5 The proposal is overall considered to be acceptable in planning terms and is accordingly recommended for approval on this basis.

2 SITE DESCRIPTION

- 2.1 The application site is located on Land North of Hill View, Eastwood End, Wimblington.
- 2.2 The site is currently an undeveloped greenfield site, although it benefits from Permission in Principle, granted under reference number F/YR22/0884/PIP.
- 2.3 The site benefits from established soft landscaping features on the Northern and most of the Western boundary of the site, restricting visibility from wider public vantage points.
- 2.4 There is residential development currently under construction on the site immediately to the East of the application site. At the time of the site visit, there appeared to be the storage of spoil and materials from the adjacent site taking place on the application site.

3 PROPOSAL

- 3.1 The proposal seeks full planning permission for the erection of 8no. dwellings, all single-storey, 2-bed properties. The proposal also includes the erection of a 1.2m boundary post and rail fence along the site frontage onto Eastwood End, the formation of a new access, and the creation of a 2.5m bund along the boundary of the site onto the A141.
- 3.2 The submitted site plan identifies a cul-de-sac style development, with plots 1 to 4 backing onto Eastwood End, and plots 5 to 8 facing towards Eastwood End. Each plot benefits from 1no. frontage parking space, with an additional space provided by an integral garage; and each plot will benefit from 1.8m close boarded fencing as a means of boundary treatment.
- 3.3 The proposal includes the creation of footpath links extending east and west from the access point.
- 3.4 Full plans and associated documents for this application can be found at:
<https://www.publicaccess.fenland.gov.uk/publicaccess/>

4 SITE PLANNING HISTORY

F/YR22/0884/PIP	Residential development of up to 9 x dwellings involving the formation of an accesses (application for Permission in Principle)	Granted 25.11.2022
-----------------	---	-----------------------

5 CONSULTATIONS

5.1 Wimblington Parish Council

The above planning application already benefits from Planning in Principle (F/YR22/0884/PIP) to which Wimblington Parish Council objected and further to last night's Parish Council meeting councillors still wish for their objections to be noted.

Whilst it is considered that the location and proposed land are acceptable in principle, the amount of development is considered to be fundamentally unacceptable on the basis that it would create a form of development significantly at odds with the prevailing pattern of development in Eastwood End, thereby harming the character of the area.

Residential dwellings within the area are of mixed design but predominantly 2 storey properties with integrated bungalows, the dwellings are set in a linear design following along Eastwood End most with open frontage. In Wimblington village there is no further requirement for housing, this amount of development is considered to be fundamental unacceptable on the basis that it would result in encroachment into the countryside and out of the linear line of the present line of dwellings.

As mentioned in the Parish's previous objections this application site is off of a narrow country lane and the access is close to a tight bend at the north end of Eastwood End, this is a concern for pedestrians, horse riders, cyclists and passing vehicles.

Highways comments (11th August 2022 - F/YR22/0884/PIP) are of major relevant to this proposed development and the road/pedestrian safety surrounding the proposed site. Wimblington Parish Council support the comments and conditions raised by Highways and request that, if Granted, these points are included and instigated.

Although the proposed site is in Flood Zone 1, which is low risk of flooding from sea or river, there has been recent flooding of land and properties within close proximity to this site which has resulted from surface/run off water and raised water levels. The private road is to be constructed of permeable block paving, this is not usually adopted by Highways or CCC. With the increase in developments at that corner of Eastwood End (6 new dwellings, five large 2 storey homes and one single storey bungalow) there will be an increase in run off and surface water. Therefore it is possible that there may be an increase in flooding problems.

This is to be a 6m private road that will have to be accessed by refuse vehicles, emergency vehicles and the large delivery trucks, these vehicles will be unable to turn using forward gear resulting in reversing to turn around and exit the site. Will refuse vehicles accept collection of bins within the private road?

The footpath link (planning application F/YR19/0550/O - under the same ownership) has yet to be constructed prior to occupation of the properties, (Condition 5 of the granted application) this raises concern for pedestrians, cyclists, horse riders and vehicles using Eastwood End at present and during the construction of the proposed site.

Planning Application F/YR20/0651/F (reference by the applicant) granted for 9 dwellings north of the proposed site has been delayed due to an Environmental Assessment being required after 'Great Crested Newts' were located. There has also been reports of surface flooding on this site.

With the above comments raised the Parish council still wish to object to this planning application

5.2 CCC Archaeology

No objection subject to conditions

5.3 Environmental Health

No objection subject to conditions

5.4 CCC Highways

No objection subject to conditions

5.5 Local Residents/Interested Parties

5.6 Support

A total of three letters of support were received from 2no. properties in Wimblington raising the following points:

- The site already has permission for up to nine dwellings and this scheme is smaller
- The site is located in Flood Zone 1

5.7 Object

A total of four letters of objection were received from 2no. properties in Wimblington raising the following points:

- No need for further housing in Wimblington and Stonea
- Development out of character with the area
- Additional traffic movements on a small, tight road
- The lane has no safety features for pedestrians
- No public transport on this side of the A141, causing a reliance on cars
- Population of Wimblington has increased considerably over the last 20 years, but the infrastructure has remained the same
- Risk of flooding in Wimblington has become a major concern in recent years. Increased impermeable materials will increase the risk further

6 STATUTORY DUTY

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

7 POLICY FRAMEWORK

7.1 National Planning Policy Framework (NPPF)

Chapter 2 - Achieving sustainable development

Chapter 4 – Decision-making

Chapter 5 – Delivering a sufficient supply of homes

Chapter 9 – Promoting sustainable transport

Chapter 11 – Making effective use of land

Chapter 12 – Achieving well-designed and beautiful places

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

Chapter 15 – Conserving and enhancing the natural environment

- 7.2 National Planning Practice Guidance (NPPG)**
Determining a Planning Application
- 7.3 National Design Guide 2021**
Context
Identity
Built Form
Homes and Buildings
- 7.4 Fenland Local Plan 2014**
LP1 – A Presumption in Favour of Sustainable Development
LP2 – Facilitating Health and Wellbeing of Fenland Residents
LP3 – Spatial Strategy, the Settlement Hierarchy and the Countryside
LP4 – Housing
LP5 – Meeting Housing Need
LP14 – Responding to Climate Change and Managing the Risk of Flooding in Fenland
LP15 – Facilitating the Creation of a More Sustainable Transport Network in Fenland
LP16 – Delivering and Protecting High Quality Environments across the District
LP19 – The Natural Environment
- 7.5 Delivering and Protecting High Quality Environments in Fenland SPD 2014**
DM2 – Natural Features and Landscaping Schemes
DM3 – Making a Positive Contribution to Local Distinctiveness and character of the Area
- 7.6 Cambridgeshire Flood and Water SPD 2016**
- 7.7 Emerging Local Plan**
The Draft Fenland Local Plan (2022) was published for consultation between 25th August 2022 and 19 October 2022, all comments received will be reviewed and any changes arising from the consultation will be made to the draft Local Plan. Given the very early stage which the Plan is therefore at, it is considered, in accordance with Paragraph 48 of the NPPF, that the policies of this should carry extremely limited weight in decision making. Of relevance to this application are policies:
- LP1: Settlement Hierarchy
 - LP2: Spatial Strategy for the Location of Residential Development
 - LP7: Design
 - LP8: Amenity Provision
 - LP12: Meeting Housing Needs
 - LP20: Accessibility and Transport
 - LP21: Public Rights of Way
 - LP22: Parking Provision
 - LP24: Natural Environment
 - LP25: Biodiversity Net Gain
 - LP28: Landscape
 - LP32: Flood and Water Management

8 KEY ISSUES

- **Principle of Development**
- **Design and appearance**
- **Residential Amenity**
- **Parking Provision and Highway Safety**
- **Flood Risk and Drainage**
- **Biodiversity Net Gain (BNG)**

9 BACKGROUND

- 9.1 The application site benefits from Permission in Principle for up to 9 dwellings, which was granted on 25.11.2022.

10 ASSESSMENT

Principle of Development

- 10.1 The application seeks full planning permission for the erection of 8no. dwellings, the creation of an access and footpath link, erection of a 1.2m post and rail fence, and the creation of a 2.5m bund.
- 10.2 The principle of development on the site has been established by virtue of the Permission in Principle granted for up to 9no. dwellings under reference number F/YR22/0884/PIP and is therefore considered to be acceptable in this instance.

Design and appearance

- 10.3 The site plan submitted with the application identifies a cul-de-sac style development with plots 1 to 4 backing onto Eastwood End, and plots 5 to 8 facing towards it.
- 10.4 Only one house type is proposed, that being single-storey, 2-bed properties with integral garages and solar panels. A variation in appearance is provided by handing the plots and offering different external finishes.
- 10.5 The proposed palette of materials includes red facing brickwork and grey roof tiles on plots 2, 3, 6 & 7; and yellow facing brickwork and grey roof tiles for plot 1, 4, 5 & 8.
- 10.6 No specific materials products are included within the submission detail. However, it is considered that these materials would be acceptable in principle in the context of the surrounding area, although it is considered that a condition should be imposed requiring details of specific materials to be submitted prior to any works above slab level.
- 10.7 Development along Eastwood End is characterised by a mix of single-storey and two-storey development, with the development currently taking place on the site immediately to the east being characterised by single-storey properties.
- 10.8 Given the nature of development in the surrounding area, it is considered that the provision of single-storey dwellings in this instance would be acceptable and would positively respond to the built environment.

- 10.9 Development in the southern part of Eastwood End is primarily characterised by road fronting, linear development. The form of development proposed in this instance is contrary to the prevailing character of development. However, given the constraints of the site in terms of its size and available access points onto the public highways, it is considered that the proposed layout of development is acceptable on balance.
- 10.10 The northern and eastern boundary of the site currently benefits from soft landscaping that appears to be well established and would offer a good level of screening from public vantage points. It is further proposed to create a 2.5m bund along the eastern boundary which will provide some additional screening. On this basis, it is considered that views of the development from public vantage points would largely be restricted to views on Eastwood End. It is therefore considered that the impact of the development on the character and appearance of the landscape would remain acceptable.
- 10.11 The proposal is overall considered to be acceptable in terms of character and appearance, having regard to Policy LP16 of the Fenland Local Plan (2014).

Residential amenity

- 10.12 The proposed layout of the site allows for generous plot sizes, with all properties benefitting from suitable private amenity space provision having regard to the requirements of policy LP16. The proposed hard landscaping of 1.8m close boarded fences around properties will ensure that privacy is maintained for each property.
- 10.13 Further to this, the relationship and spacing between each of the properties, along with their single-storey nature, will ensure that there are no detrimental impacts arising from overlooking or over-dominance between properties.
- 10.14 Whilst the site is immediately adjacent to the A141, a busy and main public highway, it is proposed to create a 2.5m bund along the boundary of the site adjoining this highway. It is considered that this bund will offer some acoustic screening and significantly reduce the noise impact from traffic movements arising from the A141. The Environmental Health Officer has requested further confirmation prior to the occupation of the dwellings that the glazing and ventilation in the final construction of the dwellings secures high levels of amenity as required by Policy LP16.
- 10.15 It is noted that the bin carrying distances for the dwellings deeper in the site, particularly that of plot 4 (80m-90m) are in excess of the recommended distances of 30m as set in out in the Cambridgeshire and Peterborough Mineral and Waste Local Plan RECAP Design guide. Whilst this recommendation is exceeded by some distance and therefore weighs negatively against the scheme, it is considered in the overall planning balance that it would not be reasonable to refuse the application, solely on this basis.
- 10.16 It is therefore considered that the proposal has appropriate regard to Policy LP16 of the Fenland Local Plan (2014) in terms of the provision and preservation of residential amenity.

Parking provision and highway safety

- 10.17 The Highway Authority have raised no objections to the proposal in terms of parking provision or highway safety.

- 10.18 Each property benefits from 2no. parking spaces, one frontage space and one integral garage space. It is considered that the provision of 2no. spaces for each property is sufficient to satisfy the parking requirements in this instance.
- 10.19 The access onto Eastwood End is able to achieve a suitable visibility splay in each direction, and the junction onto the A141 is considered to be suitable to accommodate the additional traffic to be generated by the development.
- 10.20 Overall, the proposal is considered to be acceptable in terms of parking provision and highway safety, having regard to Policy LP15 of the Fenland Local Plan (2014) and paragraphs 114 & 115 of the NPPF (2023).

Flood risk and drainage

- 10.21 The site is located entirely in Flood Zone 1 and is at very low risk of surface water flooding. As such, there are no concerns with the development in terms of flood risk or causing an increased risk of flooding elsewhere. In order to secure this, conditions relating to the submission of a detailed foul and surface water drainage scheme is recommended and set out in full at the end of this report.
- 10.22 The proposal is therefore considered to be acceptable in this respect, having regard to Policy LP14 of the Fenland Local Plan (2014) and Chapter 14 of the NPPF (2023).

Biodiversity Net Gain (BNG)

- 10.23 The Environment Act 2021 requires development proposals to deliver a net gain in biodiversity following a mitigation hierarchy which is focused on avoiding ecological harm over minimising, rectifying, reducing and then off-setting. This approach accords with Local Plan policies LP16 and LP19 which outlines a primary objective for biodiversity to be conserved or enhanced and provides for the protection of Protected Species, Priority Species and Priority Habitat.
- 10.24 In this instance a Biodiversity Gain Condition is required to be approved before development is begun and a condition can be included to secure this.

11 CONCLUSIONS

- 11.1 The proposal seeks full planning permission for the erection of 8no. dwellings, the creation of a new vehicular access, the erection of a 1.2m post and rail fence, and the creation of a 2.5m bund.
- 11.2 The principle of development is established by virtue of the Permission in Principle granted on site for up to 9no. dwellings under reference F/YR22/0884/PIP and is therefore considered to be acceptable.
- 11.3 The proposed house types, materials and site layout are considered to be acceptable on balance in the context of the surrounding area.
- 11.4 The proposal is considered to be acceptable in all other regards, with no objections from any statutory or technical consultees.
- 11.5 The proposal is overall considered to be acceptable in planning terms and is accordingly recommended for approval on this basis.

12 RECOMMENDATION

12.1 Grant, subject to conditions as follows;

Section 100ZA(5) of the Town and Country Planning Act 1990 provides that planning permission for the development of land may not be granted subject to a pre-commencement condition without the written agreement of the applicant to the terms of the condition (except in the circumstances set out in the Town and Country Planning (Pre-commencement Conditions) Regulations 2018). The applicant has been consulted on the proposed conditions and has confirmed their agreement to these in writing. It is therefore considered that the requirements of section 100ZA(5) have been met.

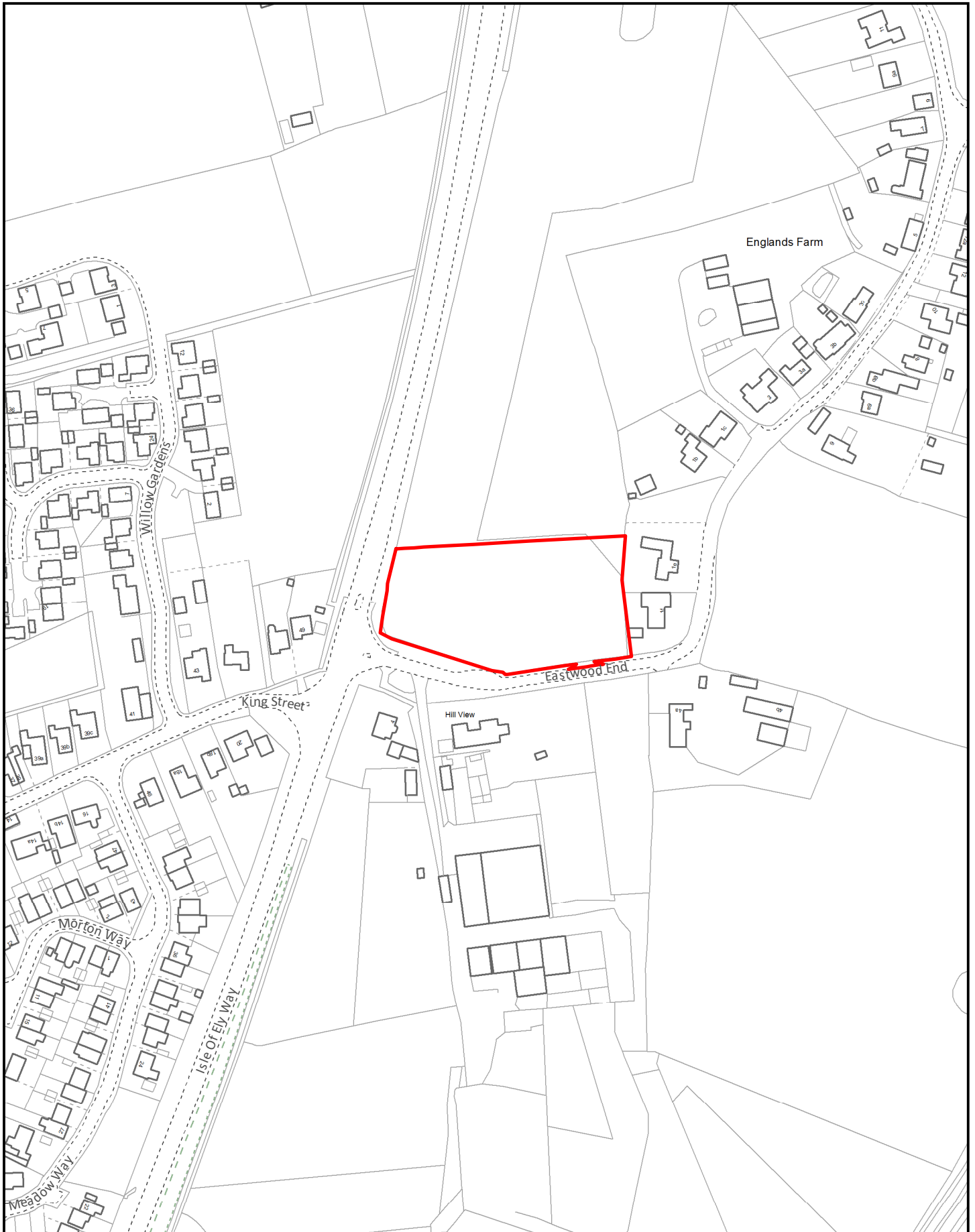
The proposed conditions are as follows;

1.	<p>The development permitted shall be begun before the expiration of 3 years from the date of this permission.</p> <p>Reason - To ensure compliance with Section 51 of the Planning and Compulsory Purchase Act 2004.</p>
2.	<p>No demolition/development shall commence until the applicant, or their agents or successors in title, has implemented a programme of archaeological work, commencing with the evaluation of the application area, that has been secured in accordance with a Written Scheme of Investigation (WSI) that has been submitted to and approved by the Local Planning Authority in writing. For land that is included within the WSI, no demolition/development shall take place other than under the provisions of the agreed WSI, which shall include:</p> <ul style="list-style-type: none"> a. The statement of significance and research objectives; b. The programme and methodology of investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works; c. The timetable for the field investigation as part of the development programme; d. The programme and timetable for the analysis, publication & dissemination, and deposition of resulting material and digital archives. <p>Reason - To safeguard archaeological assets within the approved development boundary from impacts relating to any demolitions or groundworks associated with the development scheme and to ensure the proper and timely preservation and/or investigation, recording, reporting, archiving and presentation of archaeological assets affected by this development, in accordance with national policies contained in the National Planning Policy Framework (DLUHC 2023).</p>
3.	<p>Prior to the commencement of any development, a scheme for the provision and implementation of foul water drainage shall be submitted and agreed in writing with the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the relevant parts of the development are first brought into use and thereafter retained in perpetuity.</p> <p>Reason - To ensure a satisfactory method of foul water drainage and to</p>

	prevent the increased risk of pollution to controlled waters in accordance with Policy LP14 of the Fenland Local Plan 2014.
4.	<p>Prior to the commencement of any development, a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the site has been submitted to and agreed in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the relevant parts of the development are first brought into use and thereafter retained in perpetuity.</p> <p>Reason - To prevent the increased risk of flooding, to improve and protect water quality, to improve habitat amenity and to ensure the future maintenance of these in accordance with Policy LP14 of the Fenland Local Plan 2014.</p>
5.	<p>Prior to the occupation of the development, a scheme shall be submitted to and approved in writing by the Local Planning Authority which details the levels and form of construction for the roads and footpaths. The dwellings hereby approved shall not be occupied until the roads and footpaths associated with the dwellings have been constructed and surfaced in accordance with the approved scheme.</p> <p>Reason - In order to ensure that adequate vehicular and pedestrian access is provided in the interests of highway safety in accordance with Policy LP15 of the Fenland Local Plan 2014.</p>
6.	<p>Prior to the occupation of the development, visibility splays shall be provided on both sides of the new vehicular access and shall be maintained free from any obstruction over a height of 600 mm within an area of 2.4 metres x 43 metres measured along respectively the highway boundary.</p> <p>Reason - In the interests of highway safety in accordance with Policy LP15 of the Fenland Local Plan 2014.</p>
7.	<p>The footway shown on drawing 'Proposed Site Plan (Scheme 2)' H9619/1 1A between the eastern site boundary and the A141 shall be laid out and constructed in accordance with a detailed engineering scheme to be submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until all of the works have been completed in accordance with the approved details.</p> <p>Reason - In the interests of highway safety and to ensure compliance with Policies LP15 and LP16 of the Fenland Local Plan, adopted May 2014.</p>
8.	<p>Prior to the occupation of the first dwelling, full details of the proposed arrangements for future management and maintenance of the proposed streets within the development shall be submitted to and approved in writing by the Local Planning Authority. The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an Agreement has been entered into onto Section 38 of the Highways Act 1980 or a Private Management and Maintenance Company has been established.</p>

	Reason - To ensure satisfactory development of the site and to ensure estate roads are managed and maintained thereafter to a suitable and safe standard, in accordance with policy LP15 of the Fenland Local Plan, adopted May 2014.
9.	<p>Prior to any development above slab level, a detailed noise mitigation scheme shall be submitted to and approved by the Local Planning Authority, in accordance with the recommendations of report reference: HA/AG225/V1. Any such approved scheme shall be fully implemented prior to the occupation of the first dwelling.</p> <p>Reason – To ensure satisfactory development of the site in terms of residential amenity in accordance with Policy LP16 of the Fenland Local Plan (2014).</p>
10.	<p>The approved access and all hardstanding within the site shall be constructed with adequate drainage measures to prevent surface water run-off onto the adjacent public highway and retained in perpetuity</p> <p>Reason - To prevent surface water discharging to the highway in accordance with policy LP15 of the Fenland Local Plan, adopted May 2014.</p>
11.	<p>Prior to the commencement of the development hereby approved, a scheme for construction of the vehicular and pedestrian crossing of the ditch /watercourse along the frontage of the site shall be submitted to and agreed in writing by the Local Planning Authority. The development shall then be carried out in accordance with the approved details.</p> <p>Reason - To ensure construction of a satisfactory access and protection of any important ecological features in the watercourse in accordance with the National Planning Policy Framework and Policies LP15 and LP19 of the Fenland Local Plan 2014.</p>
12.	<p>Temporary facilities shall be provided clear of the public highway for the parking, turning, loading and unloading of all vehicles visiting the site during the period of construction.</p> <p>Reason - To minimise interference with the free flow and safety of traffic on the adjoining public highway in accordance with Policy LP15 of the Fenland Local Plan 2014.</p>
13.	<p>The development hereby permitted shall be carried out in accordance with the submitted Preliminary Construction Management Plan (Ref: H9619/MH/rg).</p> <p>Reason – In the interests of protecting the amenity of existing nearby residents and businesses in accordance with Policy LP16 of the Fenland Local Plan (2014).</p>
14.	Notwithstanding the provisions of the Town and Country Planning (General Permitted Development)(England) Order 2015 (or any order revoking, amending or re-enacting that order) no gates or other means of enclosure shall be erected across the vehicular access hereby approved.

	Reason - In the interests of highway safety and to ensure compliance with Policies LP15 and LP16 of the Fenland Local Plan, adopted May 2014.
15.	<p>Notwithstanding the provisions of the Town & Country Planning (General Permitted Development) (England) Order 2015, (or any Order or Statutory Instrument revoking and re-enacting that Order with or without modification), planning permission shall be required for the following developments or alterations:</p> <p>i) alterations including the installation of dormer windows or roof windows (as detailed in Schedule 2, Part 1, Classes A and B);</p> <p>ii) alterations to the roof of the dwellinghouse (as detailed in Schedule 2, Part 1, Class C);</p> <p>iii) The enlargement of a dwellinghouse consisting of the construction of—</p> <p>(a) up to two additional storeys, where the existing dwellinghouse consists of two or more storeys; or</p> <p>(b) one additional storey, where the existing dwellinghouse consists of one storey, immediately above the topmost storey of the dwellinghouse, together with any engineering operations reasonably necessary for the purpose of that construction. (as detailed in Schedule 1, Part 1, Class AA)</p> <p>Reasons: To ensure that the Local Planning Authority retains control over the future extension and alteration of the development, in the interests of its architectural and visual integrity and character of this part of the area/conservation area in which it is set.; and to prevent overlooking of neighbouring properties, in the interest of the protection of residential amenity.</p>
16.	<p>Development may not be begun unless: (a) a biodiversity gain plan has been submitted to the planning authority, and (b) the planning authority has approved the plan.</p> <p>Reason - To ensure compliance with Schedule 7A of the Town and Country Planning Act 1990 (inserted by the Environment Act 2021).</p>
17.	The development hereby permitted shall be carried out in accordance with the approved plans and documents.



Created on: 28/08/2024

© Crown Copyright and database rights 2024 Ordnance Survey 10023778

F/YR24/0684/F

Scale = 1:2,500



Copyright on all drawings prepared by Morton & Hall Consulting Limited is their property. Drawings and designs may not be reproduced in part or in whole without their written permission.
 Please read, if in doubt ask. Change nothing without consulting the Engineers.
 Contractor to check all dimensions on site before works starts or materials are ordered. If in doubt ask. All dimensions are in mm unless stated otherwise.
 Where materials, products and workmanship are not fully specified they are to be of the standard appropriate to the works and suitable for the purpose stated in or reasonably to be inferred from the drawings and specification. All work to be in accordance with good building practice and BS 8000 to the extent that the recommendations define the quality of the finished work.
 Materials, products and workmanship to comply with all British Standards and COTIA standards with, where appropriate, BS or EC marks.
 All products and materials to be handled, stored, prepared and used or fixed in accordance with the manufacturers current recommendations.
 The contractor is to arrange inspections of the works by the BCO (or NHBC) as required by the Building Regulations and is to obtain completion certificate and forward to the Engineer

DWELLING LEGEND	
PLOT 1	= 2 BED
PLOT 2	= 2 BED
PLOT 3	= 2 BED
PLOT 4	= 2 BED
PLOT 5	= 2 BED
PLOT 6	= 2 BED
PLOT 7	= 2 BED
PLOT 8	= 2 BED

LEGEND	
	SLAB PAVING
	PERMEABLE BLOCK PAVING (NON SLIP)
	GRASS
	TARMAC
	GRAVEL
	EXISTING DWELLINGS
	PAVEMENT
	WHEELIE BINS
	HEDGING
	VEGETATION
	SOLAR PANELS
	AIR SOURCE HEAT PUMP
	CAR SPACE OF 2.7m x 5.5m

A	CLIENTS COMMENTS	MAY 24
	REVISIONS	DATE

MORTON & HALL CONSULTING LIMITED
 CONSULTING STRUCTURAL ENGINEERS

1 Gordon Avenue, March, Cambridgeshire, PE15 8AJ
 Tel: 01354 655454
 Fax: 01354 660467
 Email: info@mortonandhall.co.uk
 Website: www.mortonandhall.co.uk

LABC Fenland District Council Building Design Awards
 winner Building Excellence in Fenland

CLIENT
Savage Developments Ltd

PROJECT
 Land West of 1 Eastwood End, Wimblington Cambridgeshire PE15 0QQ

TITLE
Proposed Site Plan (SCHEME 2) 8No DWELLINGS

DRAWN R.Papworth	DATE OF ISSUE
CHECKED	
DATE Mar 2024	DRAWING NUMBER H9619/11a
SCALE As Shown	





Created on: 28/08/2024

© Crown Copyright and database
rights 2024 Ordnance Survey 10023778

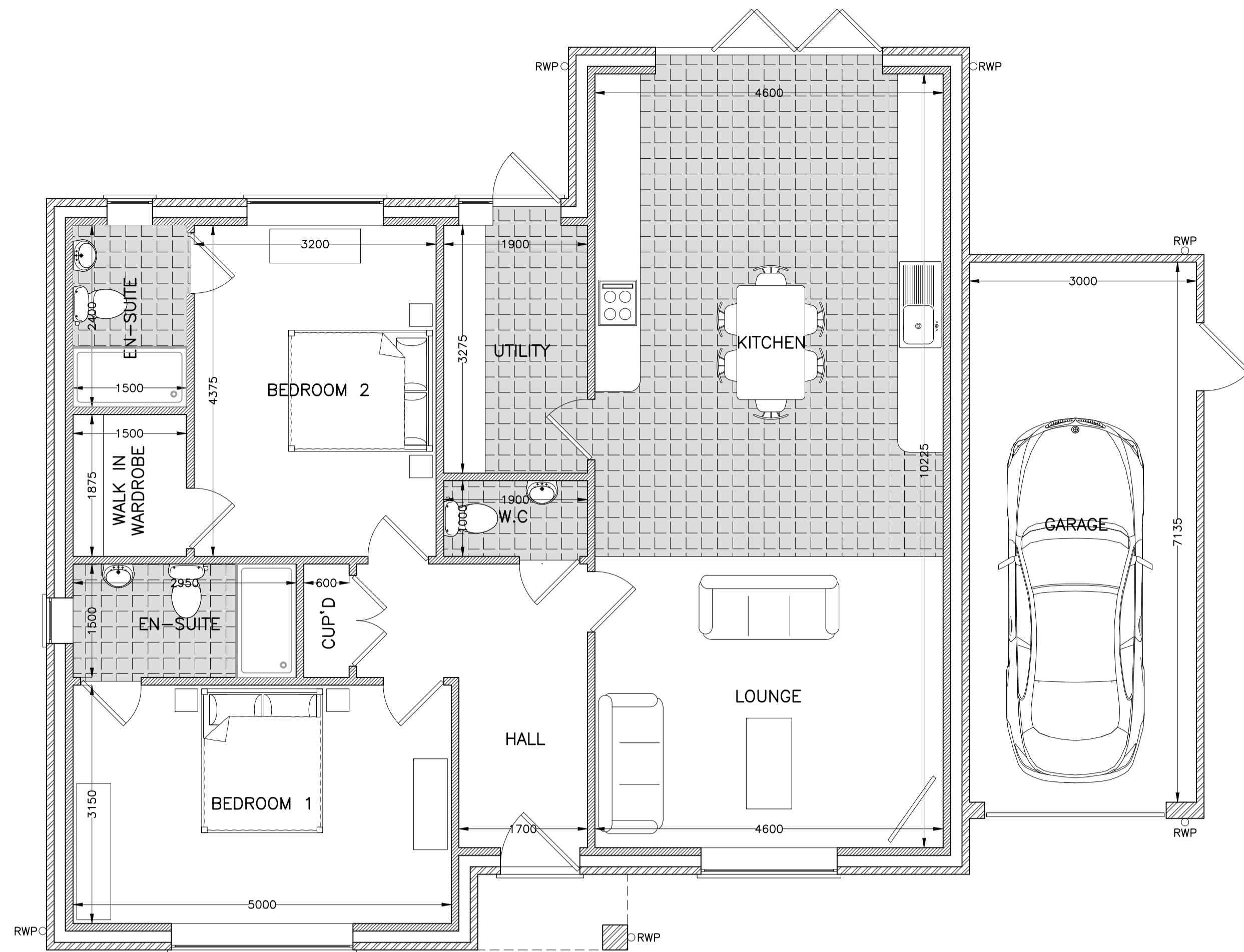
F/YR24/0684/F

Scale = 1:2,500

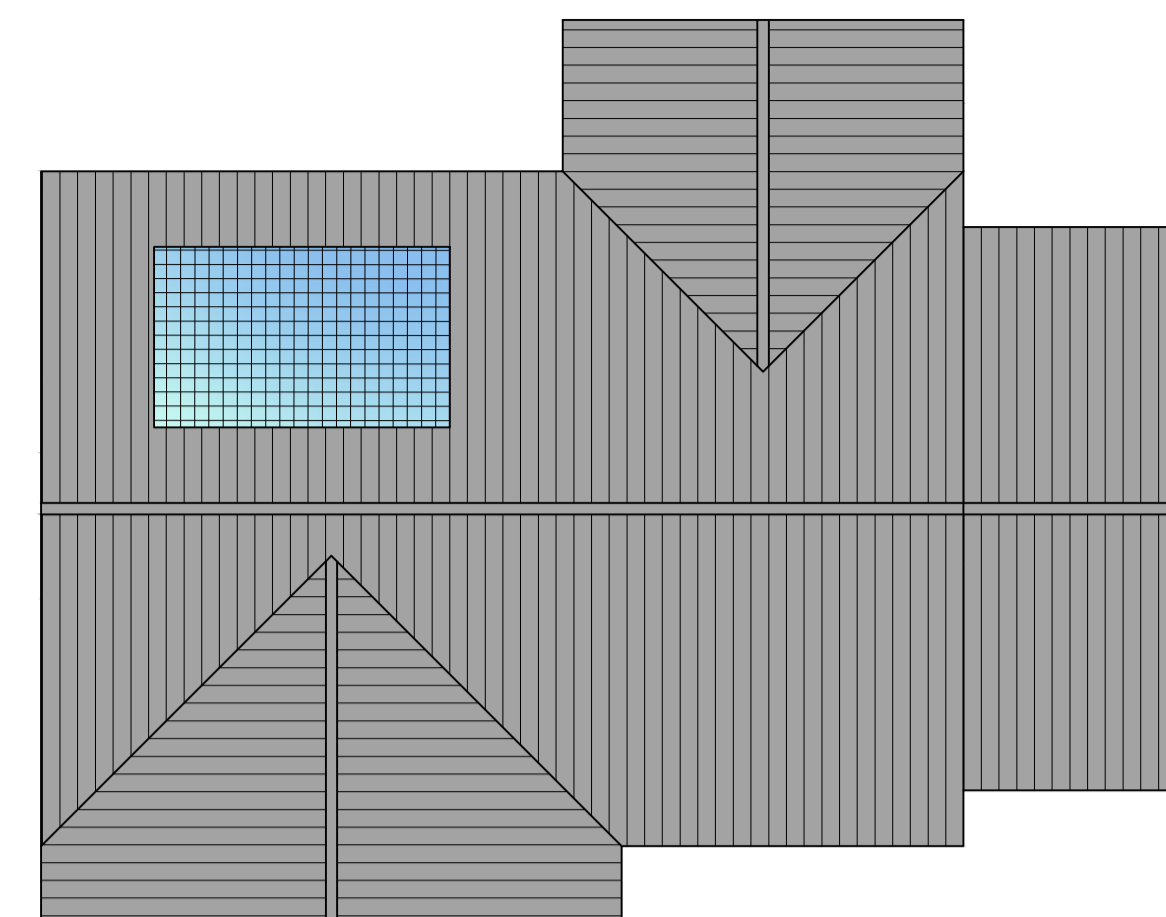


 **Fenland**
CAMBRIDGESHIRE
Fenland District Council

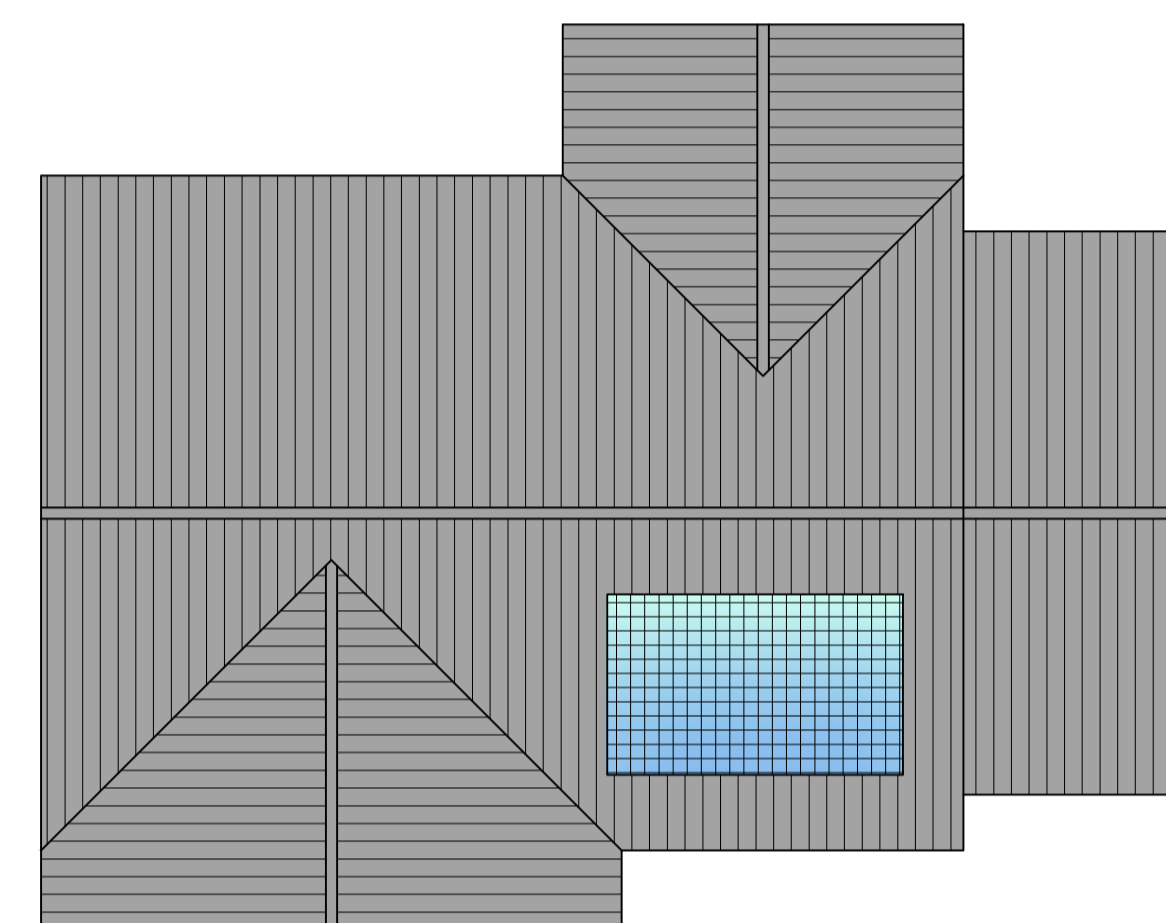
Copyright on all drawings prepared by Morton & Hall Consulting Limited is their property. Drawings and designs may not be reproduced in part or in whole without their written permission.
 Please read, if in doubt ask. Change nothing without consulting the Engineers.
 Contractor to check all dimensions on site before work starts or materials are ordered. If in doubt ask. All dimensions are in mm unless stated otherwise.
 Where materials, products and workmanship are not fully specified they are to be of the standard appropriate to the works and suitable for the purpose stated in or reasonably to be inferred from the drawings and specification. All work to be in accordance with good building practice and BS 8000 to the extent that the recommendations define the quality of the finished work. Materials products and workmanship to comply with all British Standards and EOTA standards with, where appropriate, BS or EC marks.
 All products and materials to be handled, stored, prepared and used or fixed in accordance with the manufacturers current recommendations.
 The contractor is to arrange inspections of the works by the BCO (or NHBC) as required by the Building Regulations and is to obtain completion certificate and forward to the Engineer



PROPOSED GROUND FLOOR PLAN
(1:50)



PROPOSED ROOF PLAN
(PLOT 1)
(1:100)



PROPOSED ROOF PLAN
(PLOT 5)
(1:100)



PROPOSED FRONT ELEVATION
(PLOT 5)
(1:100)

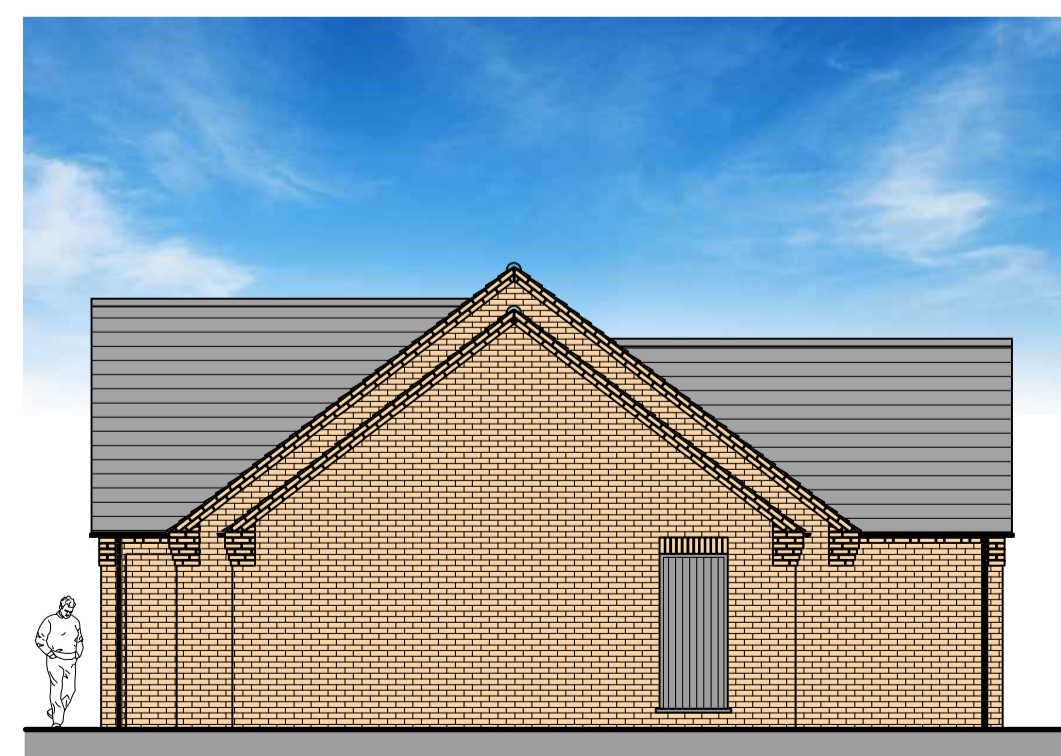


PROPOSED REAR ELEVATION
(PLOT 5)
(1:100)

MATERIALS
ROOF -
WALLS -
GUTTERS & DOWNPIPES -
JOINERY



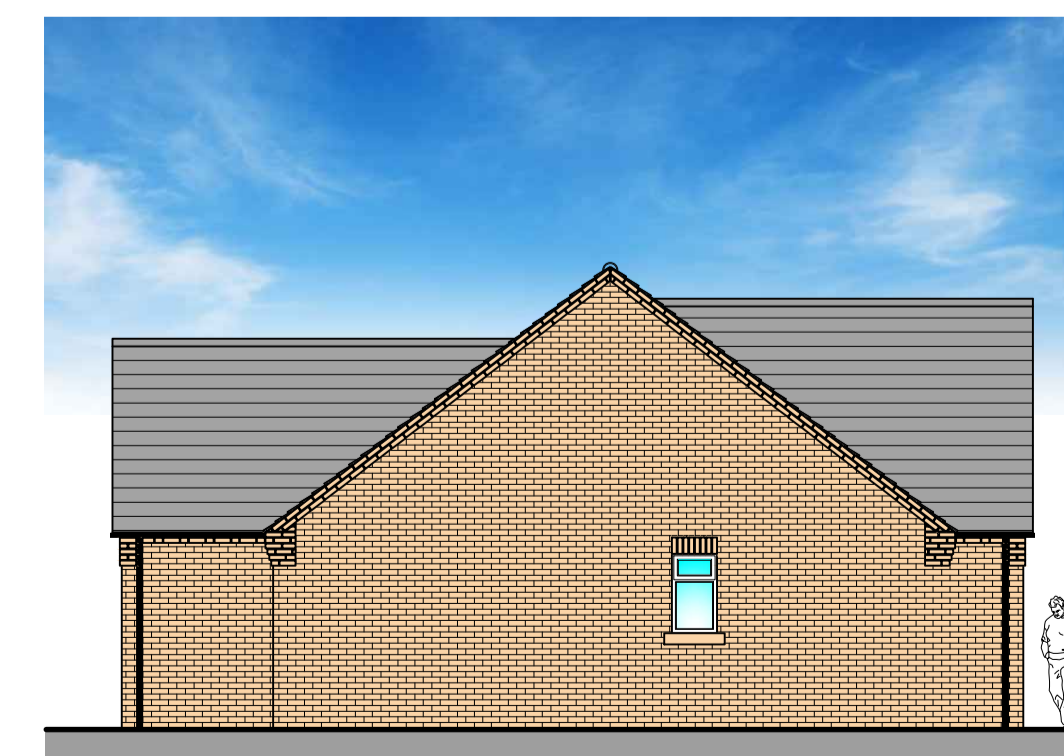
PROPOSED FRONT ELEVATION
(PLOT 1)
(1:100)



PROPOSED RHS ELEVATION
(PLOT 1 & 5)
(1:100)



PROPOSED REAR ELEVATION
(PLOT 1)
(1:100)



PROPOSED LHS ELEVATION
(PLOT 1 & 5)
(1:100)

A	CLIENTS COMMENTS	MAY 24
	REVISIONS	DATE

MORTON & HALL CONSULTING LIMITED
 CONSULTING STRUCTURAL ENGINEERS

1 Gordon Avenue, March, Cambridgeshire, PE15 8AJ
 Tel: 01354 655454
 Fax: 01354 660467
 Email: info@mortonandhall.co.uk
 Website: www.mortonconsultingengineers.co.uk

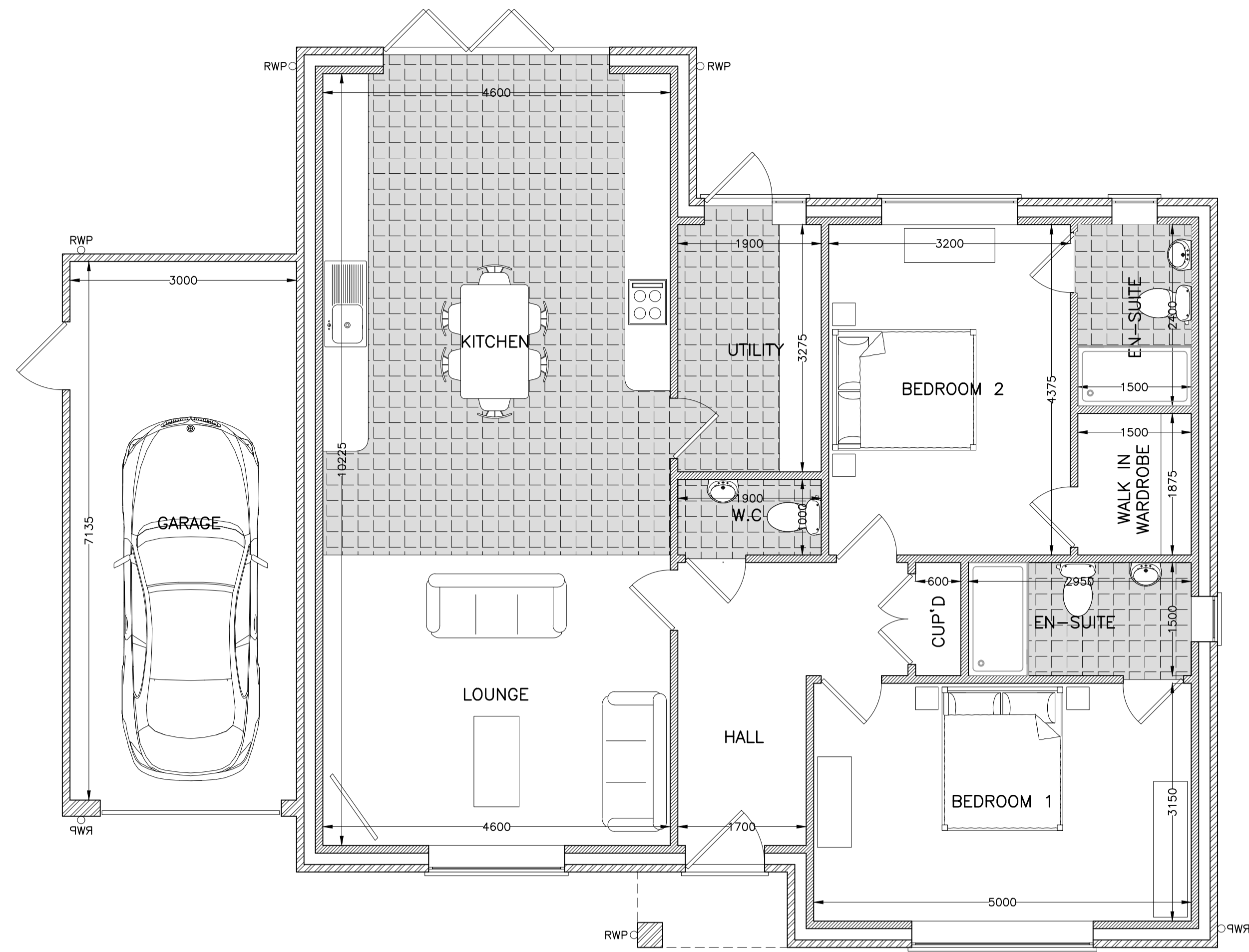
LABC Fenland District Council Building Design Awards winner Building Excellence in Fenland

CLIENT
 Savage Developments Ltd

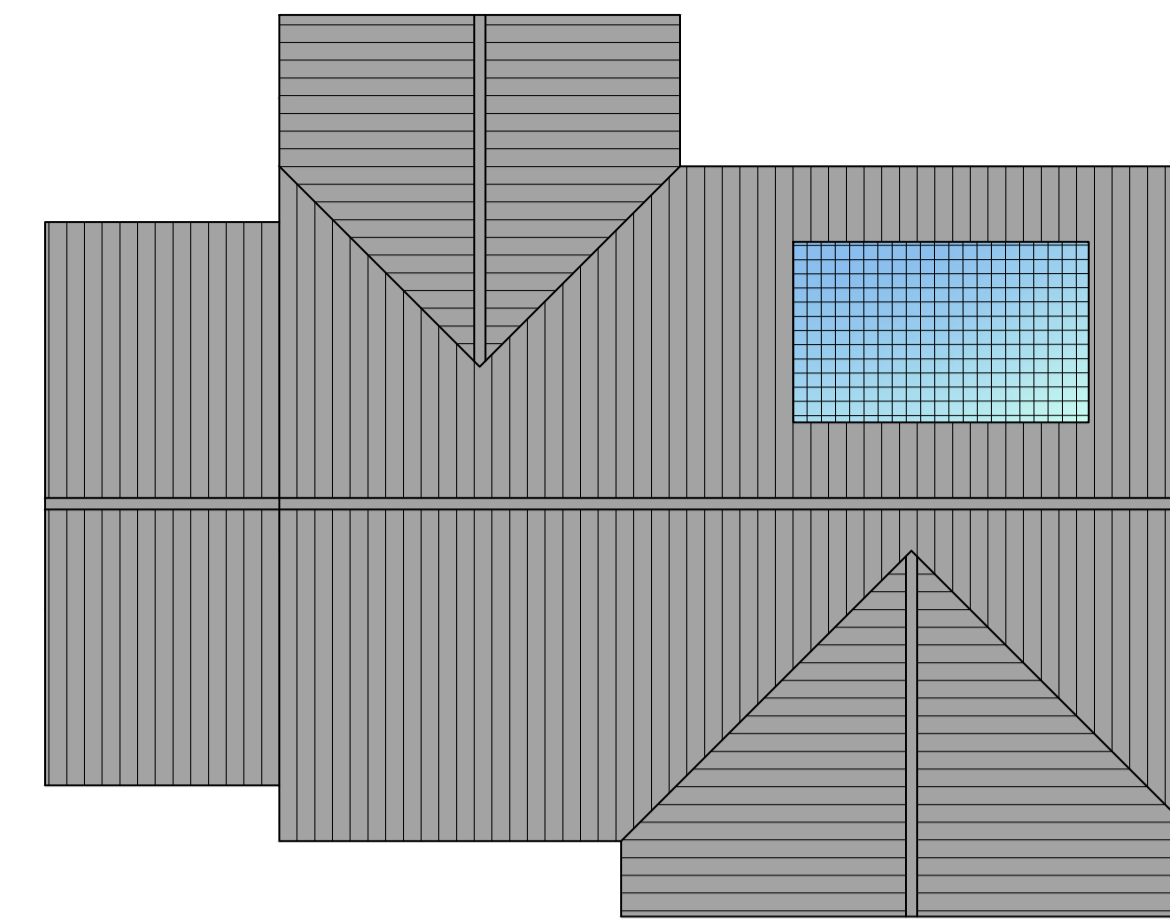
PROJECT
 Land West of 1 Eastwood End, Wimlington Cambridgeshire PE15 0QQ

TITLE
 Proposed Plans & Elevations (PLOT 1 & 5)

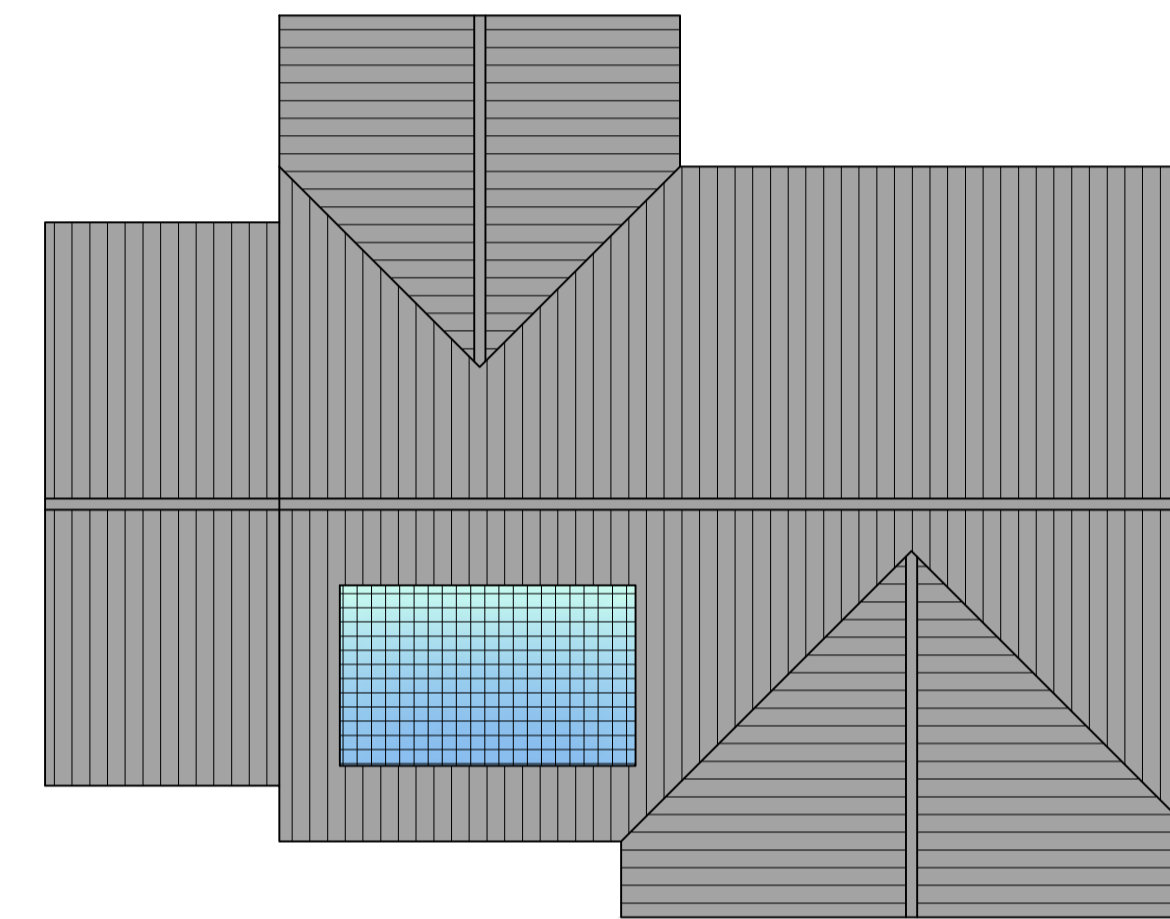
DRAWN R.Papworth	DATE OF ISSUE
CHECKED	
DATE Mar 2024	DRAWING NUMBER H9619/04A
SCALE As Shown	



PROPOSED GROUND FLOOR PLAN
(1:50)



PROPOSED ROOF PLAN
(PLOT 2)
(1:100)



PROPOSED ROOF PLAN
(PLOT 6)
(1:100)



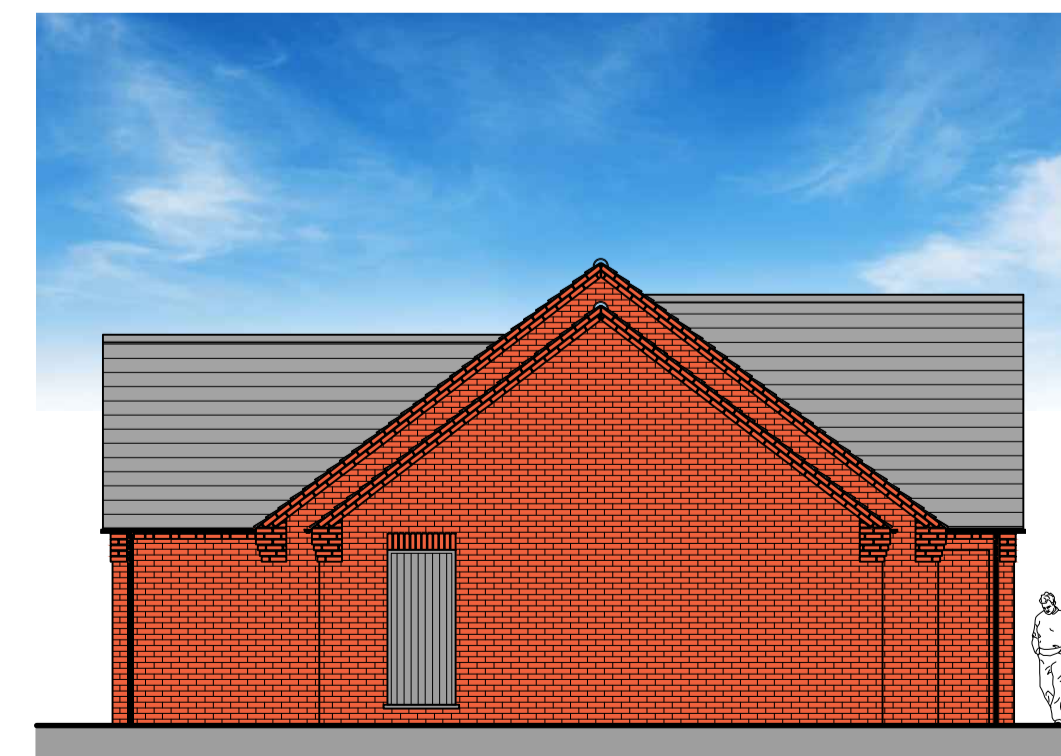
PROPOSED FRONT ELEVATION
(PLOT 6)
(1:100)



PROPOSED REAR ELEVATION
(PLOT 6)
(1:100)



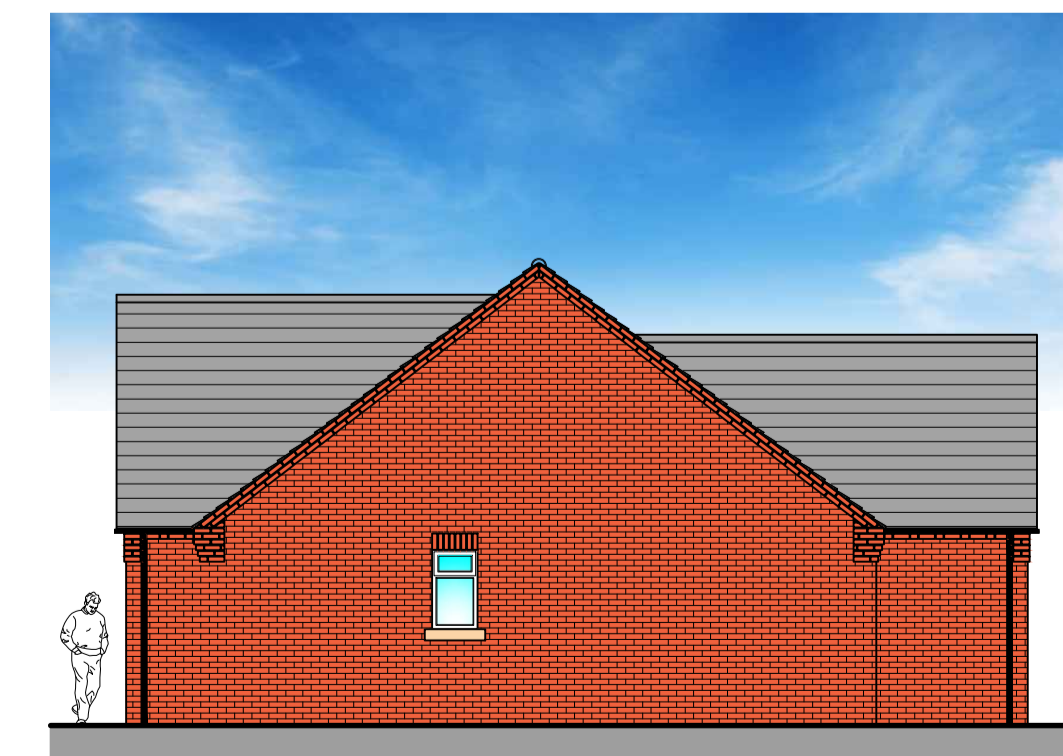
PROPOSED FRONT ELEVATION
(PLOT 2)
(1:100)



PROPOSED LHS ELEVATION
(PLOT 2 & 6)
(1:100)



PROPOSED REAR ELEVATION
(PLOT 2)
(1:100)



PROPOSED RHS ELEVATION
(PLOT 2 & 6)
(1:100)

MATERIALS

- ROOF –
- WALLS –
- GUTTERS & DOWNPIPES –
- JOINERY

Copyright on all drawings prepared by Morton & Hall Consulting Limited is their property. Drawings and designs may not be reproduced in part or in whole without their written permission.
Please read, if in doubt ask. Change nothing without consulting the Engineers.
Contractor to check all dimensions on site before work starts or materials are ordered. If in doubt ask. All dimensions are in mm unless stated otherwise.
Where materials, products and workmanship are not fully specified they are to be of the standard appropriate to the works and suitable for the purpose stated in or reasonably to be inferred from the drawings and specification. All work to be in accordance with good building practice and BS 8000 to the extent that the recommendations define the quality of the finished work. Materials products and workmanship to comply with all British Standards and EOTA standards with, where appropriate, BS or EC marks.
All products and materials to be handled, stored, prepared and used or fixed in accordance with the manufacturers current recommendations.
The contractor is to arrange inspections of the works by the BCO (or NHBC) as required by the Building Regulations and is to obtain completion certificate and forward to the Engineer

A	PLANNERS COMMENTS	AUG 24
	REVISIONS	DATE

MORTON & HALL CONSULTING LIMITED
CONSULTING STRUCTURAL ENGINEERS

1 Gordon Avenue, March, Cambridgeshire, PE15 8AJ
Tel: 01354 655454
Fax: 01354 660467
E-mail: info@mortonandhall.co.uk
Website: www.mortonconsultingengineers.co.uk

LABC Fenland District Council
Building Design Awards winner
Building Excellence in Fenland

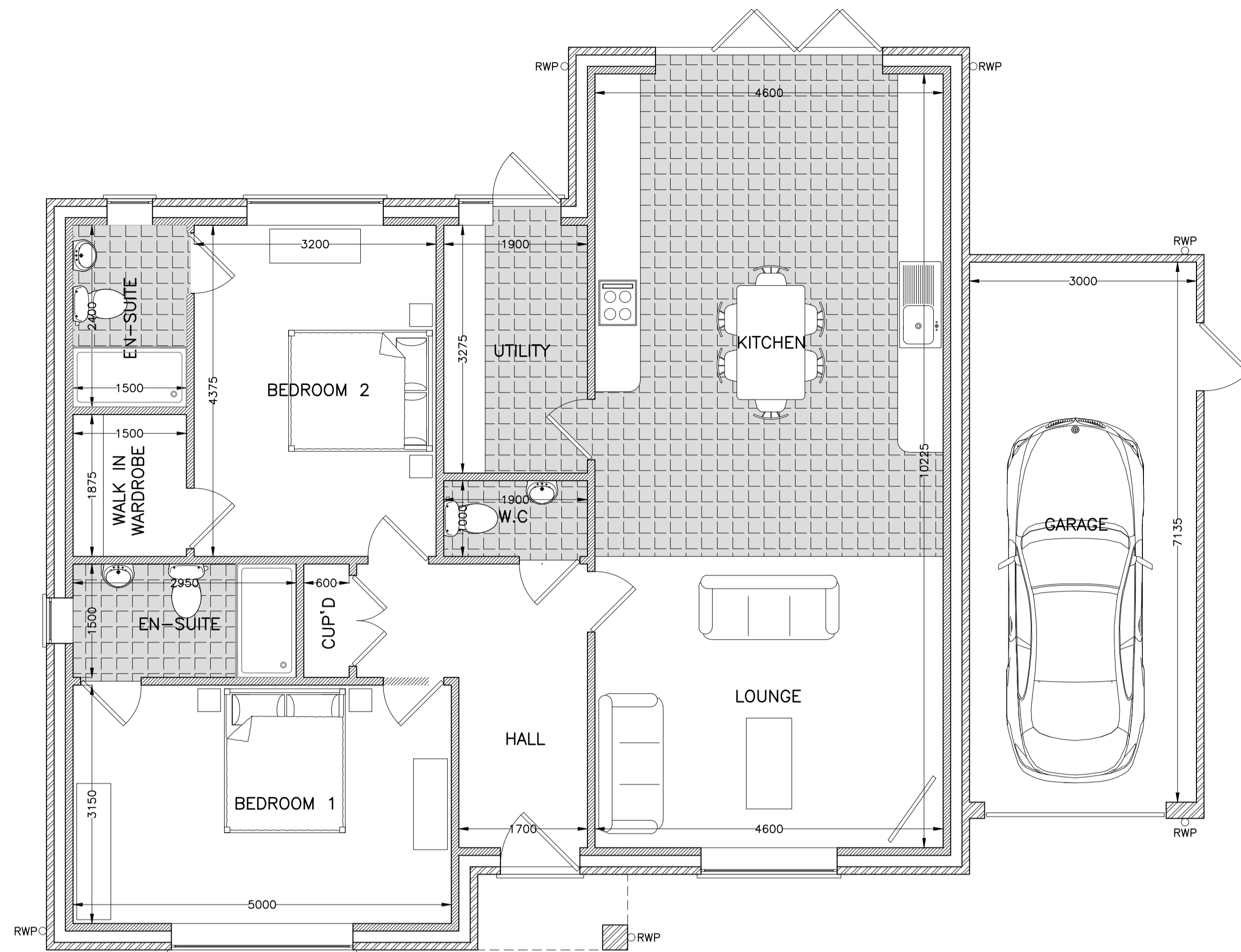
CLIENT
Savage Developments Ltd

PROJECT
Land West of 1 Eastwood End, Wimblington Cambridgeshire PE15 0QQ

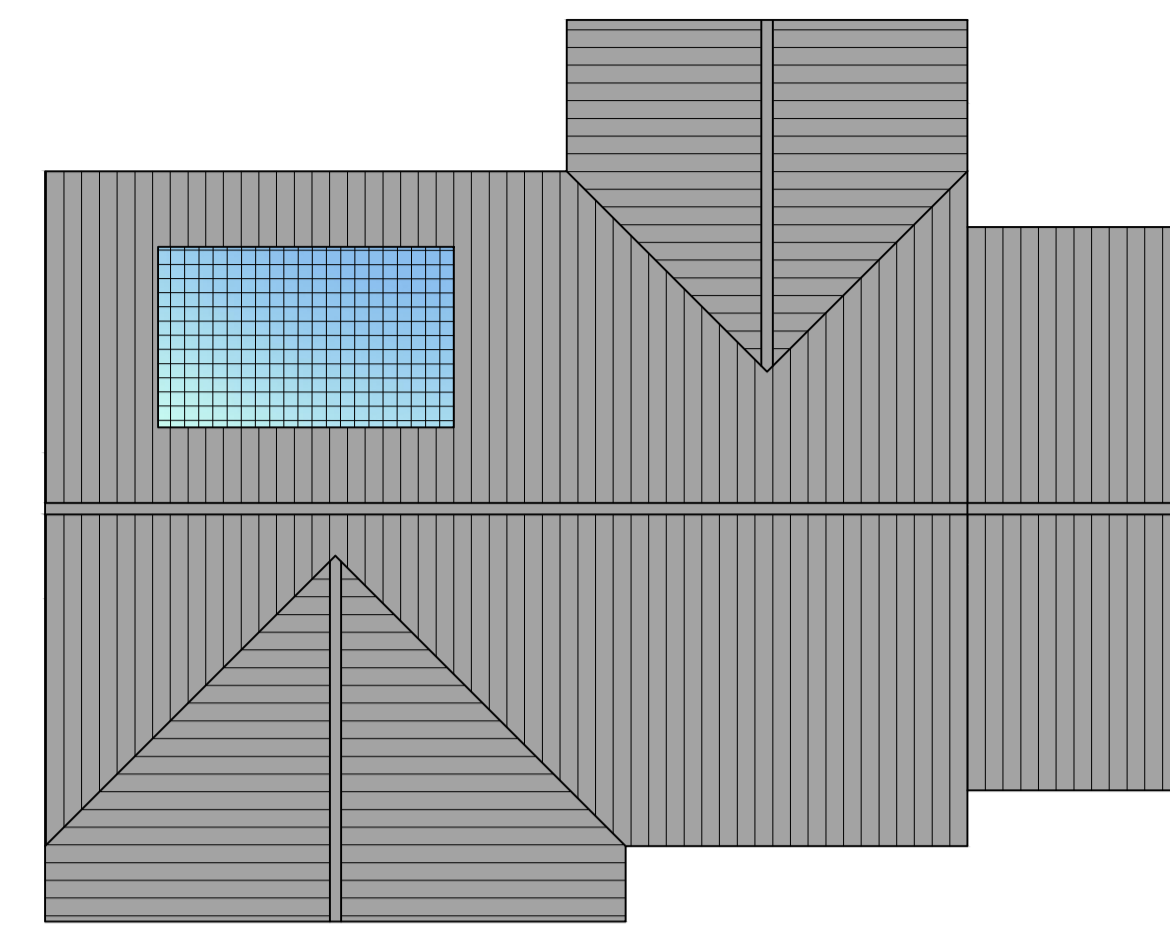
TITLE
Proposed Plans & Elevations (PLOT 2 & 6)

DRAWN R.Papworth	DATE OF ISSUE
CHECKED	
DATE May 2024	DRAWING NUMBER H9619/12A
SCALE As Shown	

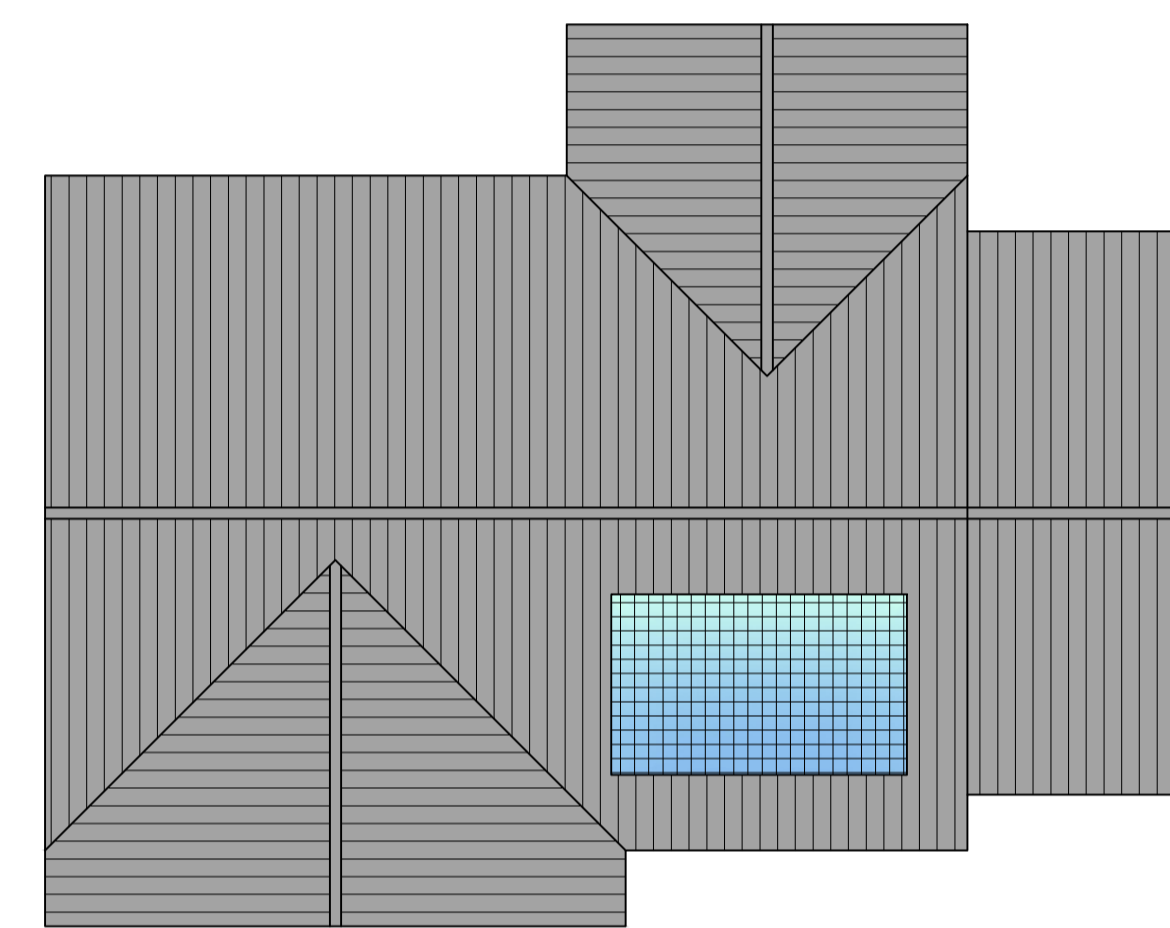
Copyright on all drawings prepared by Morton & Hall Consulting Limited is their property. Drawings and designs may not be reproduced in part or in whole without their written permission.
 Please read, if in doubt ask. Change nothing without consulting the Engineers.
 Contractor to check all dimensions on site before work starts or materials are ordered. If in doubt ask. All dimensions are in mm unless stated otherwise.
 Where materials, products and workmanship are not fully specified they are to be of the standard appropriate to the works and suitable for the purpose stated in or reasonably to be inferred from the drawings and specification. All work to be in accordance with good building practice and BS 8000 to the extent that the recommendations define the quality of the finished work. Materials products and workmanship to comply with all British Standards and EOTA standards with, where appropriate, BS or EC marks.
 All products and materials to be handled, stored, prepared and used or fixed in accordance with the manufacturers current recommendations.
 The contractor is to arrange inspections of the works by the BCO (or NHBC) as required by the Building Regulations and is to obtain completion certificate and forward to the Engineer



PROPOSED GROUND FLOOR PLAN
(1:50)



PROPOSED ROOF PLAN
(PLOT 3)
(1:100)



PROPOSED ROOF PLAN
(PLOT 7)
(1:100)

MATERIALS
ROOF –
WALLS –
GUTTERS & DOWNPIPES –
JOINERY



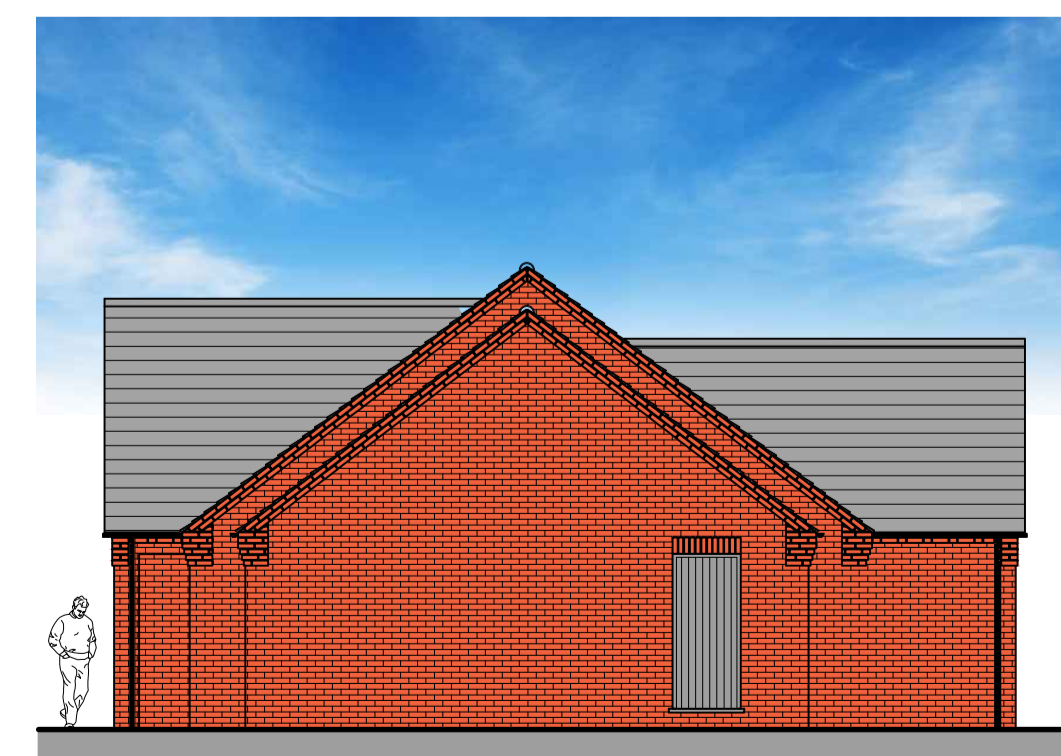
PROPOSED FRONT ELEVATION
(PLOT 7)
(1:100)



PROPOSED REAR ELEVATION
(PLOT 7)
(1:100)



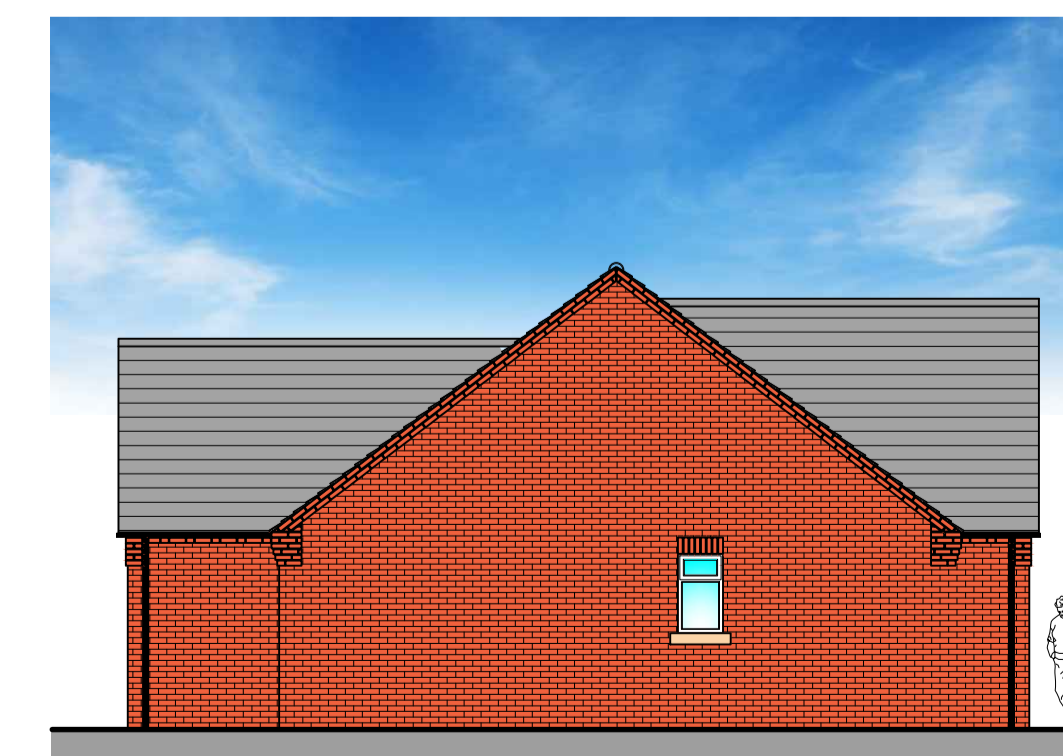
PROPOSED FRONT ELEVATION
(PLOT 3)
(1:100)



PROPOSED RHS ELEVATION
(PLOT 3 & 7)
(1:100)



PROPOSED REAR ELEVATION
(PLOT 3)
(1:100)



PROPOSED LHS ELEVATION
(PLOT 3 & 7)
(1:100)

REVISIONS	DATE

MORTON & HALL CONSULTING LIMITED
 CONSULTING STRUCTURAL ENGINEERS

1 Gordon Avenue, March, Cambridgeshire, PE15 8AJ
 Tel: 01354 655454
 Fax: 01354 660467
 Email: info@mortonandhall.co.uk
 Website: www.mortonconsultingengineers.co.uk

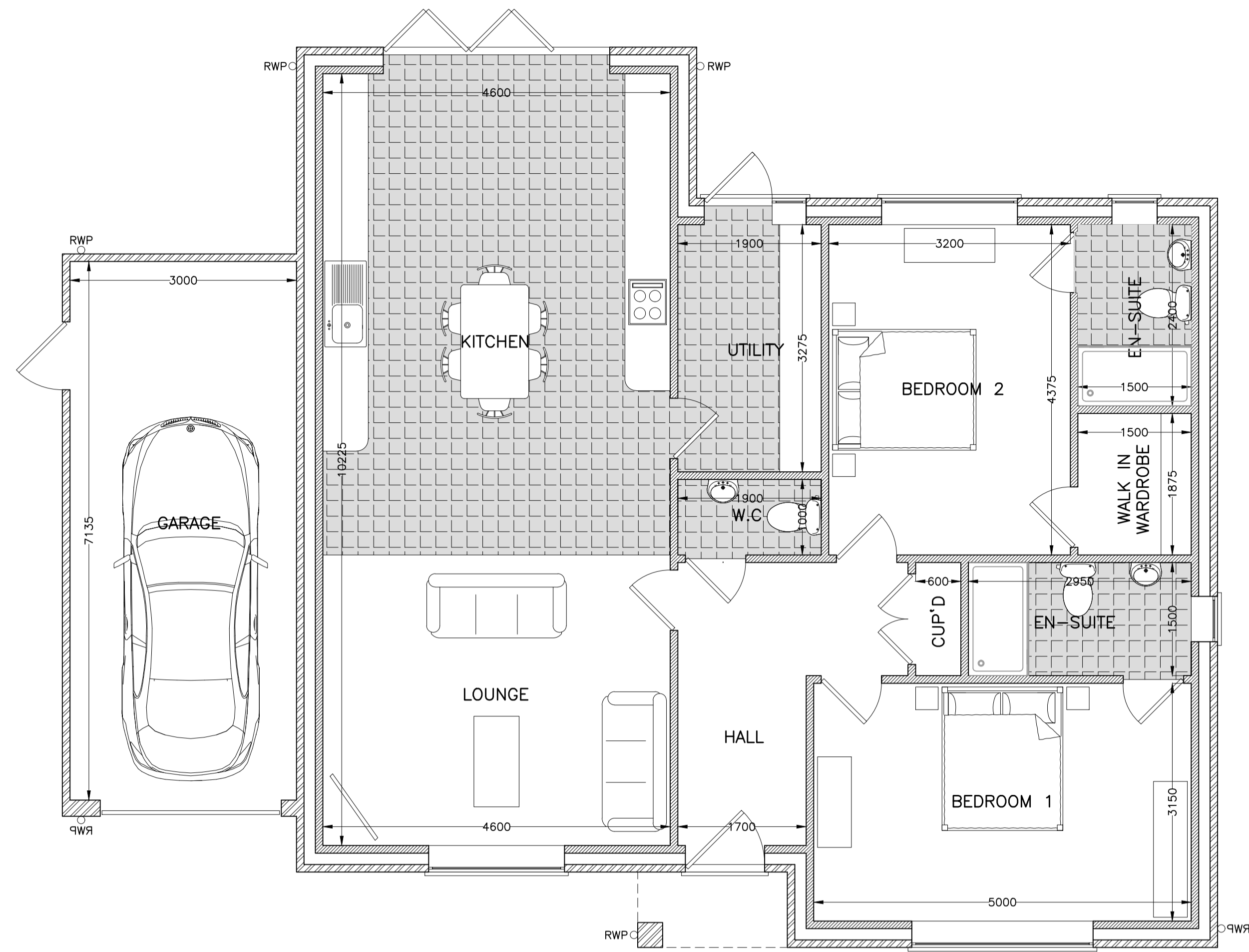
LABC Fenland District Council Building Design Awards winner Building Excellence in Fenland

CLIENT
 Savage Developments Ltd

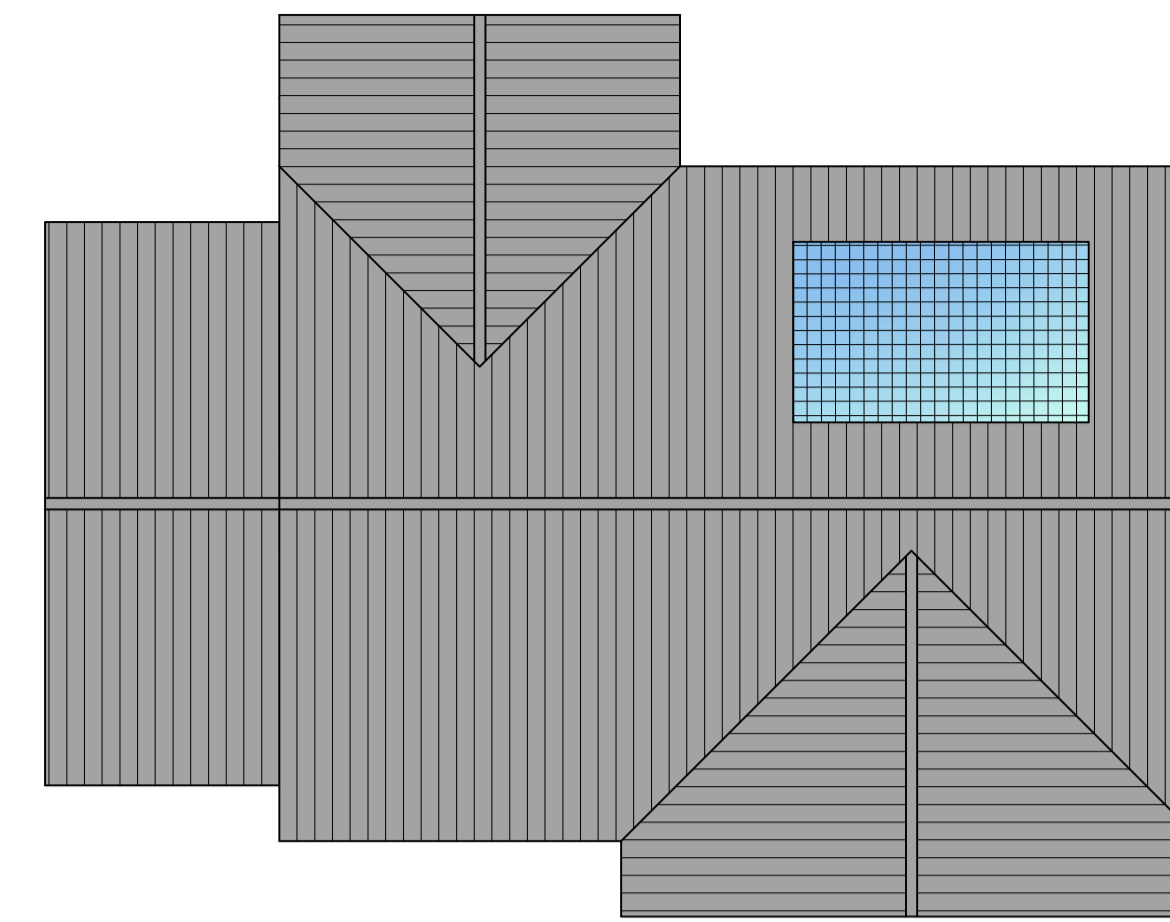
PROJECT
 Land West of 1 Eastwood End, Wimlington Cambridgeshire PE15 0QQ

TITLE
 Proposed Plans & Elevations (PLOT 3 & 7)

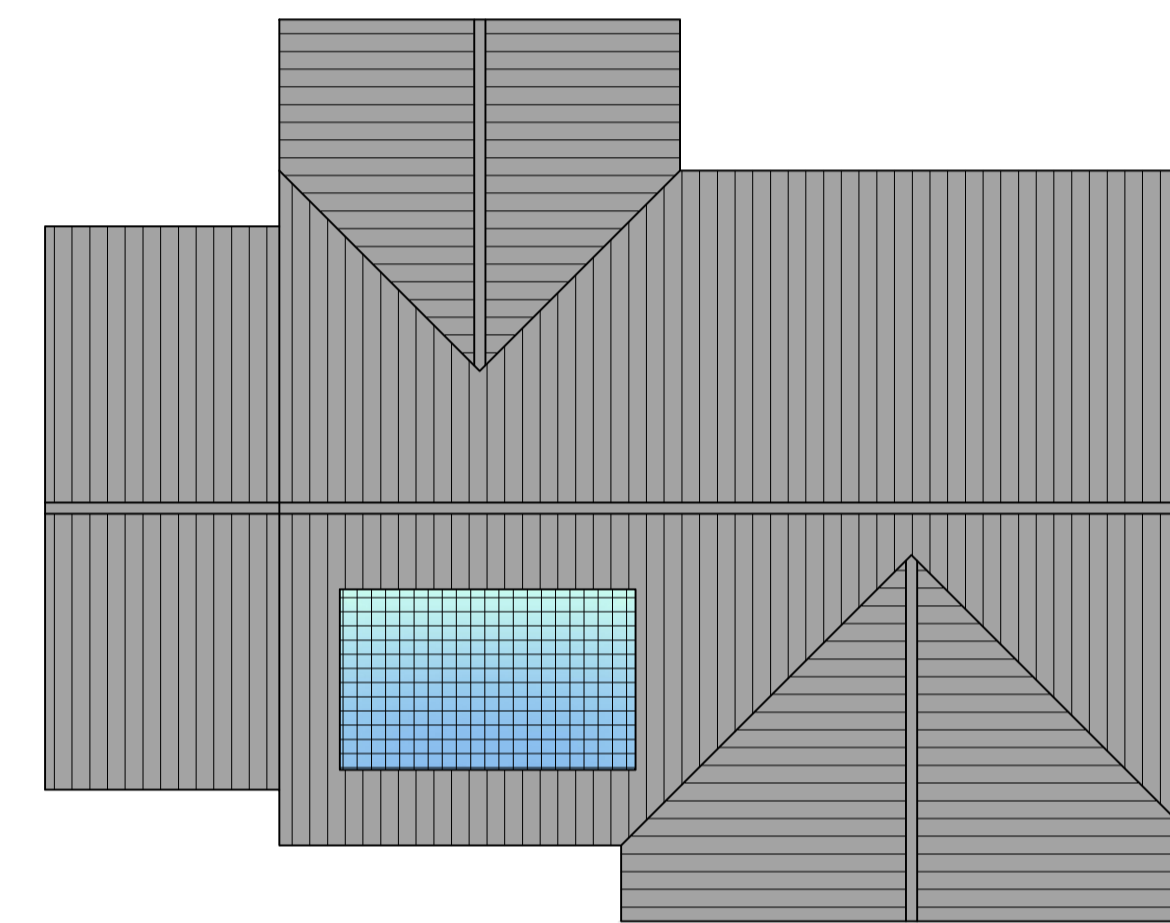
DRAWN R.Papworth	DATE OF ISSUE
CHECKED	
DATE May 2024	DRAWING NUMBER H9619/13
SCALE As Shown	



PROPOSED GROUND FLOOR PLAN
(1:50)



PROPOSED ROOF PLAN
(PLOT 4)
(1:100)



PROPOSED ROOF PLAN
(PLOT 8)
(1:100)



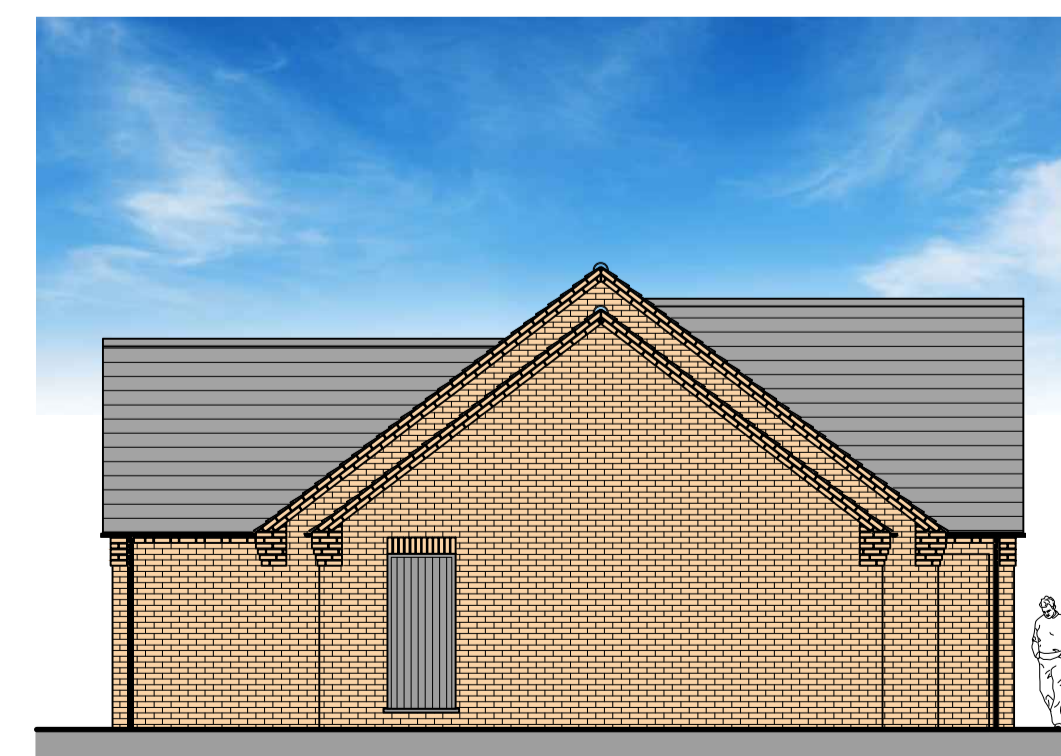
PROPOSED FRONT ELEVATION
(PLOT 8)
(1:100)



PROPOSED REAR ELEVATION
(PLOT 8)
(1:100)



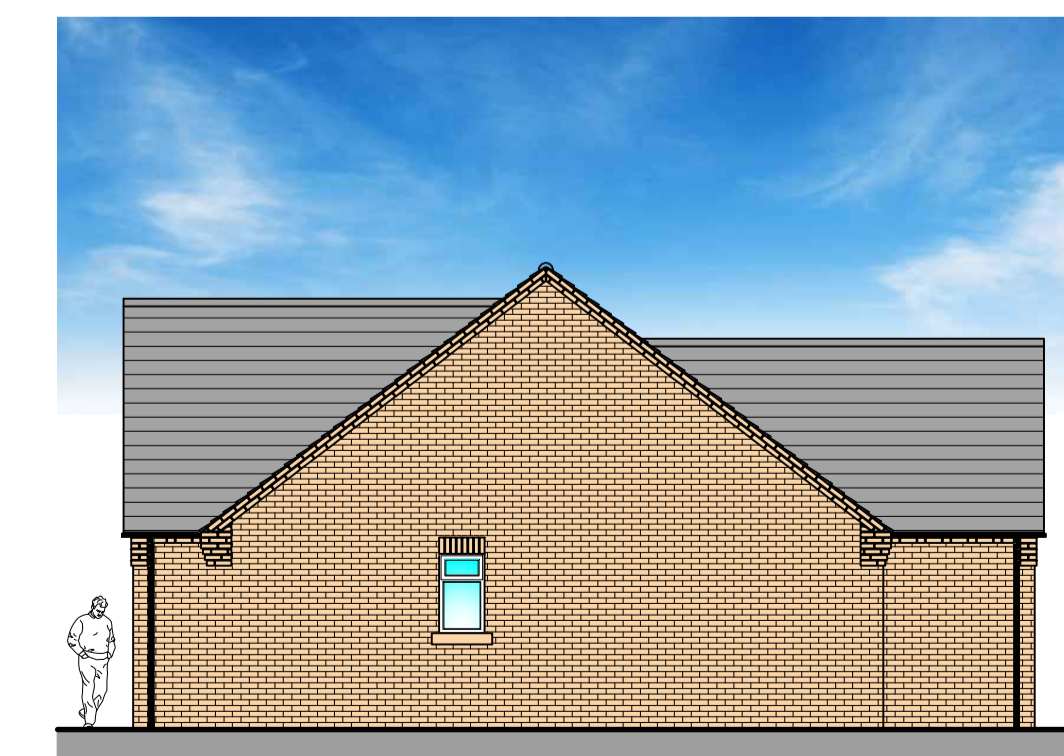
PROPOSED FRONT ELEVATION
(PLOT 4)
(1:100)



PROPOSED LHS ELEVATION
(PLOT 4 & 8)
(1:100)



PROPOSED REAR ELEVATION
(PLOT 4)
(1:100)



PROPOSED RHS ELEVATION
(PLOT 4 & 8)
(1:100)

MATERIALS
ROOF –
WALLS –
GUTTERS & DOWNPIPES –
JOINERY

Copyright on all drawings prepared by Morton & Hall Consulting Limited is their property. Drawings and designs may not be reproduced in part or in whole without their written permission.
Please read, if in doubt ask. Change nothing without consulting the Engineers.
Contractor to check all dimensions on site before work starts or materials are ordered. If in doubt ask. All dimensions are in mm unless stated otherwise.
Where materials, products and workmanship are not fully specified they are to be of the standard appropriate to the works and suitable for the purpose stated in or reasonably to be inferred from the drawings and specification. All work to be in accordance with good building practice and BS 8000 to the extent that the recommendations define the quality of the finished work. Materials products and workmanship to comply with all British Standards and EOTA standards with, where appropriate, BS or EC marks.
All products and materials to be handled, stored, prepared and used or fixed in accordance with the manufacturers current recommendations.
The contractor is to arrange inspections of the works by the BCO (or NHBC) as required by the Building Regulations and is to obtain completion certificate and forward to the Engineer

REVISIONS	DATE

MORTON & HALL CONSULTING LIMITED
CONSULTING STRUCTURAL ENGINEERS

1 Gordon Avenue, March, Cambridgeshire, PE15 8AJ
Tel: 01354 655454
Fax: 01354 660467
E-mail: info@mortonandhall.co.uk
Website: www.mortonconsultingengineers.co.uk

LABCP Fenland District Council
LABCP Building Excellence Awards
winner Building Design Awards
Building Excellence in Fenland

CLIENT
Savage Developments Ltd

PROJECT
Land West of 1 Eastwood End, Wimblington Cambridgeshire PE15 0QQ

TITLE
Proposed Plans & Elevations (PLOT 4 & 8)

DRAWN R.Papworth	DATE OF ISSUE
CHECKED	
DATE May 2024	DRAWING NUMBER H9619/14
SCALE As Shown	

This page is intentionally left blank