

## AGENDA

### PLANNING COMMITTEE

**WEDNESDAY, 27 NOVEMBER 2024**

**1.00 PM**

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

Committee Officer: Jo Goodrum  
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- 1 To receive apologies for absence.
- 2 Previous Minutes (Pages 3 - 32)  
  
To confirm and sign the minutes from the previous meeting of 30 October 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/YR23/0766/F  
Land North Of 129, Knights End Road, March  
Construction access for the construction of the first 201 dwellings at West March (outline planning application F/YR21/1497/O refers) (Pages 33 - 44)  
  
To determine the application.
- 6 F/YR21/1497/O  
Land West Of, The Avenue, March  
Erect up to 1,200 x dwellings with associated infrastructure, public open space,

allotments/community garden, local centre and primary school, involving the demolition of existing buildings (outline application with matters committed in respect of access) (Pages 45 - 136)

To determine the application.

7 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,

## PLANNING COMMITTEE



**WEDNESDAY, 30 OCTOBER 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.

Officers in attendance: Matthew Leigh (Head of Planning), David Rowen (Development Manager), Gavin Taylor (Principal Development Officer), Stephen Turnbull (Legal Officer) and Elaine Cooper (Member Services).

**P49/24      F/YR23/0370/O  
LAND TO THE SOUTH OF BARKERS LANE, MARCH  
ERECT UP TO 130NO DWELLINGS (OUTLINE APPLICATION WITH MATTERS  
COMMITTED IN RESPECT OF ACCESS)**

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

Members received a presentation, in accordance with the public participation procedure, from Karl Timberlake, Director of V10 Homes, a supporter of the proposal. Mr Timberlake stated that V10 is an affordable homes developer and they partner with landowners, build contractors and housing associations to fund and construct affordable homes utilising Homes England grant. He added that V10 has been responsible for creating over 1,250 new affordable homes, which has helped around 3,000 people on low to middle incomes, including key workers, to obtain a safe and secure home to rent at an affordable level or realise their homeowner aspirations through shared ownership.

Mr Timberlake stated that having worked with Fenland's Housing Enabling Team they are aware of the level of need in the district, which at the end of July this year there were 1,690 households on the Housing Register in Fenland and almost 50% needing categories A and B. He expressed the view that within Fenland, March has the second highest recorded need behind Wisbech and the current projected delivery of affordable housing in the District for the current year is 239 homes or just 14% of the overall level of need so 86% of those who need a home locally will not get one this year.

Mr Timberlake stated that, as of 8 August, the Council had 89 households in temporary accommodation and in respect of shared ownership properties there is no similar data available but a recent release of 40 shared ownership properties in Fenland received 579 enquiries. He expressed the view that the demand for all types of affordable homes in Fenland is overwhelming and compelling.

Mr Timberlake stated that V10 is partnering with Platform Housing Group, and United Livings Lowrise Construction, with representatives in attendance today, to bring about the supply of those vitally needed additional affordable homes. He made the point that Platform is a fully funded strategic partner to Homes England and is already investing tens of millions of pounds in Fenland, referring to a recent article in the Wisbech Standard regarding their 100% affordable housing scheme which has just been launched for 137 homes in Wisbech, with Platform's Chief Executive being quoted as saying "this is the first time we have worked with Fenland District Council and we are absolutely delighted to see this development come to fruition providing local people with a place to call home, we are committed to providing more such homes in the area and look forward to strengthening our partnerships in the region".

Mr Timberlake expressed the opinion that with the committee's support today the project at Barkers Lane would be Platform's second 100% affordable homes development in Fenland, which will be built out in one single operation. He stated that after working closely with the Housing Team to align the local need with the delivery of the right type of housing and tenure, Platform expect to submit a reserved matters application in the first half of 2025 and to start on site by the end of 2025.

Mr Timberlake stated that he is present at the meeting today to give voice to those people with an urgent affordable housing need and requested the application be approved.

Members asked questions of Mr Timberlake as follows:

- Councillor Mrs French asked if any discussions have taken place with Anglian Water with regard to the sewage? Mr Timberlake stated that he was not in a position to answer that question but the agent or technical advisers would be able to do this.
- Councillor Mrs French referred to the report being confusing as it states 20% affordable and then 100%, asking which is it? Mr Timberlake responded that they will be looking for a Section 106 which provides 20% as policy and the Housing Association will come along and convert the other 80% to affordable so ultimately it will be 100%.
- Councillor Mrs French asked if he had been to the site at school run time? Mr Timberlake responded that he has been to the site.
- Councillor Mrs French referred to mention of the lack of affordable housing and that they would not be provided this year, making the point that neither would these as this is an outline application.
- Councillor Gerstner questioned that his company was the supplier of the housing, there is external funding through the Government's housing fund and asked who is going to pay for the infrastructure part of the application? Mr Timberlake responded that the contractor would build all the houses and all the infrastructure.
- Councillor Marks referred to the question asked by Councillor Mrs French about the proposal being 100% affordable housing and the response was it was 20% and then it is expected that somebody else will pick up the 80%, with the way it is being sold to members is 100% and asked if he had been involved with schemes like this before where it has been 100% but had to be reduced as some properties were sold privately? Mr Timberlake responded that every project they have undertaken ends up being 100% affordable as what Platform will do is apply a Homes England grant to the 80% converting them into affordable with the 20% affordable being secured as part of the Section 106 so the delivery will end up being 100% affordable as has been the case at Wisbech.
- Councillor Imafidon stated that he attended the Wisbech completion as Mayor of Wisbech and he feels the quality of the houses that Platform deliver is very good. He made the point that when it says the houses are affordable, with the 137 in Wisbech a certain percentage were on a social rented basis and he met one of the residents who purchased 50% by part rent, part buy, and asked what percentage of these houses will be part buy, part rent and when affordable is mentioned is it the part buy, part rent or the social housing? Mr Timberlake responded that 73 properties will be affordable rented to be delivered by Platform.

Members received a presentation, in accordance with the public participation procedure, from Leslie Short, the agent. Mr Short advised that he has with him Damian Tungatt, the Highways Engineer, and Mark Jones, the Drainage Engineer, who will be able to answer any technical questions committee may have. He stated that planning applications must be determined in accordance with the adopted development plan unless material considerations indicate otherwise and the application site before members today is part of an allocation for housing land in the adopted Fenland Local Plan 2014, with 10 years on from its adoption this applicant is seeking to deliver this allocation with 130 dwellings.

Mr Short made the point that the same adopted development plan requires that a Broad Concept Plan (BCP) be prepared and this was approved by the committee in June 2023, with this application complying with the adopted BCP and in doing so aligns with the allocation of the more recent March Neighbourhood Plan. He expressed the opinion that in planning policy terms there is nothing to say that this application should be determined otherwise than has been in accordance with the adopted development plan and that statutory duty for the Council is set out in Paragraph 6.1 of the officer's report.

Mr Short made the point that there are no technical objections, with the key features of this scheme for 130 dwellings comprising of the access, the surface water and foul drainage strategies, the landscaping and amenity proposals, the biodiversity net gain, planning obligations contributing towards infrastructure improvements, heritage impact and the delivery of housing and affordable housing, which have all been successfully addressed in the application's proposals. He stated that he is not going to ignore or pretend that this area will not change as a result of this development but the details need to be looked at before committee comes to their balanced decision today, the applicant acknowledges that there will be an element of disturbance to the existing residents of Barkers Lane both during construction and after the development is complete but the right amount of weight needs to be applied to this noting that the Council's Environmental Health Officer has not raised any objection regarding noise and disturbance and considers that any noise impact arising from traffic is not likely to be such that it warrants a noise assessment, with the same advice being given in respect of air quality.

Mr Short expressed the view that any local impact can be mitigated by the imposition of a Construction Management Plan and by restricting the hours of operation, which is one of the officer's recommended conditions. He advised that the roadway in Barkers Lane is designed to be a 20mph zone where traffic speed is limited and the consequent road dimension designed taking only land that is essential, with the provision of a 3 metre wide combined cycle/footway along the north side of Barkers Lane linking into the housing site and the wider allocation beyond being key to the scheme's design and will provide an invaluable, sustainable travel mode connection between one of the largest housing allocations to the Neale Wade Academy and to the wider town and town centre.

Mr Short referred to drainage and flooding, with the applicant listening to the discussions about this on the proposal for 425 dwellings adjacent to this site and revised his foul drainage proposals so that they are now independent of any existing Anglian Water foul drainage infrastructure in Barkers Lane, with there being no impact on the existing provision. He stated in terms of surface water flooding, that section of Barkers Lane, which is already a tarmacked surface, will have specific drainage improvements resulting in a change to the experience in that area, with part of the road's reconstruction brought about by this scheme providing a new dedicated highway drainage system to take away surface water in an easterly direction and into the attenuation basin within the application site.

Mr Short referred to their development partner supporter speaking about the provision of affordable housing and he asked the committee to note and place great weight on the early delivery of housing having heard the adjacent site being given up to 5 years for the submission of reserved matters in June 2024, with this applicant volunteering to accept the condition that says that the reserved matters must be delivered inside 2 years which can only result, in his view, in the early delivery of much needed housing with a start on site likely towards the end of 2025. He stated the benefits of the scheme as outlined and listed in the officer's report at Paragraph 11.4 far outweigh any disbenefits and he hoped that the committee will come to the same conclusion.

Members asked questions of Mr Short, Mr Tungatt and Mr Jones as follows:

- Councillor Mrs French asked if they have had discussions with Anglian Water? Mr Short responded yes. Councillor Mrs French questioned if they were aware when there has been flooding there has been raw sewage pouring down Barkers Lane, she has videos of it, it is

disgusting and the sandbags that Anglian Water put down the lane several months ago are still there even after Anglian Water attending a Planning Committee meeting in August for the 425 dwellings promised to do something about it. She has a meeting tomorrow with Anglian Water at Barkers Lane. Mr Jones responded that they have consulted with Anglian Water and undertook a pre-development enquiry with them at the very beginning, with its advice being to connect into Barkers Lane. He added that as his colleague has stated following the committee meeting in June on the Barratt's development, they have consulted them several times as they were aware of the flooding issues and come up with a new connection point which is now The Avenue to avoid putting any foul drainage into Barkers Lane. Mr Jones stated they are following Anglian Water's guidance, with the solution that they have for this development being a pump solution from the site from a pump station that will be adopted so that they can control the discharge rate from this development into the Anglian Water system, with the rate being set by Anglian Water through the adoption process.

- Councillor Mrs French referred to a pending application for an access through Lambs Hill Drove and asked if that is approved will they change the access away from Barkers Lane? Mr Short responded that they have a separate application which has been in a considerable amount of time for Lambs Hill Drove but account needs to be taken of the timing of these applications as they were first on the scene, with this application in Barkers Lane being submitted before there was any other application but the Lambs Hill Drove access, which is just for an improvement of that junction between Lambs Hill Drove and Wimblington Road, is dependent upon other parties coming along and it may be 5 years before that access comes into operation.
- Councillor Connor stated that he has had considerable contact with Anglian Water and he has spoken to them again today, with him being told there were two issues, you cannot put the foul drainage system into Barkers Lane drain as it blocks up and as Councillor Mrs French stated there has been raw sewage coming out of those drains. He referred to their report which states that they may wish to connect to the Barratt David Wilson Homes (BDWH) site drainage system but that is not what he is led to believe as he has spoken to the Development Director of BDWH who says "I have reviewed your committee report for the March East Development Ltd (MEDL) site there is reference in the report to MEDL potentially utilising FW drainage system within our development I must make you aware at this stage we don't have a formal agreement in place with MEDL for them to connect into our drains and further they have made no contact with us in an attempt to agree formal rights of connection or for access across our land to allow them to make a connection." Councillor Connor asked whether they had spoken to BDWH? Mr Jones responded that they have not made any contact with them, the meeting he had with Anglian Water was purely to take away drainage from the site, wanting their development to be as standalone as much as possible so it can be delivered within timescales that they can control and not be reliant on BDWH. He reiterated that they have a pump solution and that will be pumped to the Anglian Water network in The Avenue, it is not dependent upon the BDWH development coming forward and is in agreement with Anglian Water.
- Councillor Connor stated that roadway is another concern and asked if they are looking to have the road and spur roads being made up to adoptable standards? Mr Tungatt responded that at this stage the only thing that is in detailed form is the access from Barkers Lane, which will be to adoptable standards and he thinks the internal spine road is something that would be potentially constructed to adoptable standard.
- Councillor Connor stated Highways have lots of highway agreements that need to be settled and if this application is approved he would like to see all the properties being built but only 90% occupancy until the road has been fully adopted by Cambridgeshire County Council, which would alleviate the problem of roads not being completed in Fenland and asked for their views on this. Mr Short responded that it is a condition that they would have to take instruction on but he does not see it as being particularly unreasonable. Councillor Connor stated it has happened before in an application in Wimblington so they would agree to this in principle? Mr Short responded in principle yes and asked if the Highways Officer knows

what the experience and arrangement of the Platform development in Wisbech is with regard to the adoption of roads and he cannot see any difficulty with doing the same on this development. Nigel Egger, Cambridgeshire County Council's Highways, stated that there can be an undertaking in the planning permission to have the roads completed to a given standard by the 90% house occupation but to say that it should be adopted is a different matter because it is subject to a technical assessment process not least the drainage and getting acceptable outfalls, there is not a problem with adopting a housing estate road but it is iterative process of submission, design and implementation as well. He feels it would be better to say that it gets to a point of completion surfacing because that is the major problem in Cambridgeshire that roads are left unsurfaced, unfinished and then they do not drain properly because the water is not getting to the gully but he does not think it can be a requirement for it to be adopted because it is separate to an entirely different area of law and beyond the planning remit unless they wanted to enter into a Section 106 Agreement, which if they fail to do or there are technical issues with the road becomes a problem. Councillor Connor stated that this does not always happen in Fenland where roads are left unfinished. Nigel Egger responded that there should be a condition that says the road should be completed to binder course level which is the layer below the surface course and would be the approach whereby at 90% house occupancy those roads should be finished off and surfaced and he feels this a good idea and a model that should be used across the County.

- Councillor Gerstner stated within the report there is a lot of number, figures, charts, diagrams, junctions, calculations, algebra, which is a lot to take in, this is an outline planning application to deal with access and asked why can there not be access from a different place other than Barkers Lane, with there being a route that residents have suggested that could be taken? Mr Short responded that it is not feasible for the very reason that these 130 dwellings need to be delivered as soon as possible and at the previous committee where permission was given for the development with the access approved off Wimblington Road, similarly with Lambs Hill Drove, it could take 5 years for the details to come forward and that allocation to begin to start being developed. Councillor Gerstner questioned whether it was technically not feasible. Mr Short stated that there is nothing technically difficult with using Barkers Lane as an access, with the mitigation proposals and with the design details that they have delivered and in discussion with the County Council's Highway Authority who confirms they have no objection. He added that the other 2 access points could be up to 5 years away and there is an affordable housing need.
- Councillor Gerstner expressed concern over public safety, whilst he accepts what Highways have said there is a school with children and access onto Barkers Lane and this development is proposing 130 affordable houses, which will probably be families with children accessing Barkers Lane. He asked how safe are children and the public going to be with that road and the new pathway? Mr Tungatt responded that in terms of the actual trip generation from the site it will still be relatively low compared to other locations and Barkers Lane the fact that there is a school adjacent to it is fairly normal, there are a number of areas where there are schools next to the highway. He continued that they are also delivering a 3 metre wide shared cycle/pedestrian way adjacent to the school, which would be a safety benefit. Mr Short added that the first 120 metres of Barkers Lane is being designed as a 20mph zone so safety is at its heart. Councillor Gerstner made the point that the District has a lot of other 20mph zones but they are not enforced. Mr Short stated that looking at the design details there is a dedicated 3 metre wide cycleway/footway on the northern side of Barkers Lane and for the bulk of the children accessing Neale Wade Academy or going on into the town centre they will come up from the development and use a continuous 3 metre wide cycleway, which will be separate from the vehicle carriageway.
- Councillor Gerstner asked, as the build out is started, when is that pathway going to be delivered? Mr Short responded that the resolution seeks that committee approve the scheme subject to the conclusion of a Section 106 Agreement and appropriate conditions, with the usual condition, in his experience, is that the access has to be delivered first before other events in the scheme happen. He stated that he is expecting to meet with Gavin

Taylor and agree a condition which seeks the early delivery of the access.

- Councillor Mrs French asked where the 5 years has come from as in August committee recommended approval of an outline application for 425 houses and they were asked when they were going to submit a reserved matters application and members were told as soon as possible so she does not understand where the 5 year delay has come from. Mr Short responded that the resolution included a condition that requires the submission of reserved matters on that consent any time before the end of 5 years and he is sure officers will confirm this. Councillor Mrs French disagreed and stated it was 2 years, it has never been 5 years, with the applicant confirming they would submit a reserved matters application as soon as possible.
- Councillor Marks asked if the pumps will be installed from day one and adopted by Anglian Water? Mr Jones responded that the general process of putting in the adoptable pumps is that there will be a Section 104 design process and once that technical approval is granted the chamber is then built, with there needing to be a set number of dwellings outfalling and discharging into that station for it then to become active. He added that there will be a mechanism to deal with foul water, ie pump, to a place where Anglian Water agree, which happens on every site where there is a foul water pump station and it will all be undertaken with Anglian Water's approval so the station would have to be built very early on and they will be looking to get as many houses into that station as quickly as possible as that gets the adoption process finalised. Councillor Marks asked if there could be a situation where it is still pumped into Barkers Lane for a period of time? Mr Jones responded that with the agreement with Anglian Water there is no connection from this application to go into Barkers Lane and it will not happen, the main will have to go from the pump station to The Avenue and a temporary connection cannot be made on a pump.
- Councillor Marks asked about attempts to speak to the IDB? Mr Jones responded that his first email to the Middle Level Commissioners was in January 2023, there were several emails asking for comments, asking for meetings, he even spoke to one of the engineers saying that they wanted to bring it to committee and would like to bring a strategy that they are in acceptance of and even offered to drive to their office and have the meeting. Councillor Connor suggested that Councillor Mrs French takes this up with the IDB and she agreed to do this.

Members asked questions of officers as follows:

- Councillor Mrs French asked for clarification on whether it is five or two years? Gavin Taylor responded that condition 2 of the proposed condition schedule for the BDWH scheme was a requirement for approval of the reserved matters to be made to the Local Planning Authority before the expiration of 5 years from the date of the permission. He stated that the reason for this was that the proposal is to phase this development and a situation was not wanted where a couple of the first phases were agreed and they ran out of time to submit that last phase so it does give them ultimately 5 years to submit their reserved matters application and then to begin within 2 years from the approval of that last reserved matters. Councillor Mrs French made the point that this does not mean they are not going to start for five years though.
- Councillor Mrs French referred to the agent saying they wanted to submit their reserved matters as soon as possible and asked if the reserved matters application had been submitted? Gavin Taylor responded that the Section 106 Agreement is still being finalised and he has not been made aware that they are working on a reserved matters but he would like to think they were.
- Councillor Connor asked that as soon as the Section 106 Agreement is finalised the reserved matters can be submitted so it does not have to be 5 years, which is the longest timescale it can be. Gavin Taylor confirmed this was correct and a reserved matters could be submitted the day after the Section 106 is signed and the decision notice is issued. He believes that the applicant for this development was alluding to the fact that they have got no control over that and they want to make sure they try and deliver their site as soon as possible.



- Councillor Gerstner requested clarification that Barkers Lane is the sole access for this development and there will be no other accesses? Gavin Taylor confirmed this was correct, although they would expect to put in an emergency point, a drop bollard or similar, so that in the event that there are emergency services needing to get to either this application site or the wider site. Councillor Gerstner asked if these were shown on the previous map? Gavin Taylor responded that the ones shown on the previous map were pedestrian/cycle connectivity points so that there is permeability through the site for sustainable travel modes through the entire allocation.
- Councillor Gerstner referred to Highways being satisfied with the access arrangement to achieve a safe and suitable access to the development but he still has concerns with all the pinch points, the junctions, the formulas and it is very difficult for him to understand, with 130 potential houses potentially producing a lot of vehicle movements on a very short stretch of road and the engineering of the road looks to him to be quite complicated especially with a 3 metre cycle and shared pedestrian path. He asked for explanation on how that Highways have come to their conclusions as he needs to be fully satisfied about the safety aspect to pedestrians. Nigel Egger responded that Highways are presented with development proposals and they consider them in relation to the policies in the NPPF and for them to object the development there needs to be an unacceptable impact on highway safety or a severe impact on capacity. He does not look at the numbers that are being referred to, his colleagues in the Transport Assessment Team do this, but typically 130 dwellings is probably only going to generate one to two vehicle movements in the busiest hours, 8-9 in the morning and 5-6 in the evening. Nigel Egger made the point that this is not a very high bar in terms of capacity so the junction will cope, a 5½ metre wide carriageway and 3 metre cycleway will cope with the traffic and the pedestrians adequately. He stated that the latest iteration of the plan includes the raised table to make it 20mph compliant, the speed narrowing and raised table within 50 metres of each other in conjunction with a 20mph zone should police itself nicely, it is when you introduce 20mph zones without the additional engineering feature where compliance is more of an issue. Nigel Egger stated that children and cars are always an emotive issue next to a school and if it becomes a problem with on-street parking throughout the picking up and dropping off period in the future or as part of the 278 Agreement they can ask the developer to consider restriction times, double yellow lines or single yellow line to further regulate the area. He expressed the opinion that overall, given the high bar that is set by the NPPF to have an unacceptable impact on highway safety or a severe impact on capacity, there is not enough trip generation given that this development only serves 130 dwellings, it does not go through the rest of the site and is an enclosed cul-de-sac so an objection could not be justified.
- Councillor Connor made the point that during pick up time from the school both those sides of Barkers Lane are full up with cars and he would like to see, if the application is approved, a restriction on people parking there. Nigel Egger responded that it is difficult because parking restrictions and traffic regulation orders are a separate area of legislation but you could write into the travel plan something that says the applicant shall promote/investigate/ implement in conjunction with the District and County Council measures to manage on-street parking and then this can be put into the legal agreement that Highways have with the developer, either a Section 38 Agreement for the adoption of the streets or more likely a 278 Agreement for the highway works that they must have to implement the work on Barkers Lane so it is a question of how to secure it in planning terms in principle so that it can be delivered in engineering terms. Councillor Connor asked Gavin Taylor if he had made a note of this? Gavin Taylor confirmed he had against the Travel Plan condition.
- Councillor Mrs French referred to a meeting she attended a couple of weeks ago where it was crystal clear the Police will not enforce 20mph zones and you can put double yellow lines everywhere but they are not enforced either. She stated she has been trying since 2019 to introduce Civil Parking Enforcement across Fenland and due to the unreasonable conditions that the Rainbow Alliance at the County Council have put on it is impossible at this time for the Council to do it. Councillor Connor endorsed these comments and that Fenland is the poor relation in the eyes of the Rainbow Alliance.

- Councillor Mrs French stated that there are some beautiful trees along Barkers Lane that have TPOs and asked if they are going to be felled, which she hopes not? Gavin Taylor referred to a landscaping plan on the screen, with regard to TPO trees there is a Horse Chestnut tree directly opposite the first house as you come into Barkers Lane and the proposal is that this may be felled, however, there is a condition 5 proposed that requires further details in that regard as it does sit quite close to where the footway/cycleway is proposed to be located and whilst there may be an engineering solution they are not certain at this stage. He stated that there is a proposal as secured through condition 5 to have a robust landscaping scheme which would include replanting of trees, hedgerow, etc., but the report acknowledges there will be some loss of vegetation along there.
- Councillor Marks asked if to the entrance of Barkers Lane is that County Council or District Council land? Gavin Taylor responded that the area to the north of Barkers Lane is highway land and the area immediately south is a Fenland District Council asset but there is not proposed to be any works to that area of land, with the area of works being to the northern side of Barkers Lane in order to achieve the footpath/cycleway. Councillor Marks asked if those trees have a TPO on them? Gavin Taylor responded that the TPO recording is a group recording for two Horse Chestnuts, which is actually now only one, which is identified in the arboricultural report submitted as a category B/C tree. He believes there are some historic TPOs further along Barkers Lane but some of them have been removed for some of the school buildings historically but the TPO records are a bit out of date in parts and could do with a refresh.
- Councillor Mrs French stated that with the TPO she thinks it is disgraceful that this tree may have to come down. She referred to the Section 106 and notes that what is proposed is for Early Years, Primary and Secondary schools, libraries and strategy and asked why nothing is included for doctors, NHS or anything else and stated that the County Council is sitting on over £72 million for education and there was no money spent on education in 2022/23 and there was an agreement through the last Government that the area was going to obtain a new SENs school, with the Government in place now pulling this, which is another disgrace. She made the point that the County Council does not need this money, they are sitting on all of the Section 106 money, including travel, health care etc, of over £89 million and education keeps being put on a Section 106 but infrastructure is needed which will help doctors etc, especially with that amount of homes with March East being one of the most deprived areas in March, and open space contributions are required and play areas need upgrading. Councillor Connor advised that this issue has been raised with the Head of Planning and a meeting will take place regarding this shortly, it may not be possible for this application but for ones in the future. Gavin Taylor referred to Section 10.80 of the officer's report where the applicant is proposing to provide contributions towards transport impact mitigation, there is a MATS scheme of £1,500 per dwelling and there is also £96,000 towards the on-site demand responsive bus service, which members may recall from the BDWH scheme with there already being land gifted or proposed to be reserved for the school site so in terms of addressing some of the education requirements that could be deemed to do so and the £96,000 for the demand responsive bus service could be argued that the site is not actually that far from the nearest bus stop at Wimblington Road, therefore, that £96,000 could instead be directed towards health care requirements of which there is a request for £561,000 for upgraded surgery facilities and £138,139 for ambulance services so there could be a pro rata split for these items instead of directing it towards education. Councillor Connor expressed the view that the £96,000 for the buses can be redirected elsewhere into health care or open space.
- Councillor Mrs French referred to the £96,000 for buses and asked what buses as there are no decent buses in March. She referred to 10.76 with regarding to financial contributions of £1,500 per dwelling for MATS and stated that she is Chairman of MATS, with the money from MATS coming from the Combined Authority so why are developers trying to be milked when developers could actually be doing something for the town that these houses are going to be built in. Councillor Mrs French stated that she has been working since 2018 for a BMX track, pump track for West End Park and finally there is an application in, which has

taken 6 years to achieve, March is the fastest growing town and there is nothing for the children to do and this is where the money should be going to keep the youngsters busy and stop anti-social behaviour. Councillor Connor added that within 400 yards of the application site on Wimblington Road there are two bus stops so another bus stop is not required and the £96,000 can be diverted somewhere else where it is needed. Councillor Mrs French stated that she has been the Chairman since 2017 on MATS and they have never discussed this or asked developers for money, she has a meeting in about 3 weeks time, there is major work that they are doing and she will be bringing this up at the next meeting. Councillor Connor asked if the £96,000 can be used for something else? Gavin Taylor responded that subject to being CIL compliant project then money could be put towards this and what is suggested is the identified health care requests the money could go towards this. He stated in terms of other projects, such as for young people, he is not aware of any being put forward through this application to consider and consultation was undertaken with the Open Spaces Team but that is not to say that it cannot. Gavin Taylor made the point that the application is before committee at a time when it is known what is required in terms of formal requests so in terms of health care contributions this could be proportionately split between the surgeries and the Ambulance Service. He referred to the MATS scheme and reminded members that the BDWH scheme came forward at the end of August with exactly the same request from the Transport Team, the same financial contribution per dwelling, and that was accepted at that time and it has also been a requirement of all the strategic allocations in March from the Transport Team in order to finance that MATS scheme which will improve Peas Hill roundabout and Hostmoor Avenue. He feels that not supporting this at this stage needs further discussion as the amount requested through this application is consistent with the previous one on the same allocation.

- Councillor Marks suggested that the Chairman and himself deal with this via the Head of Planning to sort out the distribution of this money? Gavin Taylor responded that one point of note, 10.78 of the report does refer to the developer contributions SPD and sets out where a scheme is affordable housing led the Council would not look to secure financial contributions against that scheme because of the other benefits it would otherwise provide and possible viability considerations. He made the point that if the scheme does come forward as 100% affordable housing which is what is being put forward then the Council would not be seeking financial contributions and whilst it would be built into the Section 106 there would also need to be a clause in there that should it ultimately come forward as 100% affordable housing that those contributions would fall away. Councillor Marks expressed concern that if only 50% affordable housing is provided then it needs to be clear where the money should be allocated and it wants to be kept local as Fenland does miss out. Gavin Taylor asked members to be mindful of the recommendation as that is seeking delegated powers for officers to finalise the Section 106 Agreement so if that needs to be changed that needs to form part of the proposal. Matthew Leigh added that members would need to slightly amend Clause 1 to add in "in consultation with the Chairman and Vice-Chairman" if they wished.
- Councillor Mrs French referred to Table 1 of the Section 106 requests and she has advised that the County Council are sitting on £89 million, they keep asking for education money and why are they being given it if they are not building schools, no money was used in 2022/23 and there is nothing planned to her knowledge for 2024/25. She expressed the opinion that the difference between Barratt Homes and this development, is they did not push for extra money as they offered a piece of land that will be available as an orchard which she understands that many people in March want which she feels was generous of them. Matthew Leigh responded that he cannot answer the specifics but the issue that has been raised is county wide and Section 106 contributions will be allocated to certain projects and there will be periods of time allowed for them to be put into before they will happen so if there is a scheme occurring in an adjacent authority, a large scheme for 2,000 houses, that may well need to deliver a junior school or even two, that scheme would require through the phasing to pay for various contributions, it is unlikely that the scheme would then deliver the

school until all that money has been received by the council as they have limited budgets and they are unable to fund forward so what that results in is a significant build up of money with the County Council for them to look to deliver schemes in the future. He referred to transportation and that money is taken to cover transportation for a period going forward for however many years for the future occupiers of these dwellings to be transported to their schools so that money needs to sit in perpetuity as it will be spent on an on-going rotation. Matthew Leigh stated that the issue that Fenland has the inverse of that as month after month education requirements are not being met, schemes are being accepted that put additional burden on the existing education facilities and the funding that they require is not brought in so unlike other authorities where they are viable and the application for the scheme provides all the money that the County needs to deliver that school, Fenland does not have that so that means there is a deficit that puts it onto the County and this is a general point about the planning system. He stated that this needs to be balanced and in a different situation where you have x amount of units and you need a junior school, four or five viable schemes would bring forward that junior school within the country but in Fenland due to its viability issues that does not happen and it is not as simple as saying there is money because if there is money sitting there for Section 106 it probably is not from any of Fenland's schemes and from other councils adjacent within Cambridgeshire who have met their requirements. Councillor Mrs French stated that she does realise this but she has sat here for years and seen the millions that has been allocated to education and nothing has been built.

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

- Councillor Benney made the point that this is a policy compliant application and the foul water drainage has been addressed, which may not be to the satisfaction of all members but does not give committee any grounds to refuse the application.
- Councillor Sennitt Clough agreed that there does not seem to be the material considerations to refuse the application having covered all the concerns and there will be on-going discussions with the conditions.

**Proposed by Councillor Benney, seconded by Councillor Sennitt Clough and agreed that the application be GRANTED as per the officer's recommendation to include the amendment to conditions as discussed.**

*(Councillor Connor declared that he does live near to this site but the proposal has no impact on his well-being and he has also been involved with drainage issues in Barkers Lane but he is not pre-determined and has an open mind)*

*(Councillors Mrs French and Gerstner declared, in accordance with Paragraph 2 of the Code of Conduct on Planning Matters, that they had been lobbied on this application)*

*(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 also declared that she is a member of 11 Drainage Boards)*

**P50/24**

**F/YR24/0509/RM**

**LAND SOUTH OF 73-81 UPWELL ROAD, MARCH**

**RESERVED MATTERS APPLICATION RELATING TO DETAILED MATTERS APPEARANCE, LANDSCAPING, LAYOUT AND SCALE PURSUANT TO OUTLINE PERMISSION APP/D0515/W/23/3327578, RELATING TO APPLICATION F/YR22/0062/O TO ERECT 110 X DWELLINGS (3 X 1-BED FLATS, 3 X 2-BED FLATS, 32 X 2-STOREY 2-BED, 4 X 3-STOREY 3-BED, 55 X 2-STOREY 3-BED AND 13 X 2-STOREY 4-BED)**

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

Members received a presentation, in accordance with the public participation procedure, from George Wilkinson, on behalf of the applicant. Mr Wilkinson stated that the reserved matters application was submitted in May 2024 and is for the details of appearance, landscaping, layout and scale following the grant of outline planning permission in January 2024. He expressed the view that the development will provide 110 new homes including a minimum of 20% affordable housing in a sustainable location making a notable contribution to the housing land supply and affordable provision in Fenland of a mix of one to four bed properties, with Fenland's affordable housing officers involved in ensuring the affordable mix meets local needs.

Mr Wilkinson stated that throughout the last six months Allison Homes has worked constructively with officers and key statutory consultees including the LLFA, Local Highways Authority and affordable housing officers to address all concerns raised. He stated that amendments through planning include the introduction of vertical and horizontal vehicle deflection to reduce traffic speeds, the inclusion of permeable paving to help control the discharge rate of surface water as well as providing a form of water treatment and a 3 metre easement has also been provided along the entire length of the eastern ditch outside of plot gardens.

Mr Wilkson advised that the development would provide 2.2 acres of publicly accessible open space, providing areas of play and habitat creation throughout the site and enhancements to the public right of way to the south of the site along with financial contributions to improve the bridleway running north-south along the western boundary, which would also allow for improved connection to existing development. He stated that the scheme will provide energy efficient homes with all homes achieving an EPC rating of B or higher, with every house having an electric charging point, solar panels and air source heat pumps to provide sustainable homes.

Mr Wilkinson made the point that Allison Homes has worked closely with the Planning Authority and consultees to positively address all comments raised and the proposal has no objections raised by technical statutory consultees. He feels the proposal represents a high-quality development and he hopes that members are able to support the officer's recommendations, thanking the officer for his comprehensive report and Gavin for his presentation today.

Members asked questions of Mr Wilkinson and Ms McCrae as follows:

- Councillor Sennitt Clough referred to the open space and the habitat, which sounds lovely on paper, and asked who will manage this because on the Whittlesey application they wanted the Town Council to manage it and is there anyone in place to manage these areas? Ms McCrae responded that the management of the public open space is already secured through the Section 106 Agreement so on this site it is a residents management company and residents will be made aware of this before purchasing their properties, with Allison Homes managing the open space until a point where it can be transferred to the residents. Mr Wilkinson added that as part of the application they have submitted a landscape ecological management plan which highlights the maintenance schedules that the management company have to comply with and has been reviewed by Cambridgeshire

Ecology with no objections.

- Councillor Mrs French made the point that the outline application was granted on appeal and she was against it due to the flooding issues in this area and currently they are undertaking archaeology digs, where they are having to use pumps to pump out the amount of water and she hopes they get the drainage system sorted once and for all because this land does flood and she hopes the residents who eventually live here do not suffer. She stated that March Town Council would not take on the public open space.
- Councillor Marks asked what happens if the residents decide they are not going to upkeep the open space areas, does it fall back to Allison Homes? Ms McCrae responded that it will form part of the TP1 to the transfer of that property so it is secured in perpetuity on the property rather than the resident and what the residents do, being directors of that management company, is the ability to change the managing agent so Allison Homes will set up the managing agent and if they are not happy with what that agent is doing they can change who is carrying out that maintenance. Councillor Marks clarified that Allison Homes sell the house and hand it over to the residents so it could get to a situation where the owners have no interest in upkeeping the open spaces and the land could fall into disrepair. Ms McCrae responded that the fact that it is secured on the property not the resident means they are legally obliged to be part of that management company. Councillor Marks stated he understands this but if the residents do not do anything who polices this, is this something that Allison Homes behind the scenes will police? Ms McCrae responded that no, once they finish that open space it will be transferred to the management company.
- Councillor Gerstner asked how money is secured from the management company after it has been handed over and who sets who pays what and when? Ms McCrae responded that it is all part of the legal setup of that management company so residents will be informed of what that legal charge is at the point of purchase and how that is paid will vary by management company, it is normally a monthly or annual payment, and it is legally secured on that property so Allison Homes have no part to play in collecting that money or distributing that money, it is a legal setup of that management company with Companies House.
- Councillor Gerstner asked if there is only one access in and out of the site and is there going to be any emergency access for emergency vehicles? Ms McCrae responded that there is one access off Upwell Road in and out of the site and through the determination of the outline permission appeal the Inspector added a condition requiring a non-vehicular emergency access, which comes in at the south-western corner of the site.
- Councillor Connor asked how long they envisage being involved with the management company or will they walk away once the last house is built? Ms McCrae responded that they have to complete all the open space and landscaping in accordance with the approved plans and it has to be signed off by the management company and the Council before they transfer the land and the responsibility to the management company, which will be on final occupation.
- Councillor Connor referred to the road and spur road and asked if they were going to be constructed to highway adoptable standard? Ms McCrae responded that they have undertaken a lot of work with Highways to make sure that all roads are up to adoptable standard, there were some amendments to the scheme after comments were received from Highways so it is known that the scheme presented today can be fully adopted. Councillor Connor asked if all roads are going to be adopted before it is handed over to the management company? Ms McCrae confirmed this was correct and there is a condition securing this on the outline planning permission.
- Councillor Marks asked if the ditches and dykes will fall within the remit of the management company as IDBs keep getting hit with developments when suddenly residents are moving fences and they are unable to get the machinery in to clear them. Mr Wilkinson responded that it would become management company land and there is a condition placed on the outline planning permission that secures the drainage maintenance and management, which will get approved by the IDB or LLFA. Councillor Marks asked if this includes the distance the flail needs to drive down the side of dykes with fencing? Mr Wilkinson

responded that there is a condition placed on the outline permission for ditch works which includes cut back, flailing, removing vegetation, excavating ditches, creating sumps and ensuring the ditch line has a suitable gradient for at least 765 metres. Councillor Marks asked if the width is known as the IDBs have increased it to 9 metres and looking at some of the properties that is going to be tight? Ms McCrae advised that it was a 3 metres requirement through the outline so all down the eastern boundary there is a 3 metre easement that is outside plot boundaries.

- Councillor Mrs French made the point that drainage boards require 9 metres and there is no possibility that their machines will access these if 3 metres is being talked about and these dykes and ditches have to be kept in perpetuity. Ms McCrae responded that the ditch they are referring to down the eastern boundary is not an IDB ditch so the works that were mentioned are the works to get to the IDB ditch but the on-site ditch is not an IDB one.
- Councillor Connor referred to the public right of way and bridleway between Cavalry Barn estate and this proposed development not being in very good condition and he acknowledges that they have voluntarily given £16,000 towards improving it but he does not believe that is enough as health and well-being is important, with walking being part of that. He asked, although recognising it is voluntary, can the £16,000 be increased to a realistic amount of money to make that a lot better? Ms McCrae stated that she would have to delegate to legal officers as she does not believe it can be undertaken on a reserved matters application. Councillor Connor stated he is just asking for it as a voluntary contribution as he realises it cannot form part of the Section 106 and asking out of the goodness of the company can they pledge any more money than £16,000 to bring it to a better standard for the health and well-being of residents. Ms McCrae responded that a discussion can take place outside of Planning Committee about what they can do as a developer to work with the local community but that cannot form part of a planning decision. The Legal Officer stated that this is not a material planning consideration, therefore, members should not take it into account when determining whether to approve or refuse this application. Councillor Connor reiterated that he understands this but it was just a voluntary ask for more money.
- Councillor Sennitt Clough questioned that, when it is said that there will be something attached to the property in relation to the management company, is this a restrictive covenant on each property. Ms McCrae stated that this is her understanding.
- Councillor Gerstner asked who the pumping station on this development belongs to, them, Anglian Water or the IDB and who is going to build and maintain it. Ms McCrae responded that they would build it and it will be adopted by Anglian Water. She added that they have been in discussions with Anglian Water and they know there is capacity within their network and the recycling centre so they will be adopting it and it would be designed in accordance with their standards.
- Councillor Connor asked where the foul water is going to go to in the immediate vicinity? Ms McCrae advised that they would connect into the existing Anglian Water sewer in Upwell Road and it would eventually end up at March Recycling Centre.

**Proposed by Councillor Mrs French, seconded by Councillor Imafidon and agreed that the application be GRANTED 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 also declared that she is a member of 11 Drainage Boards)*

**P51/24**

**F/YR24/0562/F**

**2 DODDINGTON ROAD, CHATTERIS**

**ERECT 14 DWELLINGS (2-STOREY, 4 X 2-BED, 10 X 3-BED) WITH ASSOCIATED GARAGES AND PARKING AND FORMATION OF A NEW ACCESS INVOLVING DEMOLITION OF EXISTING DWELLING AND STORAGE BUILDING**

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

Members received a presentation, in accordance with the public participation procedure, from Lee Bevens, the agent. Mr Bevens made the point that this site has an extant permission for up to nine dwellings approved in January 2022 and whilst the layout was not committed it showed larger detached housing on site with a roadway that will not work. He stated that given the location of the site and the adjacent Persimmon scheme his client felt this was the wrong approach, particularly as he is completing a scheme of nine two and three bedroom houses elsewhere in Chatteris for rent and these dwellings will be for rent too.

Mr Bevens expressed the opinion that there is a strong demand for two and three bedroom homes in Chatteris, both for rent and buy, and with recent new companies coming to Chatteris, like Aerotron, and companies, like Metalcraft, expanding a better mix of housing is required. He stated that the scheme was designed with early engagement with Highways who were helpful and satisfied with the road layout, this helped inform the layout particularly with the narrow entry section from Doddington Road.

Mr Bevens expressed the view that they have always tried to engage with officers at the earliest opportunity and be proactive to address any concerns and it has only been in the last few weeks that this has taken place. He expressed the opinion that they have addressed biodiversity concerns and this has been satisfied with credits being purchased to achieve the 10% gain, new native species trees will be planted as well as new hedgerows.

Mr Bevens expressed the view that his client has spent thousands of pounds exploring and resolving the drainage concerns, infiltration tests confirm that surface water cannot discharge via infiltration and the next step in the drainage hierarchy is to discharge surface water to an existing water course or ditch and this solution suggested taking it to the Slade End roundabout but Highways believe this is Highways owned and will not allow discharge. He stated that their consultants, MTC, have now confirmed that surface water can be discharged to an IDB ditch further along the Isle of Ely Way so, in his opinion, the drainage hierarchy has been met and they have a solution that the LLFA will accept and are happy to have a surface and foul water condition applied to the scheme.

Mr Bevens expressed the opinion that the proposed density of the scheme is comparable with that of the adjacent Persimmon development with both schemes achieving about 37 dwellings to the hectare. He referred to the reasons for refusal and using the presentation slide showed that, in his view, plot 1 does have a prominent front elevation to the street as you enter the site but he would argue that the side elevation is not as prominent in the development, with plot 1 not having a blank wall as it has a first floor en-suite window clearly shown but the gable is alongside a driveway and a garage to the dwelling and does not face directly onto the public realm, with car parking and public green space separating the dwellings from plots 11 and 12 which are opposite some 22 metres away.

Mr Bevens showed on the presentation scheme examples in Chatteris of dwellings approved by the Council with blank gables to the public realm and whilst this is not always good design there are often mitigating factors to do so and in this case the driveway and green buffer separating the side elevation to the road. He referred to refusal reason 2, showing on a presentation slide that



plots 13 and 14 are no closer to 4B Doddington Road than the two pairs of semi-detached houses in Fillenham Way, which is the Persimmon development, and there are actually three of the four facing into the garden of 4B and they are closer to the dwelling than plots 13 and 14, with plots 2 and 9 having over 12 metres between the front elevations and this is fairly typical of a dual sided development.

Mr Bevens showed on the presentation slide a photograph of a scheme in Juniper Drive, Chatteris where 4-bedroom houses are separated by 9 metres front to front and, in his view, it is not uncommon on schemes for smaller houses to have parking outside of another house, with there being numerous examples of this in Chatteris and also parking courts in developments such as Saddlers Way. He showed further slides of development in Chatteris where front elevations of executive homes overlook other private gardens with less than 8 metre distances and these distances are much worse than is being proposed on this scheme.

Mr Bevens stated that he believes that this scheme is the right one for this location, it is not overdevelopment by virtue of it being comparable to the Persimmon's development next door, the scheme is a sustainable proposal, it will support local shops, businesses and facilities and, in his view, the benefits do outweigh the harm. He added the Town Council support the proposal and they will endeavour to propose as many trees in the landscaping scheme as possible.

Mr Bevens asked members to go against the officer's recommendation and approve this scheme for much needed smaller dwellings.

Members asked questions of Mr Bevens as follows:

- Councillor Imafidon asked for further information on the drainage situation. Mr Bevens responded that they have had fairly extensive recent negotiations, backwards and forwards with their consultants who were appointed to find a drainage solution as part of the drainage strategy. He stated that they followed the hierarchy by undertaking infiltration testing on site but it is not conducive to soakaways on site and they firstly thought the ditch by Slade End roundabout was an IDB drain but it is not and is a highway drain so the next hierarchy is to take it to an IDB drain which is further up the Isle of Ely Way. Mr Bevens added that their consultants are satisfied that the LLFA would approve this drainage solution and remove its objection but this has only come to light in the last 24 hours. He stated that if a foul and surface water condition is applied to the scheme he is confident that there is a solution that will work. Councillor Imafidon asked what if the IDB come back and say they do not have capacity or they are unable to connect to the drain? Mr Bevens responded that the next stage of hierarchy is to look at taking the surface water into the foul sewer that runs in Doddington Road. Councillor Imafidon expressed the view that these options have not been explored and questioned why they have not been explored. Mr Bevens responded that it has been undertaken in a logical way but the feedback from officers has been late in the process so it has been a reactivity issue, with the consultants trying to follow the hierarchy and have done what they can at every stage proactively, with them relying on the consultants telling them that this is the right approach and they are satisfied with the approach.
- Councillor Marks referred to comments that the plot 1 property has a bland wall and Mr Bevens has shown development elsewhere in Chatteris which shows a very bland wall and questioned whether this bland wall could be enhanced by putting in a false window surround on this wall? Mr Bevens responded that this could be a possibility, subject to officers they are happy to look at this, adding something on the ground floor level and looking at the floor plan to see if they can put some passive surveillance on here if needed.
- Councillor Marks referred to overlooking on other properties and some of the properties around here have higher fences than others and asked if this is something they would look to do? Mr Bevens responded that as part of the planning conditions they can look at increasing the height of boundary fences by trellis, etc., so it is not a solid fence it has got some privacy but also lets some daylight through it.

- Councillor Benney referred to the main reasons for refusal being poor design and asked at what stage he was notified that it was poor design and what timescales did he have to design something better as the architect to come up with a scheme that would be more aesthetically pleasing to Chatteris and officers. Mr Bevens responded that they are proactive architects, they try to and engage with officers at an early opportunity and they had their first real feedback from the officer about 9½ weeks into the planning process having asked on numerous occasions for feedback on all items. He continued that they met the officer on site after 9½ weeks where it was identified that the biodiversity net gain and the drainage were a concern which almost superseded the design element but it was felt that it was quite late in the day. Councillor Benney asked how far back from today is 9½ weeks and it does not appear that they have a satisfactory drainage scheme that is ready to go today and what was the issues and timescales with getting an approved drainage scheme? Mr Bevens responded that the last 1½-2 weeks is when the majority of the backwards and forwards on the drainage has taken place and every time they have had something from the officer to say there is an issue it has gone straight back to the consultant to find a solution and follow the hierarchy. He feels that they have not had the support at officer level on this application. Councillor Benney asked if an extension of time has been requested to resolve the issues? Mr Bevens responded that they have not asked for an extension of time given the lateness of what has been happening with the drainage, he has spoken with Gavin this morning and it is something they would consider if the drainage is the overarching issue that members have to get the LLFA to remove its objection.
- Councillor Connor expressed the view that this application is “putting the cart before the horse” as with the issues of flooding and potential issues with drainage the application should probably be withdrawn as it is not a complete application and he is unable to approve this application as it is with no confirmation of where the foul water is going to go. Mr Bevens stated that the foul water is going into Doddington Road and it is the surface water that is the issue. Councillor Connor made the point that the drainage system as a whole is not conclusive.
- Councillor Connor asked what kind of road surface is it going to be, tarmac or block paving? Mr Bevens responded that the road is designed to adoptable standards but it will be a private road which will be block paved in a similar way to the scheme that is being undertaken currently in Black Horse Lane. Councillor Connor referred to the mention of up to adoptable standard and questioned whether it was going to be adopted? Mr Bevens confirmed it would not be adopted. Councillor Connor continued that there will be a management company then if this is approved? Mr Bevens confirmed this was correct. Councillor Connor stated that if he was to support this application on this aspect he would want two houses being built but unoccupied until such time as the road was brought up to standard and asked if this could be considered? Mr Bevens responded that this is a private road that is designed to adoptable standards but will be in a management company run by the applicant but if it is felt appropriate that 2 dwellings need to be held back prior to it being finished off he does not see a problem with this. Councillor Connor expressed the opinion that he would insist upon it.
- Councillor Sennitt Clough referred to a couple of references within the report to soil contamination and asked what this is or what it might be? Mr Bevens responded that he is not aware of any significant soil contamination on the site, it has been up until this point a back garden.
- Councillor Gerstner asked if they agreed that putting surface water down a foul water system is not conducive in normal operations? Mr Bevens agreed but that is following the stages of hierarchy and is the last resort with Anglian Water but it is hoping that it can be taken into an IDB drain and will form part of a condition on the permission. Councillor Gerstner stated it is his understanding that Anglian Water and other water authorities would normally only allow surface water when flooding is an issue in a place for them to go down this route and it is not a normal part of a building programme.

- Councillor Marks agreed with Councillor Gerstner as there is the same problem in Manea where there is standing water going in with dirty water and it causes all sorts of flooding issues. He feels that this application is being considered prematurely and asked would it not be better to be deferred for a period of time to come back to committee with a full drainage package as opposed to what there is currently, which is ifs, buts and maybe, and it can be conditioned but he feels it would be better to be deferred. Mr Bevens stated that if it is the drainage side of the application that is the issue he believes the next committee is on 13 November and if it was bringing it back to that committee he would hope they would be able to deal with the drainage and have an approval in place from the LLFA by that time as negotiations have already commenced. He added that if it is felt within those two weeks that other amendments might be needed to the design they could be included. Councillor Connor made the point that he does not think it is realistic to be referred back to 13 November meeting. Matthew Leigh stated that irrespective of this any additional information received will need to be consulted upon and they have to give the statutory consultees 21 days to respond and they have no ability to ensure it is received before this and members will want a fully robust report drafted once the consultation responses have been received, with it being Tuesday that reports are due for the next committee. Mr Bevens asked if it would be able to go to the December committee? Councillor Mrs French made the point that it does say on the report that the application has to be determined by 1 November. Councillor Connor expressed the view that if the applicant gives an extension of time that would not affect the figures. Matthew Leigh stated that when an extension of time is agreed that provides a new determination date but there will not be one in place in time if the application is deferred.

Matthew Leigh made the point that the applicant did not enter into pre-application discussion prior to the submission of the application, either with the Council or the LLFA, both of which offer a pre-application service and the NPPF encourages engagement in pre-application so that it does not end up in situations where applications are being submitted that are stumbling on relatively minor issues as if they had gone to the County Council early on it would have been highlighted that there were issues with their delivery of mitigation and how they would have had to go through the hierarchy. He referred to the agent mentioning late interaction and limited engagement and stated there is no requirement for a council to engage during a planning application process, the system is set up to an extent for an application to be submitted, consulted, reviewed and determined, they try to do this but the opportunity is limited in relation to time and consultation responses. Matthew Leigh added that in relation to the matter of the County Council and flooding, three weeks in the process officers received their consultation response that would have been available on the website soon after this. He stated the fact the applicant has not entered into a pre-application service and the fact that officers have been willing to meet the applicant on site to discuss issues means the Council has provided a good level of customer service for this application rather than the criticism that was implied.

Members asked questions of officers as follows:

- Councillor Benney made the point that there is a drainage scheme that has been submitted but has not had the opportunity to be looked at and if members could agree on the other reasons for refusal in terms of design and overlooking, could the drainage be conditioned so that it could be something that officers deal with later? Matthew Leigh responded that there are 6 tests for imposing a condition and one of the issues that officers have in relation to this matter is a lack of clarity, they have to be confident that a condition that is imposed can legally be discharged and the issue on this site is a lack of knowledge so his advice would be no to a condition as it would not meet the test in this instance.
- Councillor Marks requested clarity that what is being said is because officers believe there is a lack of information regarding the drainage, although there is already another plan in place, officers are unhappy for the application to be approved. Matthew Leigh responded that two strategies have already been brought forward that have failed so there is clear lack of confidence there is going to be a strategy coming forward because normally there would

be some level of submission that gives you some level of confidence. Councillor Marks queried it being conditioned? Matthew Leigh reiterated that officers are not confident that the condition would meet the test so it would not be within their gift legally to do this.

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

- Councillor Mrs French expressed the opinion that this is a bad application and the thought of even considering putting water into Anglian Water's drain is absolutely appalling, which is why the area is flooding everywhere and raw sewerage is coming up all over across the town and she is sure this happens in Chatteris as well as March. She feels that officer's have got the recommendation correct on this application.
- Councillor Connor stated that he agrees.
- Councillor Benney stated that he does not personally have a problem with the design, referring to two houses that were approved at the top of Eastwood that he drives past every day that have got just as bland a wall as this development does and there are examples down Juniper Drive that are equally as bland and as close so he would not want to refuse it on the design aspect because he feels this can be overcome. He agreed that the drainage has to be right and there is not a drainage scheme in front of members that is right for this application.
- Councillor Marks stated he agrees with Councillor Mrs French as currently it is a poor design but feels it can be made better. He made the point that it is drainage that is the issue and he wonders if it would be better to defer the application for 31 days and let the agent bring it back.
- Matthew Leigh made the point that the application in front of committee does not have a different design so his advice would be to refuse it on this.

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

*(Councillor Marks declared that the applicant is known to him on a professional basis but he does not socialise with him and is not pre-determined and will consider the application with an open mind)*

*(Councillor Benney 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)*

**P52/24      F/YR24/0471/O  
LAND SOUTH OF 59 PEAS HILL ROAD, MARCH  
ERECT UP TO 9 X DWELLINGS (OUTLINE APPLICATION WITH MATTERS  
COMMITTED IN RESPECT OF ACCESS)**

David Rowen presented the report to members.

Members received a presentation, in accordance with the public participation procedure, from Shaun Lee, an objector. Mr Lee stated that a high level of 82.3% of the responses received oppose the application, with the proposal outlining the development to erect a number of 4-bed double storey detached properties which will apparently mirror the adjacent properties but, in his view, the adjacent properties are primarily 2-bed semi-detached single storey homes. He expressed the opinion that the application references missing information and highlights that the photograph of the proposed access road is that of Knights End Road and not Peas Hill Road.

Mr Lee stated that, whilst it is agreed that the Local Plan 2014 Policy LP9 outlines both strategic allocations and the broad locations for growth, it can very loosely indicate that any development east of the bypass is acceptable, however, digesting the specific details and key diagram the area east of the bypass and north of Gaul Road towards Wisbech Road is not included within this. He expressed the view that the policies map defines the settlement boundary and it clearly shows that

the proposed development is in an area that is outside of the settlement boundary and is, therefore, defined as countryside development, with policies LP12 and LP18 not applying also.

Mr Lee expressed the view that the impact of noise pollution, given the proximity of the bypass, cannot be underestimated, with the proposed location being well below road level and having no substantial fence or natural soundproofing that could logically be applied and the obvious effect of noise funnelling and the increase in noise levels for the adjacent properties cannot be ignored. He made the point that as outlined by the Environment Agency the area is within Flood Zone 3 and as a result has a high risk of flooding, with the northern edge of the site, where the access road is proposed, having regular occurrences of stagnant water and flooding.

Mr Lee stated that the western edge has a shallow dyke, which acts as a natural drain for the bypass and, in his opinion, any development on this site would create concentration of rainwater from the rooftops and existing issues would worsen. He expressed the view that the area has existing sewerage constraints, there are nearby septic tanks in use and limited options for main sewerage, with the Government, just over a year ago, updating the waste management guidelines and for all new discharges if it is deemed not reasonable to connect to a public sewer then the installation of a sewage treatment system would be needed which in turn disperses liquid into or onto the surrounding area and this risks additional saturation.

Mr Lee expressed the opinion that the access roads are very narrow and raise concerns for safety, not only for the local children when playing nearby but it also restricts options for emergency vehicles, with any new development exaggerating the current issues. He expressed concern regarding the layout, in terms of proximity and projected elevation, with the development most likely impacting privacy, raising noise levels, causing pollution of light and raising concerns for health, safety and well-being of local residents.

Mr Lee expressed the opinion that any potential development in the area would cause harm to the rural appearance of a market town and if allowed to proceed would set a precedent for future developments and further encroachment on the countryside. He displayed on the presentation screen a table highlighting the breach of policy and previously refused local applications under the same infringement, which includes the location, noise, flood and environmental risks, access, layout concerns and lastly the impact on the character of the town.

Members asked questions of Mr Lee as follows:

- Councillor Gerstner asked where he got the noise survey figures from? Mr Lee responded that these were from a previous application that is referenced in the application to the west of the bypass. Councillor Gerstner asked if he knew when this was carried out? Mr Lee responded that it was in 2021, with, in his view, there being no doubt with the increase in traffic that it has gotten worse.
- Councillor Marks asked if his property backs onto this site? Mr Lee responded that he currently lives on West End directly opposite where the proposed development is likely to be.
- Councillor Imafidon asked if he had any concerns about access to the development site? Mr Lee responded that are constraints currently with Peas Hill and emergency vehicles have at times had to push vehicles out of the way to gain access to a local substation when there was a fire recently and because of those constraints and the highway route that has been outlined there is concern for access to that site.
- Councillor Imafidon stated that when he visited the site there was a caravan on site and asked if he knows whether the site is currently being used for any purpose? Mr Lee responded that as he understands the caravan is used for storage for equipment for the horses that occupy the land, the land was originally designated as agricultural land but has been rented out by the owner as agricultural land.

Members received a presentation, in accordance with the public participation procedure, from Shanna Jackson, the agent. Mrs Jackson stated that the application seeks outline planning permission for up to 9 dwellings and at this stage it is only matters of access that is being looked at. She expressed the opinion that the application site is within the built-up framework of March and the committee report confirms that the principle of development is acceptable under policies of the Local Plan, however, the application has been recommended for refusal.

Mrs Jackson stated that the reasons for refusal include concerns with the visual impact of the development, the potential for noise caused by the A141 and the failure to meet the sequential test. She expressed the view, in relation to the visual impact, the site is within the built-up framework of March, it has been acknowledged that the principle of development is acceptable and, therefore, visual impact is inevitable.

Mrs Jackson expressed the opinion that the development will be set against the backdrop of the built-up settlement of the town when viewed from the public realm and along the A141 the development will be seen within the context of the remainder of the town, therefore, she feels it is unreasonable to say that the proposal would appear harmful. She added that in any event the indicative layout shows that the existing vegetation on the road boundary will remain and that there will be an internal roadway between the vegetation and the proposed dwellings, which would retain the feeling of openness and the green buffer which the committee report discusses and she would also highlight that this is an outline application and, therefore, the scale and design of the dwellings can be dealt with later and if the Local Planning Authority has specific design aspirations for the dwellings which will promote the character and quality of the area they would be happy to take those on board during the design process.

Mrs Jackson referred to the second reason for refusal that relates to the potential for noise caused by the A141 which is considered to cause harm to future residential amenities and whilst these comments have been noted, in her view, Fenland's own Environmental Protection Team has raised no objection to the proposal and when the Council's own technical experts do not consider there to be a harmful issue or an issue harmful enough to object she fails to see how this reason for refusal can be upheld. She feels the situation is no different to a recently approved development on the other side of the road in terms of noise impact and Environmental Protection have acknowledged this and raised no objections accordingly but she would take on board their comments and include the mitigation measures as part of any condition or subsequent reserved matters application.

Mrs Jackson referred to the third reason for refusal, which relates to the sequential test which is an issue the committee has discussed at length over the years, with the site being in Flood Zone 3 and officers highlight that there is other land in March which is at lower risk of flooding, however, this site is available and deliverable now. She expressed the view that there are significant benefits to the scheme which include providing housing within a primary market town which can be delivered in the short term and this would comply with the Government's agenda of build, build, with this in mind and given that the Environment Agency has raised no objection to the proposal she would argue that the benefits gained from the development would outweigh the sequential test concerns.

Mrs Jackson expressed the opinion that the proposal represents an excellent opportunity to provide new housing within a primary market town which can be delivered in the short term, there are no technical objections to the proposal including Highways, the visual impact is somewhat subjective and requested that planning permission be granted.

Members asked questions of Mrs Jackson as follows:

- Councillor Mrs French referred to the mention of the other side of the road and asked what development this was? Mrs Jackson responded that it is in the committee report, it was an outline application in 2020 and reserved matters in 2021. Councillor Mrs French asked what

it was for? Mrs Jackson responded residential development. Councillor Marks advised that this was the carpenter's garage on the side of the road but if you go further along there is an acoustic fence which is quite high that virtually goes to the roundabout. Councillor Mrs French stated that she did think this but this was certainly not for 9 dwellings.

- Councillor Marks stated that dwellings across the road are a distance away from the fencing and this development will be a lot closer and there will be vehicles speeding up and braking going into the roundabout and asked if any noise mitigation had been put into the site? Mrs Jackson responded that the application is in outline so no details have been submitted but their position is that the Council's technical experts are telling them that there is no issue and that they are not going to object, recommending mitigation measures as part of a condition which they will happily accept.
- Councillor Marks referred to flooding on the site, it is in Flood Zone 3, the committee questions constantly the feasibility of building on these flood zones and asked if she was not concerned about the site flooding bearing in mind the field across the road floods on occasion? Mrs Jackson responded that she takes a lead from the technical experts, with the Environment Agency telling them there is no issue and they are not objecting. Councillor Marks made the point that they are also producing a map that says Flood Zone 3. Mrs Jackson replied that this is an academic process which directs new developments to certain areas and what they are looking at is the technical detail in this case and they are saying they are not objecting.

Officers made the following comments:

- Matthew Leigh made the point that the Environment Agency do not object ever on the lack of a sequential test that is the responsibility of the Local Planning Authority. He stated to say that the Environment Agency has not objected and, therefore, there is no issue with flooding is false.
- David Rowen referred to the comments from the Environmental Health Team which states that "a robust noise impact assessment should be undertaken by a suitably qualified acoustic consultant to establish what extent passing vehicle noise is likely to have at the proposed site and what mitigation measure will, therefore, be necessary to protect both external and internal amenity areas" and made the point that they are not giving a free pass on the issue of noise they are saying that there is potentially an issue that would need to be addressed and the issue officers would have in dealing with this through a condition is that without that noise survey being undertaken they do not know whether it can be satisfactorily addressed or not.

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

- Councillor Mrs French stated that she knows this site exceptionally well, it used to be in her ward and she feels the application is ludicrous, it is in Flood Zone 3, the noise on the bypass would be horrendous, under the MATS scheme they are going to upgrade Peas Hill Roundabout, it was not included in the Neighbourhood Plan and there has never been any development on that side of the road and she does not think there should be. She made the point that West End used to be viewed as the jewel of March and to build houses on that side blights West End. Councillor Mrs French expressed the opinion that the officer's recommendation is correct.
- Councillor Marks agreed with the comments from Councillor Mrs French and expressed amazement that the application is in front of committee, the land is wet, there are environmental issue, vehicles coming in and out of the roundabout cause noise and pollution and the access is not great

**Proposed by Councillor Mrs French, seconded by Councillor Connor 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)*

**LAND EAST OF FERN HOUSE, BIRDS DROVE, GOREFIELD  
CHANGE OF USE OF LAND TO GYPSY TRAVELLER'S PLOT INVOLVING THE  
SITING OF 2 X RESIDENTIAL MOBILE HOMES AND 2 X TOURING CARAVANS,  
THE FORMATION OF HARDSTANDING, IN-FILLING OF DITCH (TO CREATE  
VEHICULAR ACCESS) AND ERECTION OF 1.8M HIGH FENCING AND A GATE  
WITH 2.15M HIGH BRICK PIERS (RETROSPECTIVE)**

David Rowen presented the report and drew members attention to the update report that had been circulated.

Members received a presentation, in accordance with the public participation procedure, from Alexandra Patrick, the agent. Mrs Patrick stated the development offers much needed traveller accommodation, which she feels will positively contribute to the needs of the Council and furthermore the proposal's design and scale is appropriate for a small self-build development. She advised that the applicant already resides on site so this is a retrospective application but they are a small family unit, they have a baby on the way, and asked members to support the officer's recommendation.

Mrs Patrick stated that Mill Road, opposite to the east of the site, was a very similar application to this, which came to committee and was approved by members.

Members asked questions of Mrs Patrick as follows:

- Councillor Gerstner referred to the proposal being retrospective and that the papers say the scheme has been carried out in its entirety already and asked if this is correct? Mrs Patrick responded that the family are already residing on site and the access has already been widened.
- Councillor Imafidon asked how long the occupants have been on site and do they own the property? Mrs Patrick responded that they do own the property and referred to the applicant to how long they have been there. The applicant responded since the middle of February. Councillor Imafidon questioned why the application was not submitted at this point and has been undertaken retrospectively? Mrs Patrick responded that the applicant has been in the area a long time with their family, the family has expanded and they have had to move and reside in the nearest piece of land that was available to them. Councillor Connor reminded members that the same weight needs to be given to a retrospective application as any other application. Councillor Imafidon made the point that he has visited the site and it was very well kept and tidy and he was impressed by what he saw.

Members asked officers the following questions:

- Councillor Mrs French asked when the Council is going to get its Gypsy and Traveller Policy as she has been asking for this for years? Matthew Leigh responded that he was asked about this prior to the committee but was unable to action it and would provide information to members in the next couple of days.

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

- Councillor Imafidon referred to a similar application to this considered a while ago where there was a young family on a site that did not have planning permission, it was initially deferred, it came back and it was approved as committee did not want to make a young family homeless. He stated that he will be supporting this application.
- Councillor Mrs French stated that she agrees and fully supports the application.

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



**P54/24**

**F/YR24/0590/PIP**

**LAND SOUTH WEST OF WOODBURY, MANEA ROAD, WIMBLINGTON**  
**PERMISSION IN PRINCIPLE FOR 7 X DWELLINGS**

David Rowen presented the report to members.

Members received a written presentation, in accordance with the public participation procedure, from Wimblington Parish Council read out by Member Services. Wimblington Parish Council stated that it was in agreement with the Planning Officer's recommendation of refusal as per the Parish Council's previous comments, which are still relevant, the 'high quality residential environmental design' under LP16 and as raised in the Design Guidance and Codes adopted by the Parish, would be compromised in the busy location of the proposed site. They stated that although the Highway Authority now consider its concerns to have been adequately addressed the local community and parish's concerns regarding the congestion around the location of the site have not been adequately addressed.

Wimblington Parish Council expressed the opinion that the change of use to '7 residential dwellings' is not within the village settlement area as per LP3, LP4 and LP12 and shown in the development draft Neighbourhood Plan and it is also not meeting local housing needs as per LP5 and LP13 and shown in the Housing Needs Assessment adopted by the Parish, in the growth of Wimblington village. They expressed the view that the support representation raises points but fails to address the fact that the location will cause additional amounts of traffic at the junction area, the present site access is only used intermittently by customers and present residents.

Wimblington Parish Council stated that the village has superseded the built expectation for a growth village, larger developments have taken the residential growth over the predicted growth, access to the village from the proposed site involves crossing the busy Manea Road and then A141.

Member received a presentation, in accordance with the public participation procedure, from Matthew Hall, the agent. Mr Hall expressed the opinion that this site is not in the open countryside and is part of the built-up, established form of Wimblington, with it not being agricultural field, paddock land or undeveloped land. He stated presently a large part of the site is occupied by a dog grooming and kennel business, which has been in existence for about 6-7 years, with the business hours being Monday to Saturday 6am to 7pm for the kennels and 8.30am to 5.30pm for the grooming, with the site having a licence for up to 45 dogs.

Mr Hall stated that the applicant has advised him that vehicles to this site vary depending on the time of year, however, in the Summer months this can be up to 50 cars a day between the grooming and kennel businesses and there are also work vans on the applicant's site for his job which is groundworks and civil engineering. He expressed the view that the proposal for up to 7 properties, it can be less, is likely to see a decrease in the amount of vehicles entering and exiting this site and Highways have not objected.

Mr Hall stated that the site is all located in Flood Zone 1 and there have been no concerns raised within the report in this regard. He advised that there have been various discussions with Cambridgeshire County Council Highways who have assisted them tremendously, amendments have been made with a private 6 metre wide surface shown to enter and exit the site and the bin lorry can enter and exit this site, although the plan is indicative it gives members an idea that it can be addressed and he reiterated that Highways are not objecting.

Mr Hall referred to 9.6 of the officer's report where it states that 7 dwellings could comfortably be accommodated on site that would not be considered overdevelopment and he hoped that members could see from the aerial photograph that this site is part of the built-up form of

Wimblington, with the site being surrounded by buildings and directly opposite there is a residential dwelling, it is well screened by the trees to the west which are within the highway verge and would have to stay. He made the point that the applicant's grandchildren walk across the road to go to Thomas Eaton school every day and this site is to the east of the A141, just like all of Eastwood End is, there are traffic lights here to cross and the facilities of the village are within easy reach.

Mr Hall made the point that there are no technical objections from any of the consultees in the report and, in his opinion, it is not in open Fen land, it does not create a loss of agricultural land, it is not paddock land, it is already partly developed with the buildings over the site, there will be less vehicle movements than what there is at present and in 9.6 of the report it states it would not be overdevelopment for up to 7 dwellings.

Members asked questions of Mr Hall as follows:

- Councillor Marks questioned the comment that it is not paddock land as he is confused as his daughter used to keep her horse here where there is a menage and a field. Mr Hall responded that there are various buildings in the site and towards the back there is a menage but the green area the applicant does not own and there is no paddock land there. Councillor Marks stated that the field beyond the site runs onto Lord De Ramsey's or Lavenham Farms land and to the side of it there are industrial buildings and across the road, apart from the one house on the corner, there is the Knowles grain store, which has had access problems previously so there are no other houses within that area but it still being said this is the built-up form of Wimblington. Mr Hall expressed the opinion that he does consider it the built-up form of Wimblington including the industrial buildings and the very small residential buildings.
- Councillor Gerstner referred to the officer's report stating that they have not demonstrated how refuse is going to be taken away. Mr Hall responded that this was highlighted as an informative comment by Cambridgeshire County Council Highways, they amended the plans to show how a bin lorry can enter and exit the site.

Members asked questions of officers as follows:

- Councillor Marks asked for confirmation that a standard 26 tonne dustcart is going to manage to access the site? Nigel Egger responded that he had not seen this application before but has been looking at the application in front of him and the plan does show a standard refuse freight as far as he can see coming into the site and turning around in the turning head at the bottom but it does not show it turning off the main road or the tracking for that, however, there is a 6-7 metre wide carriageway into a 6 metre wide access so it should be possible geometrically. He added that it does mean the vehicle will dominate the access so no other vehicles will be able to pass while that vehicle is coming in but it should only be once a week and that is not abnormal for any residential estate.
- Councillor Marks referred to Highways raising no issues with the access but he travels this road every day and he has also been an HGV driver so he knows when you come around the corner and someone is turning into those two gateways or into Knowles or the potato store yard it causes traffic to back up and is a bottleneck. He asked if this was just a desktop survey undertaken by Highways? Nigel Egger responded that he does not know as he was not involved with this planning application but he does know the site, he made the point that they are closing off the access that is closest to the signals, it does have an existing use that generates x number of vehicle movements but again this is a development that may generate around 40 odd vehicle movements a day for the residential, one vehicle every 10 minutes going in and out of the site. He stated that the qualification in the NNPF, Paragraph 115, is whether or not the harm is unacceptable in safety terms and that is a really high bar when there is a reasonable access width, an existing use on the site being removed and replaced by residential development and whether or not an objection could be justified in front of an Inspector at an appeal and it is apparent to him that his colleagues determine that they could not do that. Councillor Marks made the point that having come round that corner off the Wimblington Road with a trailer and 9 times out of 10 it is people

trying to turn either left or right are parked across the access, with a trailer you have to mount the kerb when you stop which then blocks up the A141 and surely this should be a safety issue that should have been considered. Nigel Egger responded that he suspects it was but he cannot answer it as he was not involved with the application but he reiterated that they are closing the access closest to the A141. Councillor Marks made the point that the current occupier run the accesses as in and out, with the furthest access being in and the closest to the traffic lights being out. Nigel Egger reiterated that the proposal is to close the closest one and have the access relocated to the north. Councillor Marks stated that this is the one that causes the problem as they use this as the in at present. Nigel Egger responded that Keep Clear markings can be considered which will help anybody accessing the site. Councillor Marks made the point that there are Keep Clear markings further along the road for the potato store already, they are unreadable and causes more problems.

- Councillor Benney asked if there is any accident data for this junction because a near miss is not an accident and there could be near misses on every junction in Fenland. Nigel Egger responded that in the last 5 years there have been no incidents on the A141 traffic signal junction or anywhere near, the next nearest incident is a slight injury accident on the bend to the east of the potato packing store. He is surprised as it is a priority signalised junction on an A classified road so you would expect a degree of incidents. Councillor Marks stated that there have been accidents, with the road being closed on numerous occasions and on the junction itself but not so much, it is cars going up the back and in the side of each other so he thinks the data may be questionable. Nigel Egger clarified that stats 19 data from the Police is personal injury accidents only so it is only serious and fatal accidents are recorded, anything that ends up in A&E but that does not mean there are not overshoots and rear end shunts, etc., which are not recorded.

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

- Councillor Marks stated it is not in his ward but he travels the road every day, he knows the property and the vicinity and he feels that Wimblington Parish Council and officers have the recommendation 110% right. He expressed the view that this is the wrong place, it is not part of Wimblington, it is an industrial area, the problems in the area will be compounded on that junction and it is overdevelopment.
- Councillor Benney made the point as heard from the Highways Officer there have been no accidents, with there being potential accidents at every single junction and there is no objection from Highways on the access. He feels the only reason for refusing this application is LP3 and LP12, with LP3 being building in an elsewhere location but, in his view, the site is a stone throw from the Church which is the heart of a community, it has a road running through one side to the other and there are developments on both sides of the road and an Inspector stated that Eastwood End is part of Wimblington, with that application being much further out than this one. Councillor Benney expressed the opinion that he does not consider this to be an elsewhere location, it is part of Wimblington and it is a brownfield site, where development should take place, residential units are replacing two businesses so the amount of traffic will reduce not increase it and improve the safety. He expressed the view that it is a good application.
- Councillor Marks stated that he hears what Councillor Benney says but disagrees and referred to discussions on a previous application where air quality and noise was mentioned, which will be an issue here because of vehicles slowing down and starting up which needs to be taken into consideration. He feels this is a very poor application and the officer recommendation is correct.
- Matthew Leigh made the point that this is an application for a PIP, which is different to a planning application and a lot of the points that Councillor Benney raised are in consideration of determination of a planning application they are not the same things as in the consideration of a PIP. Councillor Connor made the point that committee should be considering if the application site is fit for putting anything on it.
- Councillor Marks expressed the view that if this had been an application for 1-2 properties he would be comfortable with it but he is not comfortable with is 7 properties, with it being

increased previously from 5 to 7 and feels it is too much for the site.

- Councillor Benney stated that Councillor Marks has already admitted that it is suitable for residential development and this is a PIP, he would accept 3, 4, 5 but not 7 and it does say in the officer's report that it will accommodate 7 dwellings so the report backs up the fact that 7 fits on the site .
- Councillor Marks made the point that there is already a mobile home on site, possibly two, and he does not believe this should sustain what they are looking to put on the site.
- Councillor Mrs French expressed the view that she does not believe that the site is big enough for 7 dwellings.
- Councillor Gerstner stated that he is being led by local councillor as they know the area, however, there is a complete conflict, but he would personally support the officer's recommendation of refusal.
- Matthew Leigh reiterated that this is a PIP and a lot of what has been debated is for material consideration of a planning application and not applicable for this application.

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

*(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)*

*(Councillor Marks declared that the applicant was a customer to the business that he is director of but he is not pre-determined and will consider the application with an open mind)*

**P55/24**

**F/YR22/1416/O**

**LAND TO THE EAST OF 114 MAIN ROAD, PARSON DROVE**

**ERECT UP TO 4 X DWELLINGS INVOLVING THE FORMATION OF A NEW ACCESS (OUTLINE APPLICATION WITH MATTERS COMMITTED IN RESPECT OF ACCESS)**

David Rowen presented the report to members and drew attention to the update report that had been circulated.

Members received a presentation, in accordance with the public participation procedure, from Shanna Jackson, the agent. Mrs Jackson reminded members that they will recall this application which has been before committee previously where it was resolved to grant planning permission subject to a Section 106 Agreement and the application is before committee again as the agreement has not been finalised. She feels it is unfair that the previously proposed reasons for refusal have been carried forward as she understood that committee was happy with the application in general.

Mrs Jackson stated that having consulted their own highway engineer it has transpired that the situation in terms of requiring the appropriate visibility can be achieved if the speed limit for the area is reduced to 30mph and by reducing the speed limit they can achieve the required 2.4 x 43 metre visibility splays all within highways and the applicant's land. She continued that as they had an opportunity to reduce the speed limit in the area they felt they should embrace it as the proposal would then provide a benefit to the wider community.

Mrs Jackson made the point that reducing the speed limit takes quite a while but as this is providing such a benefit she is also sure members would agree that it is worth the wait. She stated that she has spoken to their highway consultant this afternoon and he has confirmed that they are in the depths of the legal process but the signs and the feedback that have been received from the pre-consultation is that there is full support from everyone including Cambridgeshire Constabulary who are the main stakeholder for this type of proposal.

Mrs Jackson stated that the designs for the work are complete but they need to follow the due legal process so whilst it is regrettable that the situation has taken so long to be resolved she assured members that they are committed to resolving the situation. She requested that they be allowed to continue to secure the highway improvements and rather than refuse the application allow them a further extension of time.

Members asked questions of Mrs Jackson as follows:

- Councillor Mrs French asked what length of time is being requested? Mrs Jackson responded that she has been informed by the highway engineer that it will be 2-4 months as with a legal agreement it has to go through so many different processes.
- Councillor Connor made the point that committee went against officer's recommendation and approved the application subject to the splays and that was hopefully going to be achieved. He asked why the committee's decision is not being followed and this application is back before committee? Mrs Jackson responded that when they asked the highway engineer to have a look at it to get the visibility splays drawn up because there were some ambiguity over the ownership of the land, they were advised that there was an option available to reduce the speed limit to, therefore, reduce the visibility splays and that would have a wider benefit for everybody and they have entered into the process of reducing the speed limit. Councillor Connor questioned whether the applicant has undertaken any more negotiations in relation to buying the third-party land? Mrs Jackson responded that the feedback she has received is that they own all the land anyway but the Local Authority did not have comfort that they did own the land hence the Section 106 as a belt and braces approach. Councillor Connor expressed his confusion and this is not what the committee agreed or envisaged.
- Councillor Marks made the point that the application was submitted, committee went again officer's recommendation because as the agent it was believed that the splay area could be achieved, with at the time the likelihood being that some of splay area was in third party ownership, however, now it is being said that it is owned by the applicant but it is not going to be used and the speed limit is going to be reduced to 30mph. He asked does the third party, whoever it is, not want to sell or has it transpired that there is somebody else within this? Mrs Jackson responded to her knowledge when they went out to do the surveys to ascertain whose land it was there seemed to be a simpler solution which was to reduce the speed limit and, therefore, reduce the splays and this was deemed to be a better situation.
- Councillor Marks expressed the view that due to the wooliness of the answer's members are receiving he feels that the land is owned by a third party who is not prepared to sell and this is now the best of a bad job to get it over the line to reduce the speed limit, which is not what this committee agreed 12 months ago and asked if he was correct? Mrs Jackson responded that she personally does not know that and the advice she has been given is to say to committee that they can provide a betterment, which is being offered now.
- Councillor Connor agreed this is clearly the case as why would they change the speed limit when all they have to do is obtain the third party-land or use their own land to obtain and prove the splays can be achieved.
- Councillor Benney stated that if he was doing Mrs Jackson's job the first thing he would do would be to look at the Land Registry to see who owned the land so it is known what is being dealt with. He asked if Swann Edwards did this? Mrs Jackson responded that there is a process when there is a scheme that comes before them that they will check the Land Registry to make sure they know all the owners of the land, which is also needed for the Ownership Certificate. She stated that she does not know the specific details of this application but she would imagine that during the course of the application through various consultation responses it would transpire that the visibility splays were required so the work might not have necessarily be undertaken up front and it has come to fruition during the course of the application.
- Councillor Sennitt Clough stated, in Mrs Jackson's defence, that Land Registry is not always correct and some land is not even registered.

- Councillor Marks asked that when the application was before committee last time were they not clear who owned the land because he believes it was stated that the splay could be dealt with by dealing with a third party but now members are hearing conflicting information. Mrs Jackson was unable to answer.

Members asked officers the following questions:

- Councillor Gerstner questioned land ownership being a civil matter and not being a material consideration of planning? David Rowen responded that yes land ownership is normally a civil matter, however, when third-party land is being relied upon to deliver visibility splays to ensure that an access is safe and adequate then it does become material to the determination. He added that as in this instance if you cannot secure that third-party land there is no mechanism to ensure those visibility splays are maintained and safeguarded going forward to ensure that the access is safe and adequate then this is key to the determination of the application. Councillor Gerstner made the point that there have been similar applications before.

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

- Councillor Marks stated that the information provided by the agent is very woolly and he thinks they are pushing their luck by coming back with a 30mph scheme and he would be happier to support the officer's recommendation to refuse the application. He added that he does not think a 30mph scheme could be turned around in 3-4 months and it would probably be the best part of a year.
- Councillor Connor stated that he will be supporting the officer's recommendation, this application is nonsense, it is wasting officer time, it is wasting Mrs Jackson's time and it is an embarrassment for her to come to committee and present this application.

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

## **P56/24      ADOPTION OF LOCAL VALIDATION LIST**

Matthew Leigh presented revisions to the Council's Local Validation List for adoption.

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

- Councillor Mrs French stated that members have been asking for this for years, it will strengthen validation and stop wasting officer's time with incomplete applications. She would, however, like to include other benefits in the Section 106 requests. Matthew Leigh stated that he is happy to add community infrastructure in this element.
- Councillor Marks stated that he has made various observations that he needs to feed back and he feels that there should be a meeting with Matthew to go through the list line by line but he is aware that Matthew is keen to get the document adopted and in place for 1 November 2024 but there are things in the document that he feels need more tweaking. He would like it to be considered at the next planning committee in 14 days' time.
- Councillor Sennitt Clough stated that she has read the document, but it has been tagged on to a lengthy meeting and it needs more time for appropriate discussion.
- Councillor Connor questioned about it being deferred and brought back to the meeting on 13 November 2024. David Rowen responded that there is already a number of items for that meeting and members may be in a similar position at that meeting.
- Matthew Leigh stated that the document, whilst it has changed in character and appearance, contains mainly the same requirements as the current list and he is not sure if it is good use of officer's and members time to go through the document line by line. He asked if it could be delegated to certain members and himself to have a meeting to formally discuss it as a formal committee would not be an appropriate forum.
- Councillor Connor agreed that it could be undertaken with 2-3 members and the rest of the committee could feed back their comments.

- Councillor Mrs French suggested that it be the Chairman and Vice-Chairman to have the discussion, she has read it and has waited for it for years.

**Members agreed to delegate authority to the Head of Planning, in consultation with the Chairman and Vice-Chairman, to make changes and approve the Local Validation List.**

5.32 pm

Chairman

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**F/YR23/0766/F**

**Applicant: Mrs Anne Dew  
Persimmon Homes East Midlands**

**Agent :**

**Land North Of 129, Knights End Road, March, Cambridgeshire**

**Construction access for the construction of the first 201 dwellings at West March (outline planning application F/YR21/1497/O refers)**

**Officer recommendation: Refuse**

**Reason for Committee: The Head of Planning considers that the application merits Committee consideration on the grounds of wider planning interest, in particular regarding the determination of planning application reference F/YR21/1497/O**

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## **Government Planning Guarantee**

**Statutory Target Date for Determination: 20 October 2023**

**EOT in Place: Yes**

**EOT Expiry: 2<sup>nd</sup> December 2024**

**Application Fee: £234**

**Risk Statement:**

**This application must be determined by 2<sup>nd</sup> December otherwise it will be out of time and therefore negatively affect the performance figures.**

---

## **1 EXECUTIVE SUMMARY**

- 1.1 The application seeks planning permission for a construction access to serve the first 201 dwellings to be built in association with the current outline planning application F/YR21/1497/O which is currently pending a decision (erection of up to 1,200 dwellings with associated infrastructure, public open space, allotments, local centre and primary school at Land West of The Avenue, March).
- 1.2 The proposed location of the construction access is to the north of Knights End Road, close to its western end where it meets the Isle of Ely Way (A141) that runs north to south around the western side of March. The construction access currently proposed under F/YR21/1497/O is further eastwards, along Knights End Road on its northern side between number 58 and 50 Knights End Road.
- 1.3 The principle of an alternative construction access to serve the proposed development submitted under application F/YR21/1497/O is considered acceptable should that application be approved and would reduce the impact of the construction traffic on residents between the proposed access and the one currently proposed between number 58 and 50 Knights End Road. However, the Local Highways Authority (LHA) have made it clear that due to proximity of the

proposed access in this application to the Isle of Ely Way the proposals would have a high likelihood of causing highway safety problems. Furthermore, their latest response to planning application F/YR21/1497/O notes that they are satisfied with the development proposals, subject to the mitigation measures including a construction management plan.

1.4 It is therefore concluded that the unmitigated highway safety concerns associated with the proposed access are in direct conflict with key policies of the development plan. 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.

1.5 As such, the application is recommended for refusal.

## **2 SITE DESCRIPTION**

2.1 The Site is located to the north of Knights End Road close to its western end where it meets the Isle of Ely Way (A141) that runs north to south around the western side of March.

2.2 The Site currently comprises an existing field access to the field immediately north of Knights End Road and to the east of Isle of Ely Road. To the immediate east of the Site is Tree Preservation Order (TPO) on a small parcel of land between Knights End Road and the field before 114 Knights End Road. The TPO in this area of land (reference TPO 04/2015) is made of 28 separate trees.

## **3 PROPOSAL**

3.1 The application seeks planning permission for a construction access to serve the first 201 dwellings to be built in association with the outline planning application F/YR21/1497/O which is currently pending a decision (erection of up to 1,200 dwellings with associated infrastructure, public open space, allotments, local centre and primary school at Land West of The Avenue, March).

3.2 Following initial comments made by the Local Highways Authority the applicant has submitted a Construction Access Plan that illustrates removal of the dedicated southbound give-way / slip lane from the Isle of Ely Way on Knights End Road with water barriers. As a result, only traffic able to access Knights End Way from Isle of Ely Way would be northbound traffic turning east. The applicant also provided tracking and visibility plans for rigid and articulated trucks.

3.3 To provide for the necessary visibility coming out of the proposed new access in an easterly direction there would be a need for some of the TPO trees to cut back. The applicant has submitted an Arboricultural Assessment to consider the impacts on the TPO trees that would be affected. This assessment concludes that the proposed construction access is achievable without the need to remove any existing tree cover, with only minor tree works required.

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/YR21/1497/O	Erect up to 1,200 x dwellings with associated infrastructure, public open space, allotments/community garden, local centre and primary school, involving the demolition of existing buildings (outline application with matters committed in respect of access)   Land West Of The Avenue March Cambridgeshire	Pending consideration
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## 5 CONSULTATIONS

### 5.1 March Town Council

17.10.2023

*Objection. Concur with Highways; Access is unsuitable. It is too close to the bypass junction and too narrow. Roundabout to be constructed prior to development for construction traffic.*

### 5.2 CCC Highways – Local Highways Authority

03.09.2024 – latest response

#### *Recommendation*

*The application is unacceptable to the Local Highway Authority as it is contrary to Paragraph 115 of the National Planning Policy Framework 2023. On this basis, a refusal is recommended.*

#### *Comments*

*The separation between the revised construction access and the A141 remains too small. As outlined in my previous response this is particularly hazardous due to the lack of visibility of fast-moving southbound traffic turning onto Knights End Road. To mitigate the risk the applicant is proposing to remove the dedicated southbound give-way / slip lane with water barriers. This is unacceptable for the following reasons:*

- It is reliant upon a Temporary Traffic Regulation Order which sits outside of the planning system and therefore should not be relied upon. Even if such an Order were to be granted, they can only be used for a period up to 18-month. Use beyond 18- months requires Secretary of State approval.*
- In absence of a lower (enforceable) speed limit on the A141, there is a risk that the water barriers would be hazardous to other road uses, particularly southbound vehicles turning left onto Knights End Road as the geometry does not comply with the necessary design standards (DMRB).*
- The access is not acceptable for two-way construction vehicle passing. There is therefore a risk of obstruction of Knight's End Road which tails back onto the A141. If stationary vehicles tail back onto Knight's End Road, there is a risk of high-speed collision.*

- *It is unrealistic to expect drivers of commercial vehicles to look over their right shoulder at such an acute angle to check for oncoming traffic. For many construction and delivery vehicles, this visibility would be obstructed.*

*A construction access at this location will have a high likelihood of causing highway safety problems. A safe construction access to the planning application site F/YR21/1497/O will need to be at the location of the permanent access on Knights End Road (with appropriate control measures in a Construction Traffic Management Plan) or via the permanent roundabout access onto the A141.*

12.10.2023

*The application is unacceptable to the Local Highway Authority for the following reasons:*

*The existing field access is located in very close proximity to the A141 junction, meaning that vehicles turning onto Knight's End Road are unlikely to have sufficient advanced warning of exiting construction traffic which will cross their path. This is particularly hazardous in relation to southbound traffic turning left off the A141 as they will be approaching from the rear of any driver exiting the development site; a driver is unlikely to look back over their shoulder for hazards if they are even able to do so (rear views are obstructed in many commercial vehicles). In any case, the limited visibility is further obstructed by directional signage in the A141 verge whereby there is limited scope for its re-location.*

*The access will need to be formed as a bellmouth style junction with suitable geometries to allow for two-way traffic into and out of the site. As currently proposed, there is a risk that if vehicles are to meet, they will temporarily obstruct Knight's End Road which is hazardous to other road users.*

*The vehicle tracking provided is for a 10.2m tipper. However, in light of the nature and scale of development, larger construction traffic is anticipated. The access design must be based upon vehicle tracking for a 16.5m articulated truck and a 12m rigid truck.*

*In summary, to make the application acceptable in highway safety terms, it must be relocated to the east and designed for two-way passing of the largest vehicles which may use the access. I note that re-locating an access to the east will result in a loss of mature trees which the LPA may wish to take into account.*

### **5.3 Local Residents/Interested Parties**

The Council has received 11 letters regarding the application, all of which object to the application. A summary of the objections is provided below:

- Knights End Road/Isle of Way junction already dangerous and congested. Proposals would make the situation worse
- Housing scheme proposed to the north should be accessed from a new roundabout proposed to the north from Isle of Ely Way and this should be constructed from the start of that development.
- Do not want the proposed access becoming a permanent entry point into the proposed development to the north.
- Impact on wildlife and adjacent protected trees.
- Noise impact of the new access on the amenity of nearby residents.

## **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) and the March Neighbourhood Plan (2017)

## **7 POLICY FRAMEWORK**

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

Chapter 2 - Achieving sustainable development  
Chapter 8 – Promoting healthy and safe communities  
Chapter 9 – Promoting sustainable transport

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

Determining a Planning Application

### **7.3 National Design Guide 2021**

### **7.4 Fenland Local Plan 2014**

LP1 – A Presumption in Favour of Sustainable Development  
LP2 – Facilitating Health and Wellbeing of Fenland Residents  
LP7 – Urban Extensions  
LP9 – March  
LP13 – Supporting and Managing the Impact of a Growing District  
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

### **7.5 March Neighbourhood Plan 2017**

H1 – Large Development Sites

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

DM6 – Mitigating Against Harmful Effects

### **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  
LP5: Health and Wellbeing  
LP7: Design  
LP8: Amenity Provision  
LP9: Residential Annexes

- LP20: Accessibility and Transport
- LP34: Air Quality
- LP39: Site allocations for March
- LP41: Land north of Knight's End Road and East of the A141

## 8 KEY ISSUES

- Principle of Development
- Impact on Highway Safety
- Impact on protected trees
- Biodiversity Net Gain (BNG)

## 9 BACKGROUND

- 9.1 The development that this proposed construction access would serve; F/YR21/1497/O (erection of up to 1,200 dwellings with associated infrastructure, public open space, allotments, local centre and primary school at Land West of The Avenue, March) is currently pending a decision. This outline application includes the construction of an upgraded vehicular access further eastwards along Knights End Road on its northern side between number 58 and 50 Knights End Road.
- 9.2 In respect of planning application F/YR21/1497/O, the latest response of the Local Highways Authority states that they are satisfied with the outline development proposals subject to the mitigation package outlined in their response. This recommends the inclusion of a planning condition for a site-wide Construction Traffic Management Plan (CTMP) to be submitted to and approved in writing by the Local Planning Authority. Another requested condition stipulates that prior to occupation of the 201<sup>st</sup> dwelling, the developer shall deliver the A141 site access roundabout.

## 10 ASSESSMENT

### Principle of Development

- 10.1 Whilst planning application F/YR21/1497/O has yet to be determined, the principle of a construction access to serve the proposed development is acceptable, should that application be granted. Currently the proposed construction access in that application is further eastwards along Knights End Road on its northern side between number 58 and 50 Knights End Road.
- 10.2 This application is for an alternative construction access to serve the proposed development during the construction of the first 201 dwellings, by which time a new access would be created into the site from a roundabout on the Isle of Ely Way and whilst acceptable in principle is subject to the consideration of other matters, in particular whether the access proposed is satisfactory with regard to Highways safety.

### Impact on Highway Safety

- 10.3 Policy LP15 of the Fenland Local Plan seeks to ensure that development achieves sustainable access and transport impacts. It sets out 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. Policy H1 of the March Neighbourhood Plan requires development within allocated

sites to accord with Fenland Local Plan policies. Similarly, Chapter 9 of the NPPF promotes sustainable transport, setting out under paragraph 114(b) that development proposals should ensure that safe and suitable access can be achieved. Furthermore, paragraph 115 sets out 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.”

10.4 The proposed construction access is in close proximity to the junction of Knights End Road with the Isle of Ely Way (A141) and as reproduced in paragraph 5.2 above, the latest Local Highways Authority’s (LHA) response notes the separation between the proposed construction access and the A141 remains too small and is particularly hazardous due to the lack of visibility of fast-moving southbound traffic turning onto Knights End Road. Whilst to mitigate the risk the applicant is proposing to remove the dedicated southbound give-way / slip lane with water barriers the LHA provide four reasons why this unacceptable for the following reasons:

- It is reliant upon a Temporary Traffic Regulation Order which sits outside of the planning system and therefore should not be relied upon. Even if such an Order were to be granted, they can only be used for a period up to 18-month. Use beyond 18- months requires Secretary of State approval.
- In absence of a lower (enforceable) speed limit on the A141, there is a risk that the water barriers would be hazardous to other road uses, particularly southbound vehicles turning left onto Knights End Road as the geometry does not comply with the necessary design standards (DMRB).
- The access is not acceptable for two-way construction vehicle passing. There is therefore a risk of obstruction of Knight’s End Road which tails back onto the A141. If stationary vehicles tail back onto Knight’s End Road, there is a risk of high-speed collision.
- It is unrealistic to expect drivers of commercial vehicles to look over their right shoulder at such an acute angle to check for oncoming traffic. For many construction and delivery vehicles, this visibility would be obstructed.

10.5 The LHA concludes that construction access at this location would have a high likelihood of causing highway safety problems. Their latest response to related planning application F/YR21/1497/O notes that they are satisfied with the development proposals subject to the mitigation measures including planning condition for a site-wide Construction Traffic Management Plan (CTMP) to be submitted to and approved in writing by the Local Planning Authority. Another requested condition stipulates that prior to occupation of the 201st dwelling, the developer shall deliver the A141 site access roundabout.

10.6 In summary, the proposed access would result in unmitigated highway safety impacts. Consequently, the proposal conflicts with transport policies of the development plan and the aims of the NPPF, particularly paragraph 114.

#### **Impact on protected trees**

10.7 As described above, there are protected trees adjacent to access point where some of trees would need to be cut back in order to provide adequate visibility to the east when leaving the access onto Knights End Road. The Arboricultural Assessment submitted is considered a robust analysis to conclude that the protected trees would not be harmed. As the trees are outside of the application site the necessary works would have to be approved under a separate application and this would consider the tree works in more detail.

### **Biodiversity Net Gain (BNG)**

- 10.8 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.
- 10.9 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.

## **11 CONCLUSIONS**

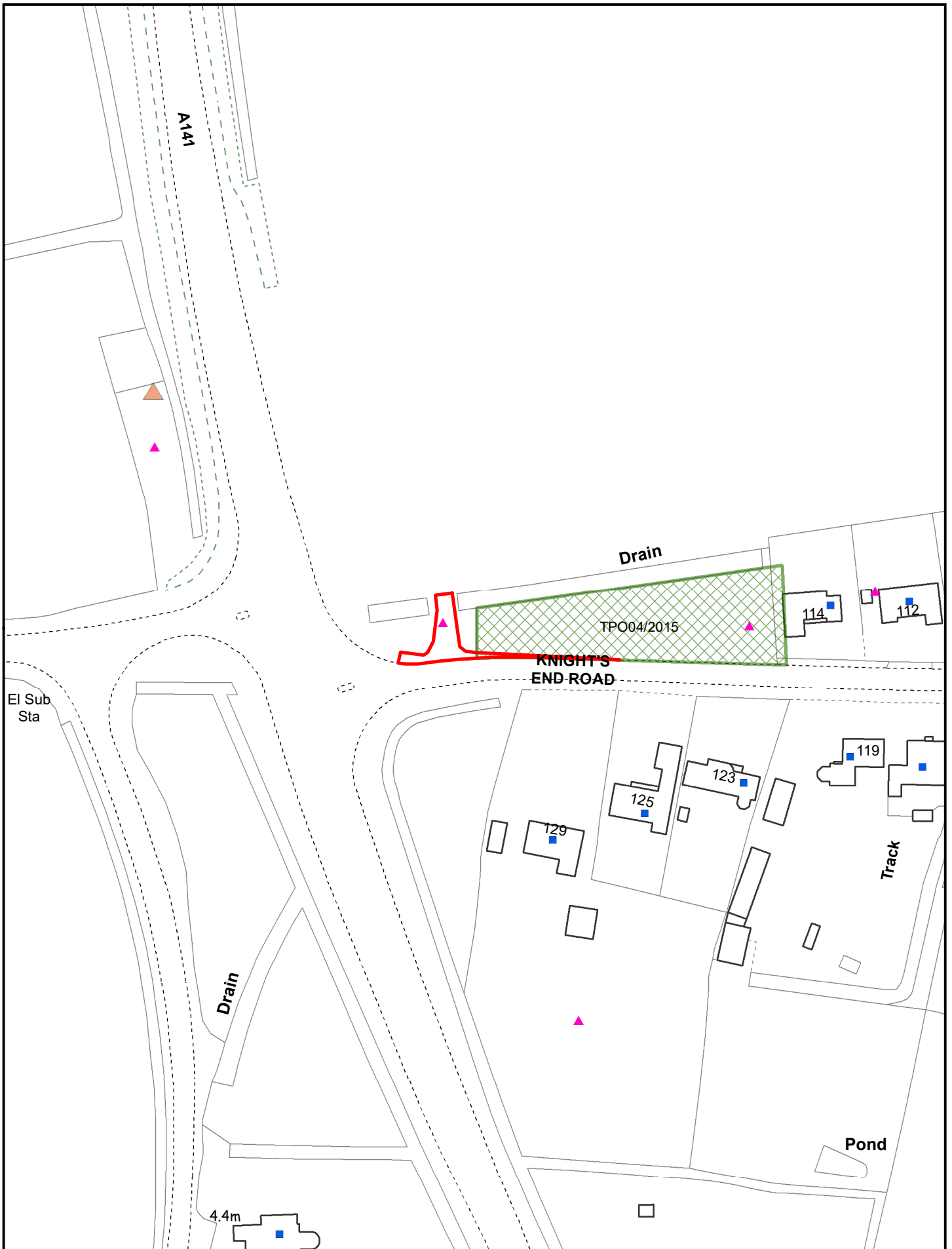
- 11.1 The principle of an alternative construction access to serve the proposed development, submitted under application F/YR21/1497/O during the construction of the first 201 dwellings, is considered acceptable should that application be approved. It would reduce the impact of the construction traffic on residents between the proposed access and the one currently proposed under the outline application, between number 58 and 50 Knights End Road.
- 11.2 However, the Local Highways Authority (LHA) have made it clear that due to proximity of the proposed access in this application to the Isle of Ely Way the proposals would have a high likelihood of causing highway safety problems and no suitable mitigation has been presented to indicate otherwise.
- 11.3 It is therefore concluded that the proposal, by reason of the identified unmitigated highway safety issues, is in direct conflict with policy LP15 of the Fenland Local Plan, the H1 of the March Neighbourhood Plan and paragraph 114 of the NPPF. 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. As such, the application should be refused.

## **12 RECOMMENDATION**

- 12.1 **Refuse**; for the following reason:

1	<p>Policy LP15 of the Fenland Local Plan and by default Policy H1 of the March Neighbourhood Plan seek to ensure that development achieves sustainable access and acceptable transport impacts. This aligns with Chapter 9 of the NPPF and specifically paragraph 114(b) which requires that development proposals should ensure that safe and suitable access can be achieved.</p> <p>The proposed access, by reason of its proximity to the A141 highway, lack of visibility of approaching vehicles and unsuitable mitigation, would result in an unacceptable impact on highway safety. The proposal is therefore contrary to Policy LP15 of the Fenland Local Plan 2014, Policy H2 of the March Neighbourhood Plan 2017 and Chapter 9 of the NPPF.</p>
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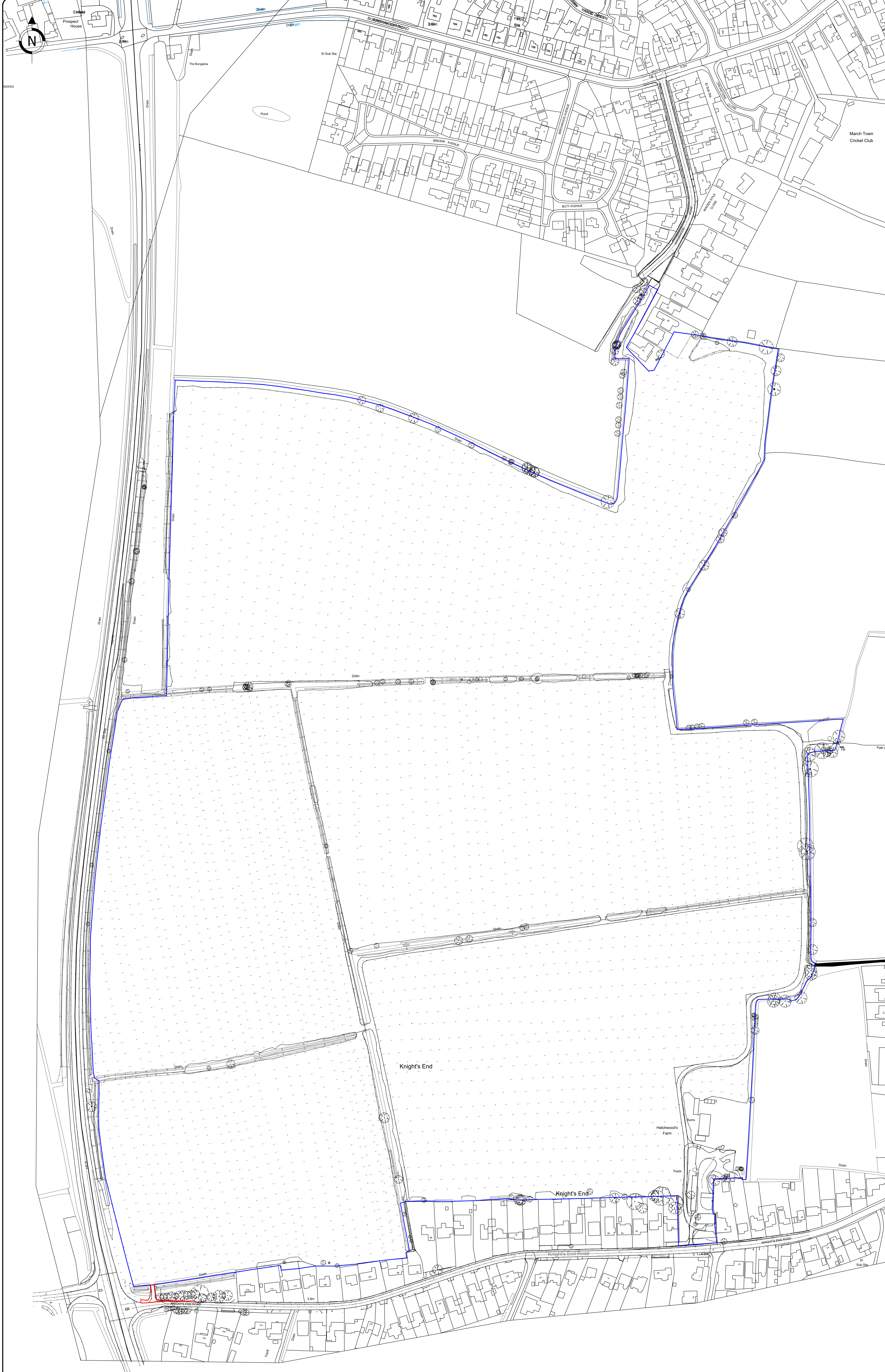
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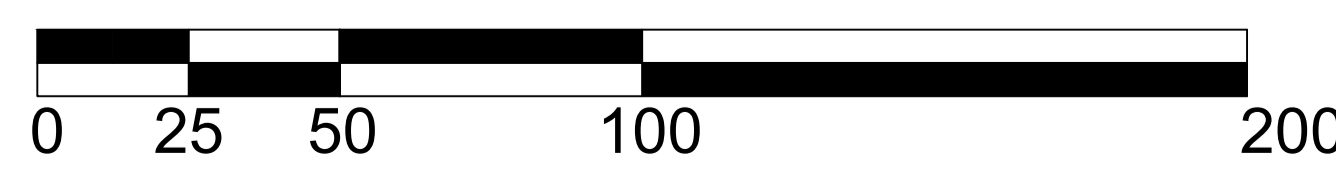
**F/YR23/0766/F**

Scale = 1:1,250





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SCALE BAR 1:1250

Rev	Date	By

**PERSIMMON**  
 Persimmon Homes Ltd.  
 Persimmon House  
 19 Commerce Road  
 Lynchwood Business Park  
 Peterborough  
 PE2 6LR  
 Tel: 01733 397200

Site Name:  
**West March  
 Construction Access**

Drawing:  
**Location Plan**

Scale@A0: 1:1250	Drawn By: AT	Date: 09/08/23
Version: --	Drawing No: WM/CA/LP/001	Rev: -



- EXISTING ACCESS
- PROPOSED CONSTRUCTION ACCESS

PASSING PLACE &  
SIGNAGE REQUIRING  
EXITING VEHICLES TO  
WAIT FOR INCOMING  
VEHICLES

Drain

Pipe  
CL 2.41

IC  
CL 4.15  
Pipe

TREES TO BE CUT  
BACK FOR VISIBILITY

ROAD SIGN TO  
BE RELOCATED

VIS SPLAY 2.4M x 4.3M  
MH  
CL 4.28

**KNIGHT'S END ROAD**

Rev	Date	By

**PERSIMMON**  
 Persimmon Homes Ltd.  
 Persimmon House  
 19 Commerce Road  
 Lynchwood Business Park  
 Peterborough  
 PE2 6LR  
 Tel : 01753 397200

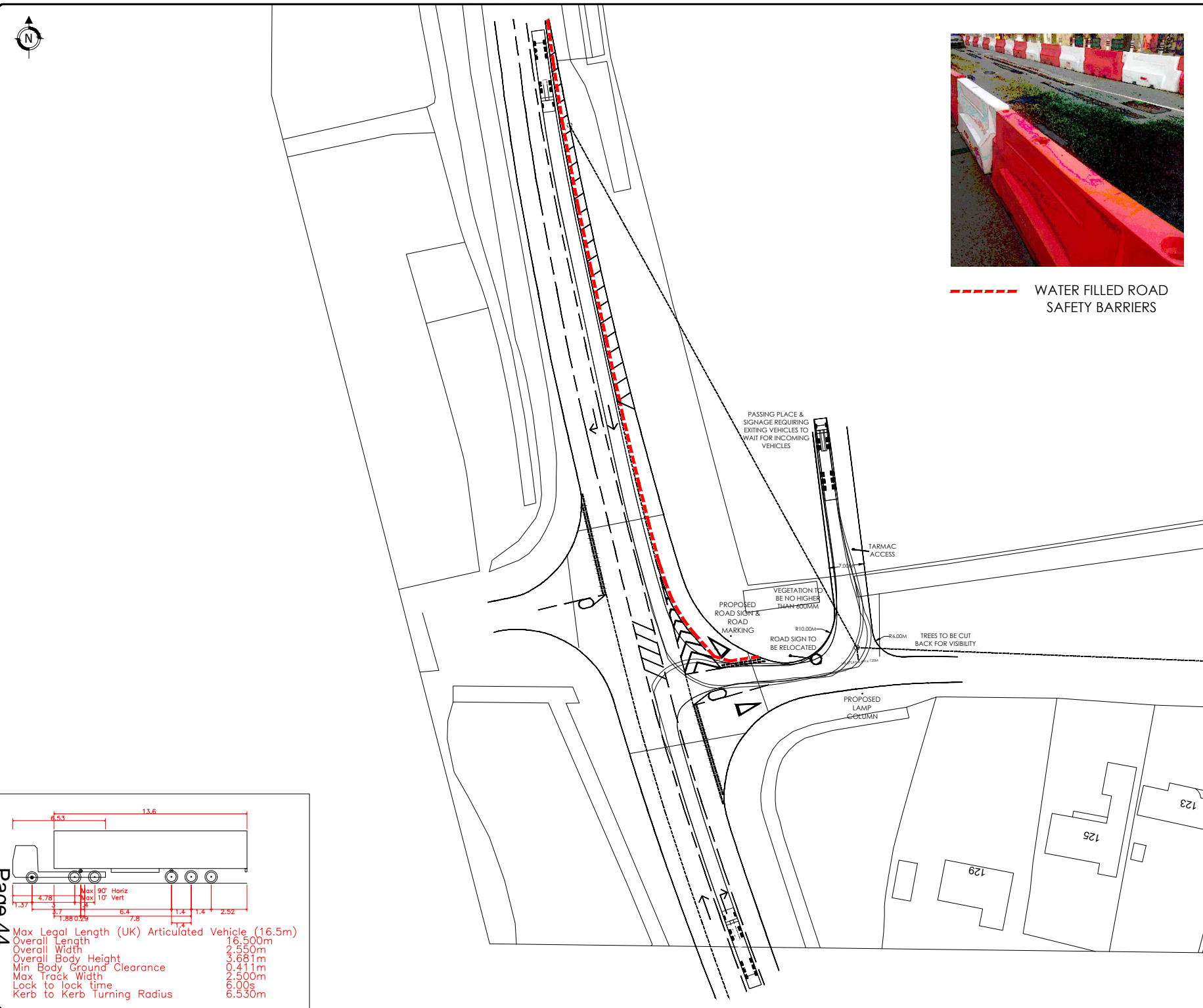
Site Name:  
**West March  
Construction Access**

Drawing:  
**Existing and Proposed**

Scale@A4: 1:500	Drawn By: AT	Date: 09/08/23
Version: --	Drawing No: WM/CA/EP/001	Rev: -



----- WATER FILLED ROAD SAFETY BARRIERS



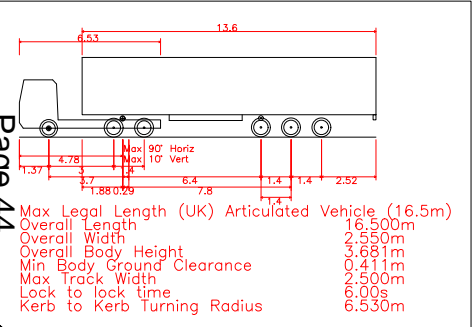
Rev	Date	By

Persimmon Homes Ltd.  
 Persimmon House  
 19 Commerce Road  
 Lynchwood Business Park  
 Peterborough  
 PE2 6LR  
 Tel : 01753 397200

Site Name:  
**West March**

Drawing:  
**Construction Access Plan**

Scale@A4: 1:1000	Drawn By: AT	Date: 21/08/23
Version: --	Drawing No: WM/CAP/001	Rev: -



F/YR21/1497/O

**Applicant: Mrs Anne Dew  
Persimmon Homes East Midlands**

**Agent :**

**Land West Of, The Avenue, March, Cambridgeshire**

**Erect up to 1,200 x dwellings with associated infrastructure, public open space, allotments/community garden, local centre and primary school, involving the demolition of existing buildings (outline application with matters committed in respect of access)**

**Officer recommendation: Grant, subject to S106 and conditions**

**Reason for Committee: Number of representations received contrary to officer's recommendation**

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## **Government Planning Guarantee**

**Statutory Target Date For Determination: 1 April 2022**

**EOT in Place: Yes**

**EOT Expiry: 2<sup>nd</sup> December 2024**

**Application Fee: £80432**

**Risk Statement:**

**This application must be determined by 2<sup>nd</sup> December 2024 otherwise it will be out of time and therefore negatively affect the performance figures and poses a risk to an appeal against non-determination of the application.**

---

## **1 EXECUTIVE SUMMARY**

1.1 The proposed scheme would deliver a significant part of the West March Strategic Allocation and would provide for 1,200 dwellings, the mix of which would meet the identified needs of Fenland. In addition, a serviced primary school site and a local centre comprising a mix of commercial / community uses would be provided that would make for a sustainable new community on the edge of March. The principle of housing growth in this location with an associated small scale local centre is, therefore, compliant with policies LP7 and LP9 of the Fenland Local Plan. The proposal is in broad accordance with the adopted West March Broad Concept Plan (BCP) and allows the rest of the BCP to be delivered via sperate applications. The application is accompanied by an Environmental Statement in order to comply with the EIA regulations 2017.

1.2 This report has weighed the less than substantial harm that has been identified to the setting of the Grade I Listed St Wendreda's Church from the

proposals against the public benefits of the scheme as required by paragraph 208 of the NPPF. The benefits include delivery of an integral phase of an allocated housing site which should be given substantial weight given the proportion of affordable housing being offered (20% of the scheme – up to 240 affordable homes in total); the provision of land for a new primary school that should be given significant weight; as well as the economic and health benefits which afford moderate benefits, given the Development would generate a significant number of local jobs which would in turn make a positive contribution to the economy over the next few years. Therefore, it is considered that the public benefits of this scheme would outweigh the harm to the setting of the heritage asset.

- 1.3 By providing the existing community with new public open space, a local centre and land for a primary school in a high-quality environment, with easy access to local services, the proposals would make a valuable contribution to improving the overall health of the local community, in accordance with LP2 and LP16 of the Local Plan.
- 1.4 The proposals would make a significant contribution towards temporary and permanent employment in the town and district and the economic benefits should be welcomed.
- 1.5 The built development would be positioned away from the listed buildings in the less sensitive areas of the application Site, consistent with the West March Broad Concept Plan. Details of phasing show that an initial residential phase proposed in the south of the Site with the Development progressing to the north, including the area of the school and local centre.
- 1.6 The scheme would be attractive and of a high-quality design and would offer future occupiers a high standard of accommodation, with good internal and external amenity areas, as well as publicly accessible open parkland. Further details of landscaping, design, scale and layout would be secured at the reserved matters stage.
- 1.7 The Development achieves the objectives of adopted policy in that it mitigates its impact on biodiversity and it would safeguard ecology and habitat of value, where it is possible. Further details of biodiversity enhancement would be secured at reserved matters stage.
- 1.8 Transport matters have been fully considered and the proposal would provide safe and adequate access, as well as a good functioning layout. The highway infrastructure required for the Development would be phased and the proposals are considered to be acceptable for each stage of the Development. The scheme is not considered to lead to any issues with regards to the wider transport network. The Local Highway Authority is satisfied that the proposal would be acceptable with regards to transport.
- 1.9 The proposal would make a valuable 20% affordable housing contribution which equates up to 240 homes if the total of 1,200 new dwellings are delivered.
- 1.10 In addition, a financial contribution of £2,400,000 would be provided towards local infrastructure provision which is also being secured as part of this application.

- 1.11 A separate pooled highway financial contribution of £559,602.50 has also been agreed which would be spent on the local highway network to improve transport infrastructure, particularly sustainable modes of transport, to accommodate/mitigate the increased demand by virtue of this scheme. Other off site highways related improvements and enhancements to Public Rights of Way would be secured via conditions.
- 1.12 Also, a financial contribution of £672,000 would be provided to improve local bus service provision and to deliver public transport between the application Site, March Town Centre, and the railway station. Plus, a further £119,000 towards associated bus related infrastructure.
- 1.13 Overall, and on planning balance, the proposal would be considered to meet the Council's aspirations for this allocated Site and the proposal would comply with adopted local and national planning policies.

## **2 SITE DESCRIPTION**

- 2.1 The application site (hereafter referred to in this report as the 'Site') has an area of 52.47 hectares and is situated to the west of the town of March. The Site is referred to as comprising 'Land to the east of A141 Isle of Ely Way and north of Knight's End Road, March'.
- 2.2 The Site is located within Fenland District Council and forms a significant part of the larger Strategic Site Allocation for West March for around 2,000 dwellings, a local centre, primary school provision, potential employment, and associated infrastructure.
- 2.3 The Site comprises 5 agricultural fields with a further area of scrub land located towards the northeastern corner of the Site. The Site has an existing agricultural vehicular access point from Knights End Road to the south. There are also a group of buildings which front onto Knight's End Road which would be demolished as part of this Development.
- 2.4 There are two existing public rights of way (PROW 156/12 and PROW 156/13) which run through the southern part of the Site connecting Knight's End Road up with Church Street and The Avenue to the east.
- 2.5 The Site includes a comprehensive network of internal and boundary hedgerows which would largely be retained as part of the Development.
- 2.6 There is a Localised High Pressure Gas Main which runs part way across the northern part of the Site for which the required easements that would need to be provided for.
- 2.7 The Site largely falls within Flood Zone 1, with part of the western boundary running adjacent to the A141 falling within Flood Zones 2 and 3 that are areas of higher flood risk.

- 2.8 To the south of the Site is Knight's End Road which is primarily residential in character with Willow's Day Nursery, which is a Grade II Listed building, located to the east of the existing agricultural access into the Site.
- 2.9 The Isle of Ely Way (A141) runs parallel to the western boundary of the application Site with agricultural fields beyond.
- 2.10 Land to the north of application Site forms part of the wider West March Strategic Allocation which is currently in agricultural use, with existing residential dwellings beyond which join up with Burrowmoor Road. Kingswood Road is located immediately to the north of the application Site which is residential in character with the former care home site being developed as a residential site.
- 2.11 The Avenue Recreation Ground is located immediately to the north east of the application Site with the remainder of the land to the east of the Site forming part of the wider West March Strategic Allocation. Beyond which are existing residential dwellings and St Wendreda's Grade I Listed Church accessed from the B1101 corridor going north to south out from March town centre.
- 2.12 March is a primary market town which includes local facilities and services within the town centre itself, as well as a number of primary schools, a secondary schools, doctors' surgeries and dentists and an established employment area which is located to the north of March.
- 2.13 In terms of cycle infrastructure, National Cycle Network 63 runs through the western side of March and links to Peterborough to the West and Wisbech to the North.
- 2.14 Existing bus stops are located along the B1101 corridor which are served by local and regional routes. The stops closest to the site are accessible via Knights End Road / Church Street and both northbound and southbound are provided with pole, flag and timetable information. Bus services run directly from March to Chatteris, Whittlesey, Peterborough, Sutton, Ely, Guyhirn, Wisbech, Doddington, Manea, Cottenham and Cambridge.
- 2.15 March Train Station is located to the north of March and is located 3,330 metres away. March town centre includes a good mix of local facilities and services typical of a market town of this size and is located 1,980m from the application Site. The Neale Wade Academy is located 880m from the Site.
- 2.16 The Site is also well located to existing industrial areas within March with the Commercial Road and Hostmoor Avenue Industrial Estate being located approximately 3,900 metres from the application Site and the Marwick Road Industrial Estate being located 3,980m from the Site.
- 2.17 There is considerable opportunity to retain and enhance walking, cycling and public transport provision to the Site and within the wider strategic allocation at West March.
- 2.18 The Site is primarily greenfield and has not been previously developed. However, importantly, it is included in the adopted 2014 Fenland Local Plan as the West March Strategic Housing Allocation for around 2,000 dwellings as identified by Policy LP9 'March' of the Local Plan. The site allocation was also an allocation in the plan preceding the 2014 Local Plan. In the Planning Inspectorate Report on the Examination into Fenland District Council Local Plan dated 9th April 2014 the



following comments were made in respect of the allocation:- “West March strategic allocation is relatively close to the town centre as well as Neale Wade Academy and a local primary school. The area is also relatively well served by sustainable transport measures...”

- 2.19 It is a requirement of the Local Plan that before development comes forward within the West March Strategic Allocation a Broad Concept Plan must be approved and adhered to in subsequent planning applications. Persimmon Homes have been actively working on the Broad Concept Plan with Fenland District Council and other key stake holders and the Broad Concept Plan was approved by the FDC Planning Committee on 14th July 2021 – FDC reference F/YR20/0223/BCP.

### **3 PROPOSAL**

- 3.1 This planning application seeks Outline Planning consent for a development (referred to in this report as the ‘Development’) with all matters reserved except for principal means of access. Thus, details of the proposed Development relating to the final layout, its scale, external appearance of buildings and landscaping are at this stage the subject of a future reserved matters application, or applications, should outline consent be granted. Nevertheless, this outline application does establish the certain parameters for the development of the Site.

- 3.2 The description of the proposed Development as contained within the application form is as follows:

*“Outline approval for up to 1,200 new homes, 2FE primary school, future primary school extension land, local centre up to 500 sqm floor space, open space, allotments/community garden, LEAP, NEAP, SUDS, structural landscaping, access, demolition of existing buildings, and associated infrastructure with all matters reserved except principal vehicular access from Knight’s End Road and the A141 Isle of Ely Way and pedestrian/ cycle links to Kingswood Road and The Avenue Recreation Ground.”*

- 3.3 Further details about the Development’s concept and design are contained within the accompanying Design and Access Statement (DAS). The Masterplan submitted indicates how the Development would be implemented. A suite of Parameter Plans has been prepared which build on the Masterplan and demonstrate the suitability and deliverability of the Site for development and these comprise Land Use; Scale and Density; Access and Movement; Green Infrastructure; and Phasing.
- 3.4 The Development has been worked through to a level of detail to ensure the DAS, Masterplan and Parameter Plans provide a robust framework to guide future reserved matters applications. As part of this outline planning application approval is sought for the DAS, the Masterplan and the suite of Parameter Plans through appropriately worded planning conditions.
- 3.5 The DAS describes the design approach and principles which underpin the Development, it includes detailed principles which would reflect the local vernacular and create attractive streetscapes and would inform the design strategy for future reserved matters applications. It includes a section of examples of parking with different formats for the variety of housing proposed.
- 3.6 Importantly, the proposal builds upon the already approved Broad Concept Plan allocation for West March.

3.7 The Masterplan indicates the location of buildings, routes and open spaces, and establishes the template for the creation of well-planned and legible development as part of the sustainable urban extension. The Masterplan has been designed to make best use of the Site's views, including views to St Wendreda's Church as well as fronting housing onto the primary streets and areas of open space. The Development would provide for parking for cars and bicycles primarily on plot, in accordance with the parking provision set out in the DAS (based upon the Fenland Local Plan 2014), having regard to highway safety and designing out crime. Parking provision would be distributed throughout the Development according to dwelling type, size and density and would be provided in a mix of ways including frontage parking, garaging and driveways.

3.8 The Land Use Parameter Plan sets out the land use disposition across the Site and these include the following key elements:

- Up to 1,200 dwellings, which would be developed in two phases within each a mix of house types and sizes are proposed ranging from 1 bedroom starter homes to larger 5-bedroom family homes.
- The provision of policy compliant affordable housing with 20% provision.
- A Local Centre on a 0.5 hectare site with a mix of uses, including a convenience store. The local centre building would have an overall floor area of up to 500 square metres and there would be an opportunity for a community facility.
- Education provision to accord with policy LP9 'West March'. During consideration of the application it has been advised that land comprising 2.3 hectares is to be provided for the construction of a 2 Form Entry primary school, with a further 0.7ha of land set aside for extension land to accommodate future expansion to a 3 Form Entry school if required by the Local Education Authority (LEA) as part of the wider Strategic Allocation.

3.9 In terms of land use, the following is proposed with this outline planning application:

<b>Land Use</b>	<b>Land Area (Ha)</b>
Built Development	35.05
Residential	31.00
Primary School	2.30
Primary School Extension	0.70
Local Centre	0.50
Existing Carriageway	0.55
Green Infrastructure	17.42
Open Space	14.49
Active Trail	1.98km
SuDS	2.93
<b>Total Site Area</b>	<b>52.47</b>

3.10 The Development would deliver extensive walking and cycling routes through a connected pattern of streets, 'greenways' and connections to the wider area. The Access and Movement Strategy would encourage the community to walk and cycle, and use public transport and would provide healthy, active living with opportunities to link in with new and existing services and facilities in March.

3.11 The access and movement principles for the Development are illustrated on the Access and Movement Parameter Plan and these comprise the following key elements:

- Access into the Site initially Residential Phase 1 would be from the new junction to be formed at Knight's End Road, with the new roundabout from the A141 Isle of Ely Way, to the west being constructed and in operation prior to the occupation of the 201<sup>st</sup> dwelling. The Access and Movement Parameter Plan shows that all roads would be fully connected within the Development. The establishment of these access points accord with the principles approved as part of the BCP and the road infrastructure would tie in with the highway infrastructure which would come forward as part of the Development of the wider strategic allocation, in line with the requirements of the adopted BCP.
- The Access and Movement Parameter Plan demonstrates a clear street hierarchy that would permeate through the scheme and create a legible circulation pattern. The network would connect existing carriageways to the main primary road which would then filter down to the secondary streets, and green/edge lanes and shared driveways. The Development would further contribute to capacity improvements on the wider network by encouraging sustainable modes of transport.
- Road infrastructure would be provided to the Site boundaries to ensure the development of future parcels is not prejudiced.
- Existing public rights of way through the Site would be retained and enhanced.
- New pedestrian/ cycle connections would be provided from the Development to Kingswood Road, Church Street and The Avenue Recreation Ground. In addition, this revised submission provides for two additional pedestrian / cycle connection points to the east which would join up with two adjoining schemes, one of which is pending decision (F/YR22/0510/O – 36 dwellings, Land West of 12 Knight's Ed Road and F/YR22/1032/O, 125 dwellings, Land West of Princess Avenue) which is now permitted.
- A Bus Strategy has been submitted with this application which would seek to improve public transport links between the application Site and the town centre and station.

3.12 The Scale and Density Parameter Plan sets out the different densities and building heights across the Site including the following principles:

- The DAS states the average density would be 39 dwellings per hectare.
- The Parameter Plan indicates lower density areas of 25-35 dwellings per hectare along the eastern and western boundaries of the Site primarily located adjacent to areas of open space.
- Medium density areas of 35-45 dwellings per hectare identified for the remainder of the Site.
- Up to 3 storey dwellings identified on the key corner junctions.
- Up to 2 storey dwellings running along the southern and western boundaries of the Site.
- Local centre of single-storey height.
- Primary School up to 2 storeys, and
- The remainder of the Development being up to 2 ½ storey in height.

3.13 The proposals propose an integrated approach to delivering over 17 hectares of green infrastructure, open space and recreational areas.

3.14 Open space, recreation and sports provision is provided across the Development and comprehensive discussions have been undertaken with the Council to ensure that the Development meets the local authority's requirements. The following level of public open space provision is proposed:-

- Neighbourhood/ Town Park = 7.23 hectares
- Children's Play = 0.49 hectares
- Allotments/Community Garden = 0.52hectares
- Outdoor Sports = 1,985m with an off site contribution to the equivalent of 4.15 hectares of sports provision as required by the Adopted Fenland Local Plan Open Space Standards (Appendix B)
- Natural Green Space (including SuDS) = 9.18 hectares

3.15 The Phasing Parameter Plan identifies the proposed phasing of the Development which sets out the following phases of development:

- Residential Phase 1 would commence development first to the south of the Site and would progress northwards, with access from Knight's End Road. Subject to discussions this phase would include the provision of the new pedestrian /cycle link to Kingswood Road and the connection with pedestrian/ cycle infrastructure proposed as part of pending application F/YR22/1032/O for 36 dwellings at 12 Knight's End Road. The Parameters Plan shows indicatively that this phase would be deliver between 250 and 300 houses between 2026 and 2029.
- Residential Phase 2 development with access from a new A141 Isle of Ely Way roundabout, would come forward before occupation of the 201<sup>st</sup> dwelling. This phase would include the provision of the pedestrian/cycle link to The Avenue Recreation Ground and the connection with pedestrian / cycle infrastructure. The Parameters Plan shows indicatively that this phase would be split into two sub phases that would each deliver between 100 and 150 houses between 2029 and 2032.
- School and Local Centre Phase. A serviced site for a 2 Form Entry primary school would be provided as part of Residential Phase 1. The school extension land (if needed) and Local Centre would come forward as part of Residential Phase 2.
- Residential Phase 3 development would deliver the remaining residential units at the northern end of the Site. The Parameters Plan shows indicatively that this phase would be split into two sub phases that would each deliver between 300 houses between 2032 and 2038.

3.16 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 The Site is primarily greenfield and has not been previously developed.

4.2 The Site is included in the 2014 Fenland Local Plan as the West March Strategic Housing Allocation for around 2000 dwellings as identified by Policy LP9 'March' of the Local Plan. The site allocation was also an allocation in the plan preceding the 2014 Adopted Local Plan.

4.3 The following planning history is relevant to the proposal:

4.4 Land within the boundary of the application Site

Reference	Description	Decision
F/YR20/0807/SCOP	Residential development with associated public open space, infrastructure, local centre and school	Scoping Opinion issued 01.04.2021.
F/YR20/0223/BCP	Broad Concept Plan	adopted 14.07.2021.
F/YR08/0596/SC	Screening and Scoping Opinion – Residential (up to 1700 dwellings) and business (5ha appx) development, community and open space	Opinion issued 29.08.2008

4.5 Relevant applications on land adjacent to the application Site

Reference	Description	Decision
F/YR18/0458/F	Erection of 24 x 2 storey dwellings comprising of 12 x 12 2 – bed and 12 x 3 – bed together with an extension to Kingswood Road to provide new vehicular and pedestrian access (Former Kingswood Park Residential Home, Kingswood Road)	Granted 13.03.2020.
F/YR18/1136/F	Erection of 40 dwellings comprising of 4 x 1 bed and 4 x 2 bed storey flats; 20 x 2 – storey 2 bed and 12 x 2 storey 3 – bed dwellings; formation of a surface water lagoon and pumping station and new access to cricket club. (Land South West of 1 to 23 Springfield Avenue)	Granted 20.7.2020
F/YR22/0510/O	Erect up to 36 x dwellings (outline application with matters committed in respect of access). (Land West of 12 Knight’s End Road)	Pending Decision
F/YR23/0766/F	Construction access for the construction of the first 201 dwellings at West March (outline planning application). (Land North of 129 Knights End Road, March, Cambridge)	Pending Decision
F/YR22/0461/F	Enhancement works to a section of Public Right of Way FP156/13. (Footpath FP156/13 North of Steeple View, March) N.B. This planning permission is very important to the subject Site as this would deliver the enhancements to the PROW FP156/13 which would connect the application Site with March Town Centre and Wimblington Road. This would provide a crucial pedestrian and cycle link for this Development proposal and the wider BCP allocated site. The applicant Persimmons is expected to bring this forward as part of the Phase 1 proposals.	Granted 25.04.2023.
F/YR22/1032/O	Erect up to 125 x dwellings with associated infrastructure, drainage and landscaping (outline application with matters committed in respect of access) (Land West of Princess Avenue)	Granted 23.11.2023

## 5 CONSULTATIONS (summarised or verbatim)

[Most recent responses for each consultee are provided first. Full comments for this application can be found at: <https://www.publicaccess.fenland.gov.uk/publicaccess/>]

### 5.1 March Town Council - 06/06/2023 latest response

*Recommendation: Approval subject to the comments of the Town Council dated 23 January 2023.*

*Additionally, in relation to the community garden, this is a much preferred option to allotments. A community garden will better serve the development and wider community. However, clarity is required regarding the management and maintenance of said garden as the Town Council is keen to ensure that the garden area is always well-maintained and offers biodiversity. The Town Council does not want the burden of maintenance of allotments or the garden. Could the developer secure a bond/other funding to ensure its upkeep? The Town Council is also keen to preserve the site of local hero Jim Hocking's plane crash. FDC to secure adequate s106 contributions.*

#### Previous responses

11/01/2022:

- a. Roundabout on bypass (A141) and site access from such roundabout being constructed prior to any house-building being commenced.*
- b. No site access from Knights End Road.*
- c. Full flooding and drainage assessment being undertaken.*

24/01/2023 & 22/11/2022

*Recommendation: Approval subject to conditions;*

- 1. Roundabout on bypass and site access from roundabout, with roundabout to be constructed prior to any dwellings.*
- 2. No access from Knights End Road*
- 3. Full flooding and drainage assessment*
- 4. Due to works being undertaken in Broad Street, a Traffic Management Plan to be imposed and enforced to ensure the free flow of traffic in and around March and minimise disruption to residents and businesses.*
- 5. The Town Council queries the need for this number of additional properties in March and is concerned about inadequate provision of doctors, dentists and secondary school places.*

### 5.2 Anglian Water 4/10/2024 – latest response

*This response supersedes our previous response dated 21 January 2022. Our response has been updated to avoid constraints within the existing foul network.*

*Please note that we have recommended a new foul drainage condition which specifically references connection points.*

#### Section 1 - Assets Affected

*There are assets owned by Anglian Water or those subject to an adoption agreement within or close to the development boundary that may affect the layout*

*of the site. Anglian Water would ask that the following text be included within your Notice should permission be granted. Anglian Water has assets close to or crossing this site or there are assets subject to an adoption agreement. Therefore the site layout should take this into account and accommodate those assets within either prospectively adoptable highways or public open space. If this is not practicable then the sewers will need to be diverted at the developers cost under Section 185 of the Water Industry Act 1991. or, in the case of apparatus under an adoption agreement, liaise with the owners of the apparatus. It should be noted that the diversion works should normally be completed before development can commence.*

#### *Wastewater services Section 2 - Wastewater Treatment*

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

#### *Section 3 - Used Water Network*

*The network which flows to Knights End pumping station is impacted during wet weather events when surface water enters our foul only system. This can cause surcharging of the network and flooding. In order to avoid connecting the entire developments flow at this point and exacerbating the issues we have identified a sustainable point of connection to the 375mm gravity sewer at manhole 5801, in The Causeway. The first 50 properties of the development are permitted to connect by gravity into Knights End Road.*

*We therefore request the following foul drainage condition is applied if permission is granted:*

*Condition: No development shall commence until a strategic foul water strategy has been submitted to and approved in writing by the Local Planning Authority, in consultation with Anglian Water. This strategy should identify the connection point for 50 properties to Knights End road and all properties thereafter to the 375mm sewer in The Causeway, manhole 5801. Prior to occupation, the foul water drainage works must have been carried out in complete accordance with the approved scheme. Reason: To reduce the impacts of flooding and potential pollution risk.*

#### *Section 4 - Surface Water Disposal*

*The preferred method of surface water disposal would be to a sustainable drainage system (SuDS) with connection to sewer seen as the last option. Building Regulations (part H) on Drainage and Waste Disposal for England includes a surface water drainage hierarchy, with infiltration on site as the preferred disposal option, followed by discharge to watercourse and then connection to a sewer. From the details submitted to support the planning application the proposed method of surface water management does not relate to Anglian Water operated assets. As such, we are unable to provide comments on the suitability of the surface water management.*

*The proposed method of surface water management change to include interaction with Anglian Water operated assets, we would wish to be re-consulted to ensure that an effective surface water drainage strategy is prepared and implemented.*

*[Offers advice in respect of SuDS adoption]*

*Previous comments provided 21/01/2022, 10/11/2022, 17/01/2023 and 03/05/2023*

No objections. Advice given in the form of Suggested Informative Statements and Conditions Report

5.3 **British Horse Society** 19/05/2023 – latest response  
Objection maintained.

Previous comments received 25/01/2022, 17/01/2023

In summary: Objection on the grounds that no consideration has been taken of the existing rights of way of a status above footpath and the application includes no access for equestrians nor improvement to the bridleway network.

5.4 **Cadent Gas** 24.08.2023 – latest response

*We have completed our assessment. We have **no objection in principle** to your proposal from a planning perspective.*

*We have a 168 mm ST HP pipeline in the vicinity of the works area which will need to be protected at all times this has an easement in place with BPD distances which must not be encroached upon crossed over or anything built or placed/stored on or over the pipeline in or on top of the main or easement.*

*The ground levels must not be altered over the pipeline or in the easement*

*No mechanical excavation within 3m of the pipeline without plant protection present.*

*Cadent Gas will need to be further contacted before works start to ensure safety practices and protection methods in relation to our high -pressure assets are in place before works start and throughout the life of the project if required.*

*Any damage or any action that puts the pipeline at risk will be reportable to the HSE.*

Previous responses

18/11/2022 & 05/01/2022

Holding objections lodged pending further consideration.

22/11/2022 [following amended information]

No objections

5.5 **Cambs Fire & Rescue Service** 10/01/2022 and 17/01/2023

Advise that should the Planning Authority be minded to grant approval, the Fire Authority would ask that adequate provision be made for fire hydrants, which may be by way of Section 106 agreement or a planning condition. Where a Section 106 agreement or a planning condition has been secured, the cost of Fire Hydrants would be recovered from the developer.

5.6 **Cambs Police, Designing Out Crime** - 08/09/2023 – latest response

States that there are no objections to this proposed application, but request need to ensure that community safety and vulnerability to crime is addressed at an early stage with this Development. This proposed Development should incorporate the principles of ‘Secured by Design’ (SBD) as detailed in the response. Recommends that the applicant considers submitting a “Secured By Design” (SBD) residential 2023 application as this Development could attain accreditation.



Previous responses 10/01/2022, 21/11/2022 and 20/01/2023

Reserve comments until they received the reserved matter/full application for each phase.

5.7 **CCC Definitive Map Team - 01/08/2023 latest response**

*We reiterate our previous condition, above and attached in full.*

*Prior to the commencement of development, a public rights of way scheme shall be submitted to and approved by the Local Planning Authority in partnership with the Highway Authority.*

*This should include provision for:*

- i. The design of public rights of way routes and their surfacing, widths, gradients, landscaping and structures*
- ii. Any proposals for diversion, upgrade and creation of public rights of way*

*Reason: In the interests of the amenity and safety of the public.*

*Whilst not confirming what would be acceptable before the Definitive Map Modification order (DMMO) is determined, The Rights of Way Scheme would provide clarity to all parties as to the principles and proposals of the developer in one single document.*

Previous responses

13/01/2022: Requests the following:

1. Public Footpath No. 12, March and Public Footpath No. 13, March are upgraded to public bridleways.
2. The access off Knights End Road by Hatchwood's Farm (shown on the Masterplan 9339-L-107\_B as 'proposed footpath/cycleway active trail') should be dedicated as a public bridleway
3. The perimeter routes shown by brown dashed lines on the above Masterplan representing 'proposed footpath/cycleway active trail' should also carry public bridleway status

A condition be imposed on many consent that prior to the commencement of development, a public rights of way scheme be provided.

05/12/2022: Comments that previous response dated 1 January 2022 remains pertinent and note that the applicant does not propose to upgrade the status of Public Footpath No. 12, March and Public Footpath No. 13, March, the access off Knights End Road by Hatchwood's Farm and the perimeter routes to public bridleways.

The Definitive Map Team maintains our request that these routes are provided as public bridleways and refer to the policies in support of this stance. Reiterate the request for a condition that a public rights of way scheme be provided.

27/01/2023: The Definitive Map team refers to our previous responses dated 1 January 2022, and of December 2022 which they say remain pertinent.

Retain view that they are not satisfied that the enhancements listed are either clear or enable the widest range of users which would be achieved by our request to upgrade the Public Rights of Ways (PRoW) to Public Bridleways.

The Definitive Map Team reiterate their request for the following condition for a public rights of way scheme:

26/06/2023:

1. *We reiterate our previous condition, below.*

- *Prior to the commencement of development, a public rights of way scheme shall be submitted to and approved by the Local Planning Authority in partnership with the Highway Authority.*

*This should include provision for:*

- i. *The design of public rights of way routes and their surfacing, widths, gradients, landscaping and structures*
  - ii. *Any proposals for diversion, upgrade and creation of public rights of way*
- Reason: In the interests of the amenity and safety of the public*

*Whilst not confirming what would be acceptable before the Definitive Map Modification order (DMMO) is determined, The Rights of Way Scheme would provide clarity to all parties as to the principles and proposals of the developer in one single document.*

The Definitive Map Team and Rights of Way Officer have also submitted feedback to the Transport Assessment Team regarding updates to the scheme.

#### 5.8 **CCC Development Policy Team - 11/02/2022**

Relevant verbatim comments relating to CCC interests that are not covered by comments made directly from other Council Services to this application.

*Officers note this development is broadly consistent with the policies and strategies of the County Council, although there are some matters that require further consideration or detail before they are considered fully acceptable.*

#### Library Services

*Contribution requested = 1200 x 2.5 = 3000 residents x £59/pp = £177,000 or £147.50 per dwelling (177,000 / 1200 = 147.50) and this will be confirmed in the s106 agreement.*

#### Education

*The planning application provides for an on-site primary school. The size of the primary school is agreed as 2 forms of entry (420 pupils) with the ability to expand to 3 forms of entry if required (630 pupils) which is sufficient to provide for the level of children coming forward from the development. A second primary school might be required in the wider allocation, however, that falls outside of this planning application site.*

*The primary school will also provide for early years provision.*

*The primary school site is of sufficient size, being 2.3 ha for the 2 form of entry school with an additional reserve of 0.7ha of land to allow for expansion to a 3 form of entry school – if required. The broad location and shape of the primary school*

site is acceptable; however, it is subject to meeting the Council's approved detailed specification requirements before it is finally confirmed and accepted.

It is current CCC policy that the Local Authority will deliver new school builds and therefore an option for the developer to build the school is not compliant with current policy.

The phasing strategy and build costs have been discussed with education officers and will be finalised and related to triggers for developer contributions in the s106 legal agreement. The primary school will likely come forward in phases, due to the longer build out period of the housing, initially as a 1FE school with larger core facilities from the outset to minimise disruption at later expansions. Should the development be unable to meet the full costs of funding the primary school, a financial viability appraisal will be required to justify any amended contributions.

<b>March West Primary School: Costs</b>			
<i>Phase of School Build</i>	<i>Specification</i>	<i>Cost (£)</i>	<i>Index (BCIS)</i>
1	1FE + 2FE Core + 1EY	7,370,880	3Q23
2	1FE + 1FE EY	4,689,204	3Q23
3 (if required)	tbc	tbc	tbc

A financial contribution towards off-site secondary school expansion will be made to mitigate this impact, with improvements to pedestrian and cycle access from the site.

#### Air Quality

Recommend further mitigation measures during the Construction process. These should include stipulating a minimum Euro VI standard for all HGVs for all contractor's/ sub-contractors and the use of low emission NRMM's on site. Even though emission levels may remain below the current objectives, any increase in particulates will impact on health consequently minimising impact on air quality is essential for both the new residents and the existing population of the town of March.

#### HIA Appendix 15.1

The use of HUDU toolkit is appropriate. Strongly recommend revising the HIA at each of the reserved matter stages of the development to address many of the areas categorised by the submitted HIA as "uncertain." These issues clearly require more detailed consideration before final approval is considered.

Long term stewardship of community assets set out in the HIA section 6.5 from green space, active trail, sport facilities, Multi use Games facilities etc, should be – free at the point of use or alternatively funded through a scheme established by the developer that is designed to subsidise the facilities for low-income families. This is particularly important in the area in and around March as it will contribute to improved the health and wellbeing across the community.

Table 6.4 of the HIA States "Overall, predicted changes in air quality during operation would not be sufficient to quantify any measurable adverse change in health outcomes across the local population." However as previously mentioned in the response to the air quality section of the Environmental Statement above we would recommend a minimum requirement of EURO VI for all road vehicles

delivering to site throughout all the phases of construction, along with the introduction of an on-site anti-idling agreement.

In respect of the proposed Community buildings, we would strongly suggest that the facilities on site referred to in Table 6.2 should be constructed and ready for use as the initial residents for phase R1 & R2 move on to site.

We would also recommend the recruitment of a Community Development worker, as part of the development prior to first occupation. Potentially funded through section 106 funding, the worker would support the new on-site facilities, encourage health lifestyles and provide a link with the existing community.

#### Impact on GP practices and Pharmacies

The assessment on Health Care provision set out in the HIA will need to be discussed with the Cambridgeshire and Peterborough Clinical Commissioning Group (CCG) to reflect the current needs and the impact of over 2000 new residents on the local health providers.

#### Strategic Waste

The development will impose pressure on the existing Household Recycling Centre facility at March, to process the waste generated from this development. The Council currently has a project underway to relocate this facility, an appropriate S106 contributions would be sought towards the additional provision required.

With regard to waste requirements providing space on plots for refuse, recycling and cycle storage, these storage areas must be easily accessible for refuse collections vehicles to empty the bins and the Council's RECAP waste partnership have a design guide which should be considered in the final designs for the layout.

- 5.9 **CCC Development Policy Team CCC (Local Education Authority) - 29/11/2022**  
Set out below an agreed statement with education colleagues on the updated S106 position and viability impact.

#### Education

Previously the Council has identified the need for a new primary school (to include EY and SEND provision) to serve the development, and discussions around the land requirement, cost (c.£12M (3Q23)) and phasing have taken place. The amended Planning Statement sets out that as a result of viability up to £2000 per dwelling (equivalent to c.£2.4M for the development) will be available for ALL s106 funded infrastructure. Clearly this creates a significant funding gap, for which there is currently no identified commitment to fill. Consequently, due to Cambridgeshire County Council's statutory duties this will likely result in the Council being required to fund a significant proportion of the new school. There is no other grant funding which has been identified so the Council would be required to fund this through borrowing.

If the development proceeds with the S106 contributions set out in the amended Planning Statement there will need to be a review as to how, where and when a solution comes forward. It is envisaged that a new primary school on the proposed site would still be the best solution to serve the emerging new community. However, interim or temporary provision may be required either on or off-site and the timescales for building a new school may have to shift to allow for a single phase delivery. At this stage, the Council is seeking maximum flexibility to help deliver the best available solution for the new residents of the development. We would also

wish to be consulted on the split of available s106 monies, should the scheme be consented and go ahead.

*This response should be read in conjunction with the Council's previous education responses (which also includes reference to secondary school provision requirements).*

#### **5.10 CCC Environment and Green Investment Committee - 16/05/2022**

*Members noted those areas where the Council still had holding objections from the Highways Authority and the Local Lead Flood Authority, where there were several outstanding issues that need to be resolved before the objections can be lifted.*

*The County Council requires that every effort is made to ensure permeability within and beyond the site, including high quality non-vehicular connections to other residential areas, countryside (including Rights of Way), the town centre, schools and local services etc. These matters have been highlighted in the latest comments from the Highways Authority. The Council desires to see more routes and permeability into the development.*

*Rights of Way were critical in this regard, however improving existing Rights of Way alone would not be sufficient, especially to the east of the development, where more were required. The public Right of Way network and countryside access beyond the town of March is poor, and opportunities to enhance it would be welcomed.*

*The Committee discussed the potential for Community Heat Zones (CHZs) and noted that whilst the current Local Plan does not contain policies requiring developments to install heat networks this current development should be designed to allow for adaptation in the future.*

*A key consideration for this application is to ensure good energy efficient standards by seeking to achieve the Future Homes standard, which would be coming forward in 2025 requiring these new homes to be 75% more efficient. The homes coming forward should ideally accommodate space to enable Air Source Heat Pumps (ASHPs) or heat networks to be installed in future, and also allocate space for energy centres. Whilst many of these issues would be resolved at the later design code and reserved matters stages the County Council suggests that there should be a commitment from the applicant in the outline permission to working towards these outcomes.*

*The Council has requested that 2.3 hectares be reserved for a 2 form of entry primary school and for a further 0.7 hectares to be reserved for the potential expansion of that school to 3 forms of entry. As the reserved land, if required, will most probably be used for school playing fields the Council requires that it is not used for heavy plant storage or compound uses during the construction phase to ensure that the existing biodiversity and ground conditions are protected pending its future use as playing fields.*

*The Council also requests that the reserved land, if not required for the school expansion, is retained as green open space and therefore enabling the development to deliver biodiversity net gain across the site.*

*The Committee noted that developer contributions were being sought towards supporting bus services on the route between Peterborough, March and Ely. Since this route would only increase the frequency of the existing March-Ely bus service and continue to provide just one choice of destination, the Committee requests that alternative bus routes are also considered. For example, the opportunity to enhance services linking Fenland into Cambridge from March through Chatteris, Sutton and Willingham to the Guided Busway at Longstanton. This matter will be taken up by the Transport Assessment team through the ongoing discussion on transport mitigation.*

#### **5.11 CCC Lead Local Flood Authority (LLFA)**

23/05/2023 & 12/09/2023 – latest comments

*The amendment does not appear to have any surface water flood risk or drainage implications therefore we have no further comments to make. Our comments therefore remain as in our previous response.*

02/02/2023

*We have reviewed the following documents:*

- Flood Risk Assessment & Drainage Strategy, Infrastructure Design Limited, Ref: AMA741 Revision A, Dated: November 2021*
- Response to LLFA Comments, Infrastructure Design Limited, Dated: 16 December 2022*
- Drainage and SuDS FRA Strategy Addendum Report, Infrastructure Design Limited, Ref: 1000-00-21, Dated: December 2022*

*Based on these, as Lead Local Flood Authority (LLFA) we are able to remove our objection to the proposed development.*

*The above documents demonstrate that surface water from the proposed development can be managed through the use of attenuation basins, restricting surface water discharge to 3.2 l/s/ha for the proposed impermeable area. The applicant has also shown intent to include swales within the design for the conveyance of surface water wherever possible, and at least one form of on plot SuDS in order to create a suitable treatment train.*

*The LLFA is supportive of the use of attenuation basins as in addition to controlling the rate of surface water leaving the site they also provides water quality treatment which is of particular importance when discharging into a watercourse. Attenuation basins also provide biodiversity and amenity benefits for the site.*

*The use of swales is proposed as widely as possible within the site, the LLFA is supportive of this as in addition to surface water conveyance, these features also provide biodiversity, amenity, and surface water quality benefits.*

*At least one form of 'on plot' SuDS should be used within the designs to ensure that an appropriate treatment train is formed within the site in order to mitigate surface water pollution to the receiving watercourses. This should be appropriate for the density of development, however the variety of SuDS available means that there are very few circumstances where no on plot SuDS will be appropriate.*

*It has been shown that there is a surface water flow path running from Knights End Road, flowing north through the site. It should be noted that the LLFA does not support any development within a flow path, and so all development within the site*

*should be designed to take account of existing drainage infrastructure and flow paths.*

*Water quality has been adequately addressed when assessed against the Simple Index Approach outlined in the CIRIA SuDS Manual.*

The response requests that a number of planning conditions are imposed as summarised below:

- Details to manage surface water run off during construction works
- Survey and report of surface water drainage systems upon completion and prior to adoption.
- Detailed designs for the surface water drainage scheme for that phase
- Submission of a strategic surface water drainage strategy for the Site on first reserved matters application.
- Detailed surface water strategy pursuant to the reserved matters Site for which approval is sought.
- Completion of works in accordance with the agreed Site-wide drainage strategy.
- Details for the long-term maintenance arrangements for the surface water drainage system

Informatives relating to Existing Watercourses, Surface Water Flow Paths, OW Consent, Pollution Control, and Riparian Ownership also requested

26/01/2022 and 29/11/2022

Object to the grant of planning permission for reasons outlined under the following headings:

- Principles for Surface Water Interception.
- Surface Water Treatment.
- Surface Water Flow Path.

#### 5.12 **CCC Mineral & Waste Planning Authority - 05/01/2022**

The response highlights that the relevant policy Cambridgeshire and Peterborough Minerals and Waste Local Plan (adopted July 2021) is Policy 8: Recycled and Secondary Aggregates, and Concrete Batching which requires all development sites of 100 homes or more, or 5ha or more for employment sites, should include temporary inert and construction waste recycling facilities on site throughout all phases of construction, unless there is a clear and convincing justification why this would be inappropriate or impractical.

The comments note the submission of Outline Materials Management Plan) which in Table 2-1: Forecast of Likely Waste Types identifies demolition arisings, excavated made ground and excavated natural soil as being reused in the Development. This is supported by the MWPA and would comply with MWLP Policy 8 if these waste streams are processed on site for re-use.

The Outline Materials Management Plan proposes that the details of this be deferred to the production of a detailed Plan and a form is provided at Appendix 1. Noting that section 6 of the MMP requires the location of where materials are to be treated to be shown. The Site is 52.42 hectares and much of it is relatively remote from existing sensitive land uses therefore there would be scope to undertake on-site waste processing. The MWPA has no objection to the proposed Development but recommends that the local planning authority requires the applicant to demonstrate compliance with MWLP Policy 8.

It is noted that the application is accompanied by a completed RECAP Waste Management Design Guide Toolkit which complies with MWLP Policy 14: Waste Management Needs Arising from Residential and Commercial Development.

The response highlights that there are two very small parts of the proposed Development Site are within Mineral Safeguarding Areas for sand and gravel shown on the MWLP Policies Map, each measuring approximately 0.3 hectare: the northwest corner of the Site adjacent to the tree belt and land at the northeast of the Site adjacent to the recreation ground. MWLP Policy 5: Mineral Safeguarding Areas (MSAS) is therefore relevant.

The purpose of Policy 5 is to safeguard mineral resources within Cambridgeshire and Peterborough. However, Policy 5 does not require the MWPA to be consulted on development proposals that are consistent with an allocation in the development plan for the area. The proposed development Site forms part of a Strategic Allocation in the Fenland Local Plan (2014) and the MWPA would have raised any mineral safeguarding concerns when consulted on the draft Local Plan. Furthermore, taking into account their location in relation to the A141 and the existing settlement, the areas of land identified above are considered too small to have any current or future mineral value.

### 5.13 CCC Local Highways Authority

The Local Highways Authority response to the Development is derived from comments made by their Highway Development Management Team and well as Transport Assessment Team. The Local Highway Authority has made in total nine separate representations to the application since it was validated, in which further details have been requested of the applicant. However, after the submission of the latest Transport Assessment and associated revised plans, their latest comments are as follows.

#### 12/11/2024 – latest response

Response relates to Transport Assessment Addendum X (September 2024).

#### *Transport Assessment Review*

*The Slade End roundabout under its current layout operates over capacity under all assessment scenarios. To mitigate the development impact at the junction the developer proposes to deliver a mitigation scheme for the junction comprising carriageway widening and re-marking to achieve increased flare lengths and newly marked or extended two-lane entries on three of the five junction approach arms (A141 (N), A142, and A141 (S)) (19020/SK42 Rev A). The mitigation works and associated costings proposed are agreed with the Highway Authority. The works have undergone the Stage 1 Road Safety Audit process and the RSA Designer Response has been approved by CCC HDM Officers. The developer will deliver the works prior to occupation of the 50th dwelling. This is agreed. The mitigated junction layout is demonstrated to suitably mitigate the impacts of the additional development traffic at the roundabout.*

*The S106 trigger point and contribution amount for the works through the Recreation Ground and Gaul Park are be agreed with FDC given the works will be carried out on FDC land. It is noted separate discussions are ongoing with FDC.*



*Details regarding construction traffic access for the first 201 dwellings prior to the delivery of the A141 access roundabout is being dealt with via a separate planning application (F/YR23/0766/F). Discussions are ongoing between Persimmons, their Road Safety Auditor and CCC HDM Officers concerning the impacts of construction HGVs routing through the A141/Knight's End Road junction.*

*The Highway Authority is satisfied with the development proposals subject to the mitigation package set out in the conclusion below which is required to mitigate the development impacts. The mitigation package is in line with the scope of the development and complies with para's 57 and 114 of the NPPF (2023) and Policy LP15 within the current adopted Fenland Local Plan (2014).*

*Conclusion The Highway Authority does not object to the proposals subject to the following:*

In total 16 conditions are recommended with full wording but summarised below:

- The applicant to deliver the Knight's End Road site access
- Delivery of the Slade End roundabout works prior to occupation of 50th dwelling
- Delivery of the A141 site access roundabout a prior to occupation of 201st dwelling
- The applicant to deliver the A141/Gaul Road junction improvement works
- The applicant to deliver the MATS Hostmoor Avenue scheme or any alternative junction improvement scheme for the A141/Hostmoor Avenue
- The applicant to deliver the other off-site highway improvement works
- Details of the perimeter equestrian route shall be provided around the Site as shown indicatively in the Access & Movement Parameter Plan
- Details of a Public Rights of Way (PROW) Strategy including on-site improvement works to PROW 156/12 and on and off-site improvement works to PROWs 156/13 and 156/14
- Bus Access & Phasing Strategy to be submitted
- The applicant to deliver the active travel link through the Site between Knight's End Road and Kingswood Road
- The applicant to deliver the pedestrian and cycle only Site access off Kingswood Road
- Requirement for a residential Travel Plan and also the Primary School
- Site-wide Construction Traffic Management Plan
- Internal road layout details
- The Primary School drop off point/pick up point to be internal to that site.

Financial contributions request by the LHA include the following:

- Contribution of £559,602.50 towards the schemes identified within the March Area Transport Study (MATS) or any alternative junction improvement scheme on the A141 in the MATS study area which has been approved in writing by the LHA.
- Bus Service contributions of £672,000 plus a further £119,000 towards associated bus related infrastructure.
- Contribution of £25,000 towards a MOVA-based controller solution at the A141/A605 signal junction.

#### **5.14 CCC Archaeology - 23/08/2023 latest response**

*We continue to recommend that an archaeological condition be placed on outline consent.*

### Previous responses

17/11/2022: Do not object to the development and can accept most of the proposed mitigations and characterisation of the archaeological evidence amassed so far from the site. Consequently, they recommend that an archaeological condition should be attached to any planning consent granted for the scheme to secure a programme of investigation and display. Wording of the condition and informative provided in response.

13/01/2023: We have reviewed the documents and can confirm that they do not alter the advice given by this office on 17/11/22.

The mitigation strategy for the archaeological investigation remains outstanding. The strategy can be agreed within an archaeological brief supplied by this office, followed by the production of an approved Written Scheme of Investigation.

Therefore, we would recommend the retention of the condition previously advised on 4/1/22

03/05/2023: I refer you to our comments of 13 January 2023, where we recommended that an archaeological condition be placed on outline consent, to provide for a programme of archaeological work.

Please note that the plan of proposed archaeological mitigation areas in Figure 14.4 of the ES has not been produced in consultation with us, and will require considerable changes. This can take place in a future Written Scheme of Investigation post consent, rather than any need to amend the Environmental Statement.

#### 5.15 **Environment Agency** - 24/01/2022

Response states that the Agency has no objection to the proposed Development but comment that they reviewed the submitted Flood Risk Assessment (FRA) with regard to tidal and designated main river flood risk sources only. As the Site is located outside the extent of our Fenland Breach Mapping and Tidal Hazard Mapping for the River Nene, we consider that the main source of fluvial flood risk at this Site is associated with watercourses under the jurisdiction of the Internal Drainage Board.

Strongly recommend that the mitigation measures detailed in the FRA are adhered to. In particular, the FRA states that:

- All proposed dwellings would be located within Flood Zone 1.
- Finished floor levels would be set at a minimum level of 2.4m AOD.

Response outlines a number of informatives which could be attached to any decision notice granting approval of the Development.

Other responses received 29/11/2022, 05/04/2023, 03/05/2023 and 29/08/2023

No additional comments to response dated 24 January 2022 that remain valid in relation to this application.

#### 5.16 **FDC Arboricultural Officer** - 09/08/2022

Response notes that proposal retains the hedges and belts of trees, so any additional tree planting is a positive, but the choice of species should reflect climate resilience etc. and biodiversity.

State that an issue with amenity planting in belts is that quite often their management is not carried out adequately resulting in trees developing structural defects and long-term suppressed and drawn form. As such would be looking for a robust long-term management plan for the roadside plantings.

Overall, do not have an issue with the proposed landscaping, perhaps some additional infill planting on the south boundary to contribute to screening to existing properties.

**5.17 FDC Environmental Health Protection - 23/01/2023 – latest comments**

*The Environmental Health Team note and accept the latest submitted information, and have 'No Objection' to the details specific to this re-consultation.*

*Any previous comments and recommended conditions provided by this service in respect of F/YR21/1497/O are therefore still considered relevant to this application.*

Previous comments 24/01/2022

Raise No Objections to the proposed Development. Outline further information and a number of conditions being imposed would be required in the event that outline planning permission is granted at this stage.

The content of the Initial Site Noise Risk Assessment is considered suitable and sufficient, having regard to the appropriate acoustic guidance and standards in the circumstances. Recommend that a follow-up report will be required to determine which residential properties would potentially be adversely affected by noise and then what noise mitigation measures e.g. glazing/ventilation specification, orientation of properties to protect most noise sensitive habitable rooms, protection of external amenity areas would then be designed into the final scheme. Noise from any mechanical sources at the proposed primary school would also warrant consideration.

Both the Phase 1 Desktop Assessment and Phase 2 Geo-environmental and Geotechnical SI reports provided by RSK are acknowledged and accepted as being suitable for the proposed end use without any further remediation works. Similarly, it is also stated that there is no requirement for ground gas protective measures. In the event that planning permission is granted, this service would recommend that the unsuspected ground contamination condition is imposed.

Phase 2 Geo-environmental and Geotechnical SI gives mention to the presence of asbestos containing materials (ACMs) in the vicinity of the farm yard off of Knight's End Road. Therefore, with the buildings containing ACMs proposed for demolition, an asbestos work plan would be required to demonstrate how this would be safely managed during the demolition phase and then removed and disposed of by a licensed asbestos removal contractor. Details can be submitted for approval

Recommend that when details of the primary school are known, details of artificial light would need to be submitted to ensure that the amenity of existing and future residents are not in any way adversely impacted. Any scheme shall confirm with relevant industry standards including the Institute of Lighting Professionals (ILP) Guidance Note 01/21: The Reduction of Obtrusive Light, 2021.

The guidance identifies ILP Environmental Zone E3 as being suburban (Well inhabited rural and urban settlements, small town centres of suburban locations) which fits the intended development location, so any proposed artificial lighting levels should fall within the parameters set by that classification (E3).

Given the size and scope of the proposed Development and in the event that planning permission is granted, a number of conditions are recommended in the interests of protecting the amenity of nearby residents during the construction phase relating to:

- Scheme to minimise the spread of airborne dust from the Site;
- Construction noise and vibration impact assessment associated;
- Limitation to construction working/collection and delivery hours; and
- A Site wide Construction Environmental Management Plan (CEMP)

The response advises that due to the large scale of the proposed Development a Health Impact Assessment (HIA) would also be required.

The service has reviewed the air quality assessment within the Environmental Statement Volume I: Non-Technical Summary provided by RPS (Ref: JBB8810 - C7839) and agree in principle the Development is unlikely to raise any significant air quality considerations whereby the national air quality objectives being exceeded. However, as mentioned above, there would be a potential for air quality to be adversely affected as a result of dust emissions, during the construction phase and therefore, this needs to be controlled as part of good working practices associated with the CEMP.

#### 5.18 **FDC Conservation Officer Comments - 07/07/2024**

*Objection: Similarly to the views shared by Historic England, the additional information, particularly the verified photographs and wire-line diagrams, are helpful in demonstrating the visual effect of the proposed Development and understanding its likely visual impact.*

*It is felt that the submitted views analysis really reaffirms the heritage concerns. It appears from the information submitted that the Development would result in the loss of almost any continuous, unencumbered view of the church from a westerly direction. As a result, whilst there would be views of the church retained, these would be fleeting and limited to a select few static viewing locations and entirely change the context of how this architectural landmark and wayfinding feature is viewed and appreciated within the wider historic agrarian fenland landscape.*

*Many of the views of St Wendreda's are appreciated dynamically, in the sense that they are seen and appreciated on the move, either by car on the Isle of Ely Way or along footpaths. The wire frames submitted represent a static viewpoint of the church at a particular point.*

*As a result of in house assessment of the Development proposals and the further visual analysis document submitted, it is considered that the Development would entirely change the context in which the GI listed Church has historically been appreciated to one where a historic church is largely concealed from many current vantage points and where it would be visible, it would be seen in the context of a sprawling urban extension.*

*Conclusion:*

*The Development is considered to result in less than substantial harm (medium on the spectrum) to the setting of the GI listed St Wendreda's Church.*

*In determining this application, the authority have a statutory duty of section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to have special regard to the desirability of preserving listed buildings or their setting or any features of special architectural or historic interest which they possess.*

*It is considered that the Development fails to respect the high levels of importance attached to setting of heritage assets as outlined in the National Planning Policy Framework (NPPF).*

*Paragraph 206 makes clear that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Paragraph 208 then states that where a development proposal would lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal.*

*From a heritage consideration specifically, there are strong concerns with the proposal and its impacts on a number of assets, but most notably the GI listed St Wendreda's Church, for which a development of this scale would be very difficult to mitigate.*

*State that the Local Planning Authority would need to carefully weigh the heritage impacts with the deemed public benefits in making a decision.*

23/02/2024

Objection: The principal of the proposed Development would result in a medium level of less than substantial harm to the setting of the GI listed Church and that of the GII listed Hatchwood Farmhouse. In accordance with national and local policy, any harm, whether substantial or less than substantial should result in a strong presumption for refusal unless public benefits are considered to outweigh the harm.

With the Site being allocated, there is an understanding that some level of harm would be inevitable resulting from a dense urban extension. However, it would appear that a number of opportunities have been missed to improve the layout to respect existing views in any meaningful manner, as well as creating viewing corridors towards the Church where the opportunities arise in routes through the Site.

08/03/2024

Objection: Same conclusions as earlier response but note strong consideration needs to be given to the effects of the adjacent development site on the currently inadequate mitigation offerings, a comprehensive explanation and justification for the Development in relation to the identified impacts on the setting of the GI listed building and considerably more weight given to views towards the church in the design layout.

**5.19 FDC Housing Strategy - 19/01/2022**

Fenland Local Plan Policy LP5 Requirements

*Policy LP5 of the Fenland Local Plan (adopted May 2014) seeks 25% affordable housing on developments where 10 or more homes will be provided*

<i>On sites of</i>	<i>Level of affordable housing</i>
<i>Minor developments (5-9 dwellings)</i>	<i>Nil affordable housing</i>
<i>Major developments (10 or more dwellings)</i>	<i>25% affordable housing (rounded to the nearest whole dwelling)</i>
<i>Tenure Mix</i>	<i>70% affordable housing for rent (affordable rent tenure) and 30% other affordable routes to home ownership tenure (shared ownership housing)</i>

*However, I note that in the Planning Statement submitted as part of this application, the amount of affordable housing being proposed is 20% based on the following justifications set out below:*

*Planning Statement '8.1.3 Relevant to this is the determination of an outline planning application for up to 248 dwellings at Land at Womb Farm, Doddington Road, Chatteris (planning reference F/YR/0834/O) which was approved by Planning Committee on 3rd June 2020). At Planning Committee Members' fully took on board the recommendations of the 'HDH Planning and Development' Independent Viability Report and the provision of 20% affordable housing and £2,000 per plot financial infrastructure contribution was accepted and secured via a S106 obligation.'*

*Planning Statement '8.1.4 In line with the findings of the HDH Independent Viability Report, as a starting point this application proposes up to 20% affordable housing subject to negotiations on viability. '*

*Based on an assumption of providing 20% affordable housing on this proposed scheme for 1,200, this equates to 240 affordable dwellings in this instance.*

*The current tenure split we would expect to see delivered for affordable housing in Fenland is 70% affordable rented tenure and 30% shared ownership. This would equate to the delivery of 168 affordable rented homes and 72 shared ownership in this instance. In terms of intermediate tenures, the provision of shared ownership tenure remains the council's priority for meeting the need for affordable home ownership products in Fenland. This is because of its capacity to cater for a wider range of household incomes by varying the initial share required to enable access to home ownership.*

*25/11/2022*

*Having reviewed the Planning Statement, and other documents submitted with this revised application, I note that the proposed affordable housing delivery remains at 20% based on issues of viability and that this results in 240 dwellings in this instance.*

*The Planning Statement confirms that a 70% affordable rented tenure and 30% shared ownership split will be provided across the scheme as a whole equating to 168 affordable rent and 72 shared ownership units. The statement also confirms that following discussions with Strategic Housing, First Homes tenure is not sought as an affordable housing tenure on this site and that the tenure mix will be in accordance with the Local Plan Policy LP5.*

*The Planning Statement confirms that each phase will deliver 20% affordable housing with detailed discussions regarding the property type mix and tenure split*

*for the affordable homes provided on each phase to be determined at Reserved Matters stage.*

*I am satisfied that the affordable housing provisions set out in the Planning Statement reflect the discussions we have had with Persimmon to date and therefore we have no further comments to add at this stage.*

26/01/2023

*The Planning Statement (Nov 2022) confirms that each phase will deliver 20% affordable housing with detailed discussions regarding the property type mix and tenure split for the affordable homes provided on each phase to be determined at Reserved Matters stage.*

19/05/2023

*Having reviewed the latest revised proposal, as we do not see any changes to the affordable housing proposals as previously set out, we have no further comments to make. Our existing comments remain valid.*

## **5.20 FDC Wildlife Officer - 21/06/2023 latest response**

*Welcome the submission of further information, which has addressed previous concerns relating to water vole. Water Vole are therefore not considered a constraint to this development. Agree with the Wildlife Trust, that the scheme will deliver minimal, insignificant enhancement for biodiversity (approximately 3% BNG).*

*The proposal is acceptable on ecology grounds, but recommend further information to conserve biodiversity is secured through suitably worded conditions, namely site wide:*

- 1. Construction Environment Management Plan / Strategy*
- 2. Ecological Design Strategy*
- 3. Landscape and Ecological Management Plan*
- 4. Details of proposed landscape scheme*
- 5. Informatives – works affecting badger sett In addition, we recommend that each reserved matters application is accompanied by:*
  - a. Construction Environment Management Plan supplement (to demonstrate how they comply with the site-wide CEMP)*
  - b. Biodiversity Survey and Assessment (to demonstrate how the scheme complies with the Ecological Design Strategy, including BNG)*
  - c. Ecological Management Plan (to demonstrate how the scheme complies with the Landscape and Ecological Management Plan)*

Previous response 09/08/2022

*Response states that the surveys and works surrounding ecological constraints appear to be adequate and due to the avoidance of the ditches and building within the arable fields.*

*Some concerns are noted in relation to the consideration of water voles and scrub habitat in north west corner of the Site. Note that whilst the Development is not likely to result in no net loss of biodiversity, they would like to see a biodiversity metric assessment to provide evidence of this. Supportive that all of the ditches and hedges are being retained, although there are several culverts being built. There is strong opportunity here to develop even stronger connections than already exist.*

Request new native species rich hedging lining the ditches and the edge habitats around the Site.

**5.21 Historic England - 14/09/2024 – latest comments**

*We note the additional information in particular the verified photographs/ wire-line diagrams which are useful in helping to demonstrate the visual effect of the proposed development and to understand the likely visual impact.*

*The photographs indicate that whilst it would still be possible to catch views of the church of St. Wendreda from various points across the site, this would be in the context of the new development rather than its current, historic undeveloped, rural setting. The church would therefore be glimpsed between the school and the local centre for example, whilst some of the longer views would appear to be entirely obscured by the new development.*

*It should also be remembered that these images represent a static viewpoint of the church only, whereas the visual impact of the new development relative to the grade I listed church is likely to be rather more apparent if one was walking along the public footpaths for example, because ones field of vision and what is visible within it is inevitably affected due to movement. It seems to us that due to the presence of the new development it would no longer be possible to enjoy a continuous unencumbered vista of the church from a westerly direction across the fields -as is made clear by the submitted images. We believe that the proposed development would have a negative effect upon the way in which the church is experienced and appreciated in terms of its historic setting, and that this would result in harm to its significance in NPPF terms.*

*Policy context*

*The importance attached to setting is recognised by the Government's National Planning Policy Framework (NPPF) and in guidance, including GPA3 The Setting of Heritage Assets 2nd edition (published by Historic England on behalf of the Historic Environment Forum, December 2017). The NPPF defines the setting of a heritage asset as, 'The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral' (Annex 2).*

*Paragraph 206 makes clear that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.*

*Paragraph 208 then states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal.*

*Recommendation*

*Historic England has concerns regarding the application on heritage grounds. It therefore falls to your local authority to carry out the weighing exercise, as required by the NPPF, and to be satisfied that the harm would be outweighed by the public benefit that would be delivered by the proposed development.*

*In determining this application you should bear in mind the statutory duty of*



*section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to have special regard to the desirability of preserving listed buildings or their setting or any features of special architectural or historic interest which they possess.*

### Previous comments

05/12/2022

Initial advice noting Historic England has been consulted on the basis that the Church of St. Wendreda (Listed Grade I) lies over 300 metres to the west and therefore proposed Development has the potential to affect the setting of this highly-graded listed building.

Note that the masterplan drawing shows a dense scheme of development with open space along the western and eastern edges, and it is clear that the proposed layout would result in a fundamental change to the setting of the grade I listed building, that would affect the way in which it is experienced and appreciated from some viewpoints quite considerably. Appreciation given that whilst it is unlikely that development could be achieved without giving rise to any impact whatsoever, any scheme should nevertheless seek to minimise that impact where possible. For example, by arranging buildings and spaces to create designed vistas, or ensuring that the taller buildings are concentrated in the less sensitive areas of the Site. It is not apparent to us that the proposed scheme has responded to the sensitivities of the church's wider setting.

Orientation of the Development is such that any opportunity to enjoy meaningful views of the church has in fact been minimised. Proposals have no graphical representation, such as wire-frame diagrams or photomontages that indicates the likely visual effect, and that demonstrates that the proposed layout and design preserves the setting and views of the church. For example, we note that a primary school and local centre is sited close to the church. It seems reasonable to conclude that this is likely to entail larger-scale buildings of modern form and of considerable massing which they believe would impact views of the church from the Site. Although they see that there would be an intervening area of open space with some landscaping that might help to mitigate the impact to some extent, without any specific details of the design, appearance and scale etc it is difficult to understand the full effect and to assess the likely impact on setting. In the absence of further information that would demonstrate otherwise, they suggest that a revised layout that is more sensitive to the setting of the grade I listed building might better preserve the setting and views of the grade I listed building and achieve this particular aspiration of the concept plan more successfully.

Recommendation given that the Council satisfies itself that it has sufficient information with which to fully understand the effects of the Development and to assess its impact upon the historic environment, and to decide whether further revisions are required in order to minimise any impact and to accord with the principles of the concept plan. Historic England has concerns regarding the application on heritage grounds.

01/02/2023

*We note the additional material that has been submitted by the applicant, although this does not seem to include the wire frame diagrams that are referred to in the email of 12 January. Notwithstanding this, the concerns that we raised in our initial consultation response remain, and our position is therefore unchanged.*

### *Recommendation*

*Historic England has concerns regarding the application on heritage grounds. We consider that the issues and safeguards outlined in our advice need to be addressed in order for the application to meet the requirements of paragraphs 199, 200 of the NPPF.*

23/05/2023

### *Historic England Advice*

*We note the additional information which includes revisions to the scheme and wire frame diagrams, and we are grateful to the applicant for producing these.*

*The reduction of the local centre and school to single-storey structures is of course welcome, and as suggested by the wire-frame diagram would allow for more of the church tower and spire to remain visible. Nevertheless, the proposed development of the site would result in permanent loss of the historic rural setting of the grade I listed church, which would affect, to some degree, the way in which it is experienced, and appreciated. In other words, whilst the church would still be visible in easterly views, the dense modern residential development would be prominent within those views, as demonstrated in the wire-frame diagrams.*

*We remain of the view that development within the setting of the grade I listed building would result in harm to its significance, therefore in accordance with the NPPF (paragraph 202) it falls to your authority to weigh the harm against any public benefit that the development would yield.*

11/09/2023

Do not wish to offer any further comments and suggest that the views of the Council's specialist conservation and archaeological advisers, as relevant.

### **5.22 Natural England - 18/05/2023 – latest response**

Response stating no objection subject to mitigating adverse effects to Best and Most Versatile Agricultural Land within the Site by the provision of a Soil Management Plan by means of a planning condition.

The soil management plan should detail soil handling procedures, handled in accordance with The Institute of Quarrying Good Practice Guide for Handling Soils in Mineral Workings. Soil stripping and storage should be detailed within this report, as well as any information of imported soils and soil forming materials.

Encourage the applicant to consider reuse of Best and Most Versatile Soil into soft landscaping, such as community gardens and green spaces. This would enhance the quality of these areas as well as providing a healthy substrate for plants and animals. In addition, this would allow for the reuse of this soil in the future, as opposed to it being permanently lost through housing development.

Further general advice on consideration of protected species and other natural environment issues is given.

### Previous responses

14/01/2022

Response provides specific advice in relation Soils and Agricultural Land Quality. Noting that it appears that the proposed Development comprises approximately

50.6 ha of agricultural land, including 7.1 ha of Grade 2, 36.4 ha of Grade 3a and 5.9 ha of Grade 3b classified as 'best and most versatile' (Grades 1, 2 and 3a land in the Agricultural Land Classification (ALC) system).

In order to safeguard soil resources as part of the overall sustainability of the Development, it is important that the soil resource is able to retain as many of its important functions as possible. This can be achieved through careful soil management and appropriate, beneficial soil re-use, with consideration on how any adverse impacts on soils can be avoided or minimised. Consequently, Natural England advise that any grant of planning permission should be made subject to conditions to safeguard soil resources, including the provision of an appropriately experienced soil specialist to advise on and supervise soil handling, including identifying when soils are dry enough to be handled. Sustainable soil management should aim to minimise risks to the ecosystem services which soils provide, through appropriate site design/masterplan/Green Infrastructure.

General advice given in relation to a number of other matters relating to Landscape, Protected Species, Local sites and priority habitats and species, Ancient woodland, ancient and veteran trees, Environmental gains, Access and Recreation, Rights of Way, Access land, Coastal access and National Trails and Biodiversity duty.

01/12/2022 and 26/01/2023

*The advice provided in our previous response applies equally to this amendment.*

*The proposed amendments to the original application are unlikely to have significantly different impacts on the natural environment than the original proposal.*

#### **5.23 NHS East of England Ambulance Service Trust (EEAST) - 24/12/2021**

Response given concludes that in its capacity as a healthcare and emergency service EEAST has identified that the Development would give rise to a need for additional emergency and non-emergency healthcare provision to mitigate impacts arising from this Development and other proposed developments in the local area.

EEAST, together with Cambridgeshire and Peterborough CCG, are keen to work with the developer to ensure that local healthcare services have sufficient investment to continue to meet the needs of existing residents, and also the needs of the additional population that this proposed Development under this application would bring. In this way and subject to the specific assurances sought through our response, we look forward to collective working.

The capital required through developer contribution would form a proportion of the required funding for the provision of capacity to absorb the patient growth and demand generated by this Development. The figure calculated for this Development being £291,600 and EEAST therefore requests that this sum be secured through a planning obligation linked to any grant of planning permission to support EEAST provide emergency and non-emergency ambulance services to this new Development.

#### **5.24 NHS - Cambridgeshire and Peterborough Integrated Care System (CAPICS)**

10/02/2023 - Latest response

Please accept this joint response update on the position of Primary Health Care provision in relation to application F/YR21/1497/O on behalf of Cambridge and Peterborough Integrated Care System (C&PICS) as local primary healthcare commissioners.

*Existing healthcare position and submitted planning documentation*

The Health Impact Assessment (HIA) dated 4th November 2021, submitted as part of the planning documentation demonstrates that that the closest practices do not have capacity to absorb the population associated with the proposed development. This was further confirmed by the ICB in the initial submission letter dated 07/01/2022 and subsequent email dated 28/11/22.

*Updated healthcare needs arising from the proposed development*

The intention of C&PICS is to promote Primary Healthcare Hubs with co-ordinated mixed professionals. This is encapsulated in the strategy document: The NHS Five Year Forward Views. The development would give rise to a need for improvements to capacity, in line with emerging STP estates strategy; by way of improvements to, reconfiguration of, redevelopment of, or extension to the existing estate, or through the delivery of new build healthcare infrastructure. Based on the proposed development resulting in 1,200 homes and the average population per household figure for Fenland of 2.3 (based on 2011 ONS Household data) the proposed development will result in 2,760 persons which will require mitigation. The ICB are seeking flexibility with the means of mitigation, to ensure healthcare infrastructure provision aligns with the evolving estate strategy, and propose the below.

*Provision of land and financial contribution*

C&PICS considers the transfer of the freehold of a suitable site (meeting C&PICS's requirements including size, utilities and access) alongside an increased financial contribution to allow the delivery of the new facility by a corresponding NHS body or partner to be one option. We set out below our calculation for this option below:

	Additional Population Growth (1,200 Dwellings) <sup>1</sup>	Additional Floorspace required to meet growth (m2) <sup>2</sup>	Capital required to create additional floorspace <sup>3</sup>
Proposed Development	2,760	236.57	£1,599,213

The ICB sought advice from its NHS partner, NHS Property Services Ltd, on recent costs benchmarks for healthcare developments for a new build single storey facility. This equated to £6,760 per m<sup>2</sup> (once adjusted for professional fees, fit out and contingency, but excluding land acquisition). Having rebased this cost to Fenland using BCIS Tender Price Index, the cost remains the same at £6,760 per m<sup>2</sup>. The ICB calculate the level of contribution required in this instance to be £1,599,213.

The ICB do recognise that the additional floorspace requirement would likely be suitable for a branch surgery to meet the specific needs of this development, and are therefore keen to explore the delivery of this option within the local centre with the applicant and Local Authority in more detail.

## Financial contribution in lieu

*In the event that the ICB determines that the on-site provision does not meet the needs or reflect the healthcare service requirements at the time when the development progresses, the ICB requires the flexibility to convert to a purely financial contribution in lieu to be spent on the existing estate to mitigate the incoming population associated with the development by expanding capacity within existing premises. The email 28/11/22 establishes this contribution, and the ICB provide clarity on the calculation below:*

	Additional Population Growth (1,200 Dwellings) <sup>4</sup>	Additional Floorspace required to meet growth (m2) <sup>5</sup>	Capital required to create additional floorspace <sup>6</sup>
Proposed Development	2,760	236.57	£ 1,235,849

*The ICB sought advice from its NHS partner, NHS Property Services Ltd, on recent costs benchmarks for healthcare developments for a single storey extension and refurbishment. This equated to £5,224 per m<sup>2</sup> (once adjusted for professional fees, fit out and contingency, but excluding land acquisition). Having rebased this cost to Fenland using BCIS Tender Price Index, the cost remains the same at £5,224 per m<sup>2</sup>. The ICB calculate the level of contribution required in this instance to be £1,235,849.*

### Conclusion

*The ICB have re-iterated that the existing estate does not have capacity to absorb the additional population created by the proposed development and that mitigation is required. Flexibility regarding the means of mitigation is required to ensure alignment with the healthcare estate strategy through the delivery of facility on site via land provision and a financial contribution or through a financial contribution in lieu. The ICB highlight that since the initial ICB submission letter dated 07/01/2022, NHS Property Services (NHSPS), who both commission and construct health infrastructure have provided the ICB with updated benchmark construction costs prepared by quantity surveyors from a specialist healthcare team demonstrating that the cost of delivering health infrastructure has significantly increased.*

### Previous responses

07/01/2022: Initial response given as the then Cambridgeshire and Peterborough Clinical Commissioning Group (CAPCCG). Response given concludes that in its capacity as the healthcare provider, CAPCCG has identified that the Development would give rise to a need for additional primary healthcare provision to mitigate impacts arising from the Development. CAPCCG calculates the level of contribution required, in this instance to be £1,036,800. Payment should be made before the Development commences.

28/11/2022: Advise that, further to a review of the applicants' revised submission, the additional updated comments are with regard to the primary healthcare provision on behalf of CAPICS.

The comments note that the proposed Development is likely to have an impact on the services of the GP Practice's operating within the vicinity of the application. All

practices within this locality are beyond capacity and this funding would be used to create additional capacity through extension and refurbishment to meet the needs of these patients. A revised developer contribution would be required to mitigate the impacts of this proposal to reflect inflation and construction cost increases since the original planning notification. CAPICS calculates the level of contribution required, in this instance to be £1,235,849 CAPICS therefore requests that this sum be secured through a planning obligation linked to any grant of planning permission.

#### 5.25 **Sport England – 13/09/2023 – latest response**

Sport England state that they do not wish to make any additional comments in respect of the latest revised masterplan and associated plans and information. They reiterate comments previously that they are supportive of the applicant's proposed approach to secure developer contributions towards sports facility investment off-site in March, and as previously referenced there are known local priorities for football, rugby and cricket that could be delivered with contributions from this proposed Development.

They note the applicant's planning statement explaining the proposal is to secure a developer contribution in line with the Council's Developer Contributions SPD to be spent towards provision of/improvements to playing fields in March.

Sport England would wish to understand the proposed total contribution proposed and the agreed spend purpose. As set out previously, we would advocate that consideration is given to applying this to local priorities for football, cricket and rugby provision as set out previously.

The Section 106 agreement should also ensure this can also be spent on associated ancillary facilities including changing rooms, car parking etc. As set out previously, they would also advocate that developer contributions are secured towards sports hall and swimming pool provision/improvements in line with our Sports Facilities Calculator tool.

In the absence of these developer contributions being suitably secured in a section 106 agreement, as set out previously Sport England would wish to object as the proposed development would then fail to its own needs for sports facilities.

As per our previous responses they also advocate that the proposed on-site playing field provision (for the proposed new school) is subject to conditions to secure a ground conditions assessment and a suitable scheme of works for preparing the playing fields and playing field maintenance in line with relevant guidance.

Response recommends three planning conditions should be imposed relating to ground conditions survey, Management and Maintenance Scheme and a community use agreement prepared in consultation with Sport England in relation to the facilities being provided at the new primary school.

#### Previous responses

07/12/2022: Response given in relation to initial plans where the proposals included 2.5 hectares for outdoor sport, including a sports pavilion and car parking.

The population of the proposed Development is estimated to be 3,000 (1200 units x 2.5 persons per household). This additional population would generate additional demand for sports facilities. If this demand is not adequately met then it may place

additional pressure on existing sports facilities, thereby creating deficiencies in facility provision.

Response concludes that Sport England offers its support for this this application, in that new facilities would be provided to meet the needs of new residents and existing residents.

Sport England recommends, based on our assessment, that if the Council is minded approving the application, the planning conditions should be imposed relating to ground conditions survey, retention of use in D2 Use Class and Management and Maintenance Scheme.

07/02/2023: Response notes that the proposals no longer include new community sports facilities and would welcome the sports facilities at the primary school being made available to the local community.

Provide comments on sport provision in March, including football, cricket and rugby union.

Reiterates that additional population would generate additional demand for sports facilities and if this demand is not adequately met then it may place additional pressure on existing sports facilities, thereby creating deficiencies in facility provision. Response highlights that Sport England's Sports Facilities Calculator (SFC) can help to provide an indication of the likely demand that would be generated by a development for certain facility types. The SFC indicates that an increased population of 3,000 in this local authority area would generate a demand for:

<b>Facility</b>	<b>Demand</b>	<b>Cost</b>
Sports halls	0.83 ct (0.21 hall)	£522,892
Swimming Pools	31.84m <sup>2</sup> (0.15 pool)	£573,678

The above calculations indicate that the additional population would generate significant demand for sports hall provision and swimming pool provision.

Outputs from Sport England's FPM model indicates that the sports hall at Neale Wade Academy is operating at 100% capacity during the peak period (weekday evenings).

With regard to swimming pool provision, the George Campbell Leisure Centre pool is operating at 88% capacity in the peak period well above the 70% comfort factor.

The above outputs indicate that an additional 3,000 population in March would place significant strain on existing facilities which are currently operating at high levels of utilised capacity and would not be able to cope with this extra demand. Fenland District Council is a large local authority, and people only have a limited supply of facilities to choose from. Residents of March are unlikely to travel to alternative facilities in Wisbech (11 miles away) or Chatteris (8 miles away). These facilities would not be available to anyone without access to a car.

The proposal also includes a new primary school, and there is potential for the playing fields to be made accessible to local mini soccer clubs at the weekend. If the school contains a hall, then this could also be made accessible for evening classes such as keep fit, pilates, yoga, martial arts etc.

If no off-site contributions are secured Sport England say they would object to this development as it would not make any contribution towards the development of sports facilities in the March area.

#### 5.26 **The March Society** - 25/01/2022

*This site is not in the Conservation Area but it is an important historic area of March and the historic environment, the archaeology and the heritage assets on the edge of this site, needs to be protected. In an area of wide-ranging risk of flooding there needs to be a complete flooding and drainage assessment. Concerns that local services will not be able to cope with the numbers of new residents including policing, doctors, dentists, schools. There are concerns about traffic in Knights End Road: the new roundabout from the A141 Isle of Ely Way with its access to the site needs to be completed before construction begins and there to be no access to Knights End Road.*

#### 5.27 **The Wildlife Trust** - 25/04/2023 latest comments

*I have reviewed the additional information provided by FCPR.*

- 1. Strategic significance scores – the Wildlife Trust stands by our original comments. The Cambridgeshire Green Infrastructure strategy is not a biodiversity strategy and shouldn't be used alone to justify strategic significance scores in the Defra Biodiversity Metric. The development is an urban extension to March and the new open spaces / habitats will be part of the expanded town. They do not warrant a high strategic significance biodiversity score, as would apply for example to habitat creation adjacent to the Ouse Washes. The provision of on-site GI is of course to be welcomed and March desperately needs more high quality GI. However, the development site is not a biodiversity priority area.*
- 2. I am satisfied that the FCPR have made sufficient justification for the use of the non-priority ponds habitat category as opposed to urban SUDs habitat category. I am therefore happy to withdraw my previous comment on this point.*
- 3. I am happy to accept the FCPR original scoring for scrub habitats.*

*Overall the development represents a small 3.55% net gain in biodiversity.*

#### Previous response: 21/12/2022

Responded specifically with respect to the submitted Biodiversity Net Gain Assessment, as the Wildlife Trust is keen to ensure that high standards are maintained with respect to this new area of ecological analysis, and to ensure that best practice is followed.

The current Development proposals therefore represent a measurable net loss in biodiversity contrary to established and emerging planning policy. The proposed Development should either be redesigned to increase the area of green infrastructure and habitat provision, to achieve a net gain in biodiversity or alternatively the applicant should enter into a S106 to buy sufficient biodiversity credits from a suitable biodiversity offsetting provider.

#### 5.28 **Local Residents/ Interested Parties**

This application was originally submitted in 2021 and the original consultation commenced on the 4<sup>th</sup> January 2022. The application has been subsequently



revised and a 2<sup>nd</sup> round of consultation occurred in late November 2022. A further consultation occurred on the 2<sup>nd</sup> May 2023 following receipt of further amendments and reductions in scale of the scheme.

Further revisions and details with regards to the transport strategy and revised Parameters Plan; Access and Movement; drawing number 9339-L-104\_J were submitted in August 2023. The masterplan was also revised (Drawing number 9339-L\_K was received) and a detailed cycle infrastructure drawings No. 9339-L-108-B was received. As a result, another public consultation was carried out in September with the statutory expiry date being the 13<sup>th</sup> September 2023.

In total 58 public responses were received from 41 individuals from all of the consultations and publication exercises that have been carried out. In addition, a petition signed by 82 people was received which objected to the proposal.

## 5.29 Objections

Of the total 58 responses, 49 made clear their objection to the scheme. There were a number of concerns raised, which are summarised below. However, the most common concern with was a specific objection to:

- General transport concerns, but specifically traffic and access issues with the increased use of Knights End Road, particularly prior to the delivery of the new roundabout access and how this would affect the free flow of traffic on surrounding road and parking nearby

There was also one separate correspondence which raised concern regarding traffic implications from the new school. Also, two responses specifically thought that cycling should be encouraged more within the Development.

Another recurring concern though the objection responses was concern regarding the:

- Impact on biodiversity/wildlife, habitat, trees, and ecology; and failure to provide a 10% biodiversity net gain onsite

Similarly, the public consultation resulted in other general environmental concerns that were raised. Also, light pollution was raised as a specific point of objection in a number of responses. There were also concerns regarding the loss of the agricultural land was raised as a concern.

A majority of the responses raised general concern about the ability of March to cope with the general infrastructure demands of the likely number of new residents associated with this scheme. Specifically, they raised concern about schools, health care, dentists, sewage, etc.

A large number of the responses raised an objection about:

- Density of the proposal representing overdevelopment of the Site.

As many as a third of the responses also raised concern regarding the design of the proposal, or its impact on the character of the area, its visual and/ or heritage value. Leading on from this point, there were specific comments regarding loss of outlook, or loss of a view, or impact on the scenery of the area.

In terms of other residential amenity concerns regarding primarily loss of daylight or privacy concerns raised. Also, a further comments were made regarding potential noise issues from the proposals. Most of these were regarding construction noise as opposed to operation noise. There was also a comments regarding possible smells from the scheme.

A number of residents raised concerns regarding possible loss of value to their property by virtue of the Development.

Flooding and drainage were often raised individually within responses and there were many comments where the public objected on this basis and how the proposal was considered to worsen the area in terms of risk of flooding.

Interestingly two responses referred to the crash site of a WWII bomber that resulted in the death of a young Australian pilot in 1944 who is understood to have stayed behind to try to steer the plane away from March, whilst his flight crew managed to parachute to safety. These comments requested that the pilot whose name is Jim Hocking be somehow remembered or given some form of recognition within the Development.

A range of other concerns raised less frequently by objectors are summarised below:

- How will construction vehicles access the Site
- Public Right of Ways be lost
- Safety for use of Public Right of Ways during construction
- Anti-social behaviour/Crime
- That the Development would set a precedent
- The proposal represents backfill development
- General waste/servicing concerns
- The proposal would not comply with policy
- Urban sprawl
- Oversupply of housing with many homes for sale on open market
- Impact on views and the skyline
- Concern with regards to increased traffic and use of an existing dangerous junction between Knights End Road and the A141.
- The new roundabout on this road should be constructed earlier in the development programme.

### **5.30 Supporters**

2 letters of support were received which pointed out that the proposal would deliver much needed housing for the town and district.

### **5.31 Representations**

10 representations raised concerns similar to the objectors above, but also one was on behalf of an adjacent landowner who did not object to the proposals but requested that the vehicular access into this Site not be provided from this scheme as they had already secured access separately for that part of the BCP. This is a small element of the BCP and the road if had been provided may had resulted in a rat run to the wider development.

## **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).

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.

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**

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

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

### **7.3 National Design Guide 2021**

Context

Identity

Built Form

Movement

Nature

Public Spaces

Uses

Homes and Buildings

### **7.4 Environment Act 2021**

### **7.5 Fenland Local Plan 2014**

LP1: A Presumption in Favour of Sustainable Development

LP2: Facilitating Health and Wellbeing of Fenland Residents

LP3: Spatial Strategy, the Settlement Hierarchy and the Countryside

LP4: Housing

LP5: Meeting Housing Need

LP6: Employment, Tourism, Community Facilities and Retail

LP7: Urban Extensions

LP9: March

LP13: Supporting and Mitigating 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

### **7.6 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:

Policy LP1 – Settlement Hierarchy  
Policy LP2 – Spatial Strategy for the Location of Residential Development  
Policy LP4 – Securing Fenland’s Future  
Policy LP5 – Health and Wellbeing  
Policy LP7 – Design  
Policy LP8 – Amenity Provision  
Policy LP11 – Community Safety  
Policy LP12 – Meeting Housing Needs  
Policy LP16 – Town Centres  
Policy LP17 – Culture, Leisure, Tourism and Community Facilities  
Policy LP19 – Strategic Infrastructure  
Policy LP20 – Accessibility and Transport  
Policy LP21 – Public Rights of Way  
Policy LP22 – Parking Provision  
Policy LP23 – Historic Environment  
Policy LP24 – Natural Environment  
Policy LP25 – Biodiversity Net Gain  
Policy LP27 – Trees and Planting  
Policy LP28 – Landscape  
Policy LP29 – Green Infrastructure  
Policy LP30 – Local Green Spaces and Other Existing Open Spaces  
Policy LP31 – Open Space and Recreational Facilities  
Policy LP32 – Flood and Water Management  
Policy LP33 – Development on Land Affected by Contamination  
Policy LP34 – Air Quality  
Policy LP38 – March Community Regeneration  
Policy LP39 – Site allocations for March  
Policy LP40 – Site allocations for non-residential development in March  
Policy LP41 – Land north of Knight’s End Road and East of the A141

#### **7.7 Cambridgeshire and Peterborough Minerals and Waste Local Plan (2021)**

Policy 5: Mineral Safeguarding Areas  
Policy 10: Waste Management Areas (WMAs)  
Policy 14: Waste management needs arising from residential and commercial Development  
Policy 16: Consultation Areas (CAS)

#### **7.8 March Neighbourhood Plan 2017**

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

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

#### **7.9 Cambridgeshire Flood and Water SPD 2016**

This SPD was endorsed by Cambridgeshire County Council in its capacity as Lead Local Flood Authority on 14 July 2016 and has been adopted as guidance by Fenland District Council. The SPD provides guidance on the approach that should

be taken to manage flood risk and the water environment as part of new development proposals.

**7.10 Fenland District Council ‘Delivering and Protecting High Quality Environments in Fenland.’ SPD 2014**

The Delivering and Protecting High Quality Environments in Fenland Supplementary Planning Document (SPD) has been prepared to provide further guidance on a number of policies in the Local Plan, in particular Policy LP16, 'Delivering and Protecting High Quality Environments Across the District'.

**7.11 Fenland District Council ‘Developer Contributions’ SPD 2015**

The Developer Contributions Supplementary Planning Document (SPD) supports Policy LP13 Part (b) of the Fenland Local Plan.

## **8 KEY ISSUES**

- **Principle of Development**
- **Health and Wellbeing**
- **Economic Growth**
- **Highways and Public Rights of Way**
- **Heritage, character and visual effects**
- **Residential Amenity for Future Occupiers**
- **Impact on Neighbours**
- **Air Quality**
- **Noise**
- **Waste Management and Contamination**
- **Flooding and Drainage**
- **Archaeology**
- **Biodiversity and Ecology**
- **Trees and Landscaping**
- **Community Safety**
- **Community Infrastructure, Affordable Housing and S106 legal obligations**

## **9 BACKGROUND**

- 9.1 A comprehensive suite of pre-application meetings have taken place between the applicant, the Council, various technical statutory consultees, and Cambridgeshire County Council to both aid in the development of the Broad Concept Plan (BCP) and the detailed Masterplan and Parameter Plans prior to the submission of this application. These meetings took place over an 18-month period prior to the submission of this application and much of the advice provided has been taken into account in the submission of this proposal.
- 9.2 This application relates to a development that forms part of the West March Broad Concept Plan (BCP). As part of this allocation process, consultation with the local community on developing this Site has been undertaken by Fenland District Council between 20th May and 1st June 2021.
- 9.3 Representatives from Persimmon Homes met with March Town Council in September 2020 and provided a detailed update on how the development of the BCP was progressing. The presentation to March Town Council set out the survey

work undertaken to that date, the Sites opportunities and constraints, alongside details of the proposed intentions for the BCP. As part of the presentation parameter plans were shown which set out guiding principles for opportunities for social and recreation infrastructure and permeability and movement alongside a Capacity Plan.

- 9.4 Whilst there have been various iterations of the Capacity Plan since this meeting, the principles of the development have largely remained. Discussion in the meeting was positive and Town Councillors welcomed the fact that the Development was coming forward as there was a real need for houses in March and the Site had been allocated for a number of years.
- 9.5 Through the process of developing the BCP, FDC consulted stakeholders on its creation and the suite of technical reports necessary to support the document in October 2020 and January 2021. The comments received through this process further helped develop the BCP. Fenland District Council also hosted the public consultation exercise on the BCP with an online consultation exercise running from 24th May 2021 to 14th June 2021.
- 9.6 The BCP was approved at Planning Committee on 14th July 2021. This outline application which largely adheres to the BCP was subsequently submitted.
- 9.7 Through the pre-application process it was confirmed that the Development is Environmental Impact Assessment (EIA) development in accordance with the Town and Country (Environmental Impact Assessment) Regulations 2017 and an Environment Statement (ES) is required. An ES Scoping Opinion was obtained from Fenland District Council dated April 2021 and this is included within the accompanying Environmental Statement. The consultation as required for a EIA application has also been adhered to by the Council in the assessment of this application.
- 9.8 The applicant has submitted a pre application request to FDC in advance of a reserved matters planning submission for 254 dwellings for Phases R1 and R2 which are located at the southernmost part of the Site and comprise an area of 12.64 hectares. A response to this pre-application request is yet to be finalised.

## **10 ASSESSMENT**

### **Principle of Development**

- 10.1 The adopted Fenland Local Plan (2014) sets out the Council's objectives for the development of housing within the district during the Local Plan period of 20 years. This application relates to a proposal within a Strategic Allocation as identified within the Fenland Local Plan.
- 10.2 Policy LP1 '*A Presumption in Favour of Sustainable Development*' sets out that "*At the heart of the strategy for Fenland is a desire to deliver sustainable growth; growth that is not for its own sake, but growth that brings benefits for all sectors of the community – for existing residents as much as new ones.*" The policy also states that planning applications that accord with the policies in the Local Plan will be approved without delay, unless material considerations indicate otherwise.

- 10.3 Policy LP3 '*Spatial Strategy, the Settlement Hierarchy and the Countryside*' states that the focus for the majority of growth within Fenland, including new housing and job creation, is in and around the four market towns. March is identified in the Fenland Settlement Hierarchy as a 'Primary Market Town' alongside Wisbech with Chatteris and Whittlesey identified as other market towns. Within the context of these policies the proposed Development therefore constitutes sustainable development and is consistent with the strategy and settlement hierarchy of the Local Plan. Policy LP3 also states that "*Development should provide the scale and mix of housing types that will meet the identified need for Fenland (as informed by an up-to-date Cambridge Sub Region Housing Market Assessment (SHMA) and a range of new job opportunities in order to secure balanced communities.*"
- 10.4 This Development forms a significant part of the West March Strategic Allocation and would provide for 1,200 dwellings, the mix of which would meet the identified needs of Fenland that the Local Plan aims to deliver. The Development would also provide significant benefits to the existing local community with the provision of significant open space provision, including land for a serviced primary school and a local centre. Furthermore, the construction work associated with the Development would generate a significant number of local jobs which would in turn make a positive contribution to the local economy over the next 10-15 years that building takes place and economic multiplier as a result of an increased population to March.
- 10.5 Local Plan Policy LP4 '*Housing*' sets out that housing targets for Fenland are that 11,000 new homes are to be built in the district between 2011 and 2031 with 4,200 dwellings directed towards March in that period. The policy states that development will be directed to the identified Strategic Allocations and Broad Locations around the Town and applications will be refused for large scale housing developments which are located at the edge of the town, but not identified Strategic Allocations or Broad Locations for growth. For housing proposals within specific and broad locations for growth, the policy identifies that Policy LP7 (Urban Extensions) of the Fenland Local Plan is also relevant, as discussed below.
- 10.6 The Site forms part of the West March Strategic Allocation and as such accords with the requirements of the policy and would significantly contribute to Fenland's housing need with the development of a mixed community of up to 1,200 dwellings in March.
- 10.7 Part C of policy LP5 '*Meeting Housing Need*' states that Fenland District will seek that developments will contribute to the aim of enabling people to live in their homes for as long as possible. To this end, the applicant has stated that the majority of the house types which would come forward as part of future reserved matters submissions would be designed to meet the Building Regulations M (4)2 Standard (Accessible and Adaptable dwellings).
- 10.8 In line with pre-application discussions with FDC in the development of the West March Broad Concept Plan (BCP), it was agreed that there was no requirement for employment uses to be provided given there were more suitable areas within March for employment development, most notably, to the north and east of March which are easily accessible to the Site. This outline planning application accords with the land uses established within the approved BCP.

10.9 Policy LP7 'Urban Extensions' sets out that:

*“Development of an urban extension (i.e. the broad or specific locations for growth identified in Policies LP8 – 11) must be planned and implemented in a coordinated way, through an agreed overarching broad concept plan, that is linked to the timely delivery of key infrastructure. With the exception of inconsequential very minor development, proposals for development within the identified growth locations which come forward prior to an agreed broad concept plan being produced will be refused.*

10.10 The applicant, Persimmon Homes, worked with FDC and other stakeholders in developing a Broad Concept Plan (BCP) for the overall West March Strategic Allocation.

10.11 Policy LP7 goes on further and sets out a number of criteria (a) to v)) for the development of Urban Extensions which need to be considered and these are summarised and discussed below:

*a) Make efficient use of land.*

10.12 The Broad Concept Plan has been designed to reflect the area's opportunities and constraints and provides for the most efficient use of land by providing for an average residential density across the allocation of up to 39 dwellings per hectare. These densities are provided for within the Development and based upon the overall figure of 1,200 dwellings, this outline application provides for a net density of 38.7 dwellings per hectare. The Scale and Density Parameters which accompanies this application generally identifies lower to medium density areas around the areas of open space most notably on the eastern boundary, with medium to higher density areas elsewhere within the Development.

*b) Demonstrate how it will contribute to enabling healthy lifestyles.*

10.13 The Broad Concept Plan has been designed to provide for a development which will contribute to healthy lifestyles and this Development accords with these established principles. The Development as submitted provides land for a local centre, a serviced primary school site alongside a significant area of green infrastructure which is interconnected and spread across the whole Site and provides connectivity to the remainder of the allocation and the established areas of March to the east. These elements would enable future residents to engage in a healthy lifestyle.

*c) Provide a broad range of housing choice by size and tenure (including market and affordable housing) and cater for people with special housing needs.*

10.14 The application provides for a policy compliant level of affordable housing, with 20% provision as agreed with FDC officers and would provide for a good mix of 1–5-bedroom properties to meet different housing needs. The mix of houses would be agreed at reserved matters submission stage, but this submission has been informed by detailed discussions with FDC's Housing Officer regarding an appropriate mix. It is expected that all of the affordable house types would meet the M(4)2 standard, thus meeting the lifetime needs of future occupants.

*d) Contribute to providing for a wide range of local employment opportunities that offer a choice of jobs in different sectors of the economy, and especially jobs that align with an up-to-date Fenland Economic Development Strategy*

10.15 In line with the BCP, no land has been allocated for employment uses given the site has excellent links with established employment areas within March which



are more suitable for employment use and further expansion. The Development would though provide for job opportunities through the primary school and the local centre which would be provided as part of the Development alongside jobs during the construction phases.

e) Make provision for an appropriate level of retail, leisure (including indoor and outdoor sports facilities), social, cultural, community and health facilities to meet local needs and in the case of retail in particular, without having an unacceptable impact on the vitality and viability of existing centres.

10.16 These elements have all been secured and agreed as part of the BCP for the West March Strategic Allocation. This Development adheres to the principles with the provision for a 0.5 hectare local centre for which there would be the opportunity for a community facility. The original Development submitted put forward included playing field provision on site. Through the consultation process it transpired that no bodies were willing to take on board the management and maintenance of the playing fields and associated facilities. For this reason, a revised submission removed the playing fields (and this land to revert to general open space) with an off site contribution proposed (in line with FDC's Developer Contributions SPD) towards formal outdoor space which will provide a meaningful contribution towards the 3G pitch at Estover Road or other sports facilities. A contribution of £419,360 would be provided to deliver this off site sports provision.

10.17 In terms of health, the £2,000 financial infrastructure contribution per dwelling could contribute towards health provision as identified.

f) Incorporate pre-school(s), primary schools(s) and secondary schools, if the scale of the urban extension justifies any of these on-site, or, if not, a contribution to provision off-site (where required and subject to national regulations governing such provision (including playing fields) and such land provided to the County Council for nil costs.

10.18 Primary and secondary school provision is secured in the BCP for the allocation. Within the BCP a 2-form entry primary school with expansion land is provided for to the south of the allocation and if needed a further 2 form entry primary school would be provided to the north of the allocation. In terms of secondary school provision, off-site contributions to be spent on the Neale Wade Academy have been requested by Cambridgeshire County Council. The southern most serviced primary school site with expansion land, forms part of this Development proposal with the scheme providing adequate land for a 2-form entry primary school site and the safeguarding of the primary school extension site. Contributions to the secondary school could come forward as part of the £2,000 per dwelling financial infrastructure contribution agreed with FDC.

g) Provide, commensurate with the scale of the urban extension, a network of open spaces and green infrastructure for amenity, play, sport and recreation, including allotments, local nature reserves, woodlands, green spaces, wildlife corridors and stepping stones for the migration, dispersal and exchange of wild species. Such provision should respond positively to the wider area to ensure enhanced linkages and networks.

10.19 The BCP provides for a comprehensive network of open spaces, green infrastructure, play areas, and activity trails and the Masterplan which accompanies this application adheres to these principles. The Development provides for 17.42 hectares of green infrastructure in and around the Site. This level of provision exceeds the standards set out in the Fenland Local Plan.

- h) Make use of the best quality soils for allotments, where the development of the urban extension has to take place on agricultural land of the best and most versatile quality.*
- 10.20 The approved BCP overall provides for two allotments/community gardens each one having an area of 0.52 hectares, one of which forms part of this Development and would be provided adjacent to the eastern boundary. The Masterplan submitted as part of this outline application, provides for the allotments in the same location as approved as part of the BCP and would be delivered in the first Phase of development.
- i) Protect and, where possible, enhance any features of biodiversity value on the site or which are off-site but might be affected by the proposed development.*
- 10.21 This application is supported by a full suite of ecological surveys. The only constraint found to the Development is a badger sett. This badger sett has been protected within the Development, and it is considered that this can be fully ensured through the imposition of an appropriate condition. Except for land required for access, the Development provides for the retention of existing trees and hedgerows. The Development has been evaluated as providing a net gain in biodiversity.
- j) Incorporate design solutions to maximise the use of energy from on-site renewable and/or decentralised renewable or low carbon energy sources; and maximise energy and water efficiency.*
- 10.22 The Development would meet the latest Building Regulation standards whereby it is likely that PV panels and/ or air source heat pumps would need to be installed. Houses would be designed to achieve the Optional Technical Housing Standard of 110 litres per day per person for water efficiency under Part H of the Building Regulations.
- k) Provide details of a viable community transport strategy and measures for its implementation*
- 10.23 The BCP has been designed to enable a bus to run north to south through the allocation along the primary road which connects Knight's End Road to Gaul Road and the proposed Masterplan submitted adheres to these principles. A Bus Strategy has been submitted to accompany this application and the Local Highways Authority has requested a Bus Access & Phasing Strategy to be submitted for approval detailing bus routing proposals for each Phase and four permanent bus stops (two sets of stops with bus shelters) to be installed within the Site.
- 10.24 To facilitate this Strategy a financial contribution towards the provision of a bus service that would link the Development to the town centre and March rail station. This contribution agreed at £672,000 would be secured via a Section 106 legal agreement and the money used to enable a private bus provider to deliver the service.
- 10.25 In addition to the above, the Local Highways Authority response requests a Section 106 contribution of £77,000 to the County Council towards the installation of bus flag and pole and Real Time Passenger Information (RTPI) infrastructure and subsequent maintenance of the RTPI infrastructure to be installed at the four nearest bus stops to the Site situated on the B1101 Wimblington Road/The Avenue within the vicinity of Monument View and Church Street. A further contribution of £42,000 towards the maintenance of the RTPI to

be installed at each of the four new permanent bus stops located within the Site has also been requested.

*l) Incorporate appropriate landscape treatment which minimises the amount of hard landscaping and ensures that the development can be satisfactorily assimilated into the surrounding area.*

10.26 The BCP provides for extensive areas of interconnecting areas of open space which provide a green lung to the Development. This application adheres to these principles and the accompanying Masterplan and Green Infrastructure Parameters Plan provide for significant landscaping opportunities alongside street planting and planting in plot frontages. Full details of the landscaping to these areas would be provided at reserved matters stage.

*m) Incorporate an appropriate flood risk management strategy and measures for its implementation.*

10.27 Most of the Site falls within Flood Zone 1 with a small section running parallel with the A141 Isle of Ely Way falling within Flood Zones 2 and 3. The Masterplan provides for all dwellings and buildings to be located within Flood Zone 1. A detailed flood risk assessment has been submitted as part of the application and is contained within the appendices of the Environmental Statement. The drainage strategy is based upon a series of ponds, swales, and wetlands to be introduced around the Site, in the vicinity of each parcel so that each parcel discharges close to its existing outfall within the existing ditch courses. This arrangement accords with the principles approved as part of the BCP. The application site foul water will drain by gravity to a new, strategic Anglian Water pumping station located within development parcel R1. This will convey foul water into the existing public foul water sewer.

*n) Demonstrate availability and deliverability of the proposed scheme.*

10.28 Availability and deliverability of this Strategic Allocation has been demonstrated with the approval of the BCP. The applicant, Persimmon Homes has indicated on their latest Phasing Plan that they intend to commence building the Site in 2026 if outline consent and reserved matters consent are approved and are currently seeking pre application advice from the Local Planning Authority in relation to Phase 1 of the proposals. The Phasing Plan provides an indicative sequence of how the scheme would be delivered over three phases and sub phases with a possible completion date of 2038.

*o) Aim to protect existing public assets, including open space and leisure facilities, and where the loss of such assets are unavoidable it should be replaced on site or elsewhere within the market town in a suitable location and prior to the loss of the existing facility. The provision should be in addition to the provision that will ordinarily be expected as part of the urban extension.*

10.29 The Development would not result in the loss of any public assets given the land is currently in agricultural use but would instead provide a significant level of open space provision, including play areas which would benefit both new residents of the Development and existing residents in this part of March.

*p) Ensure Rights of Way are protected and enhanced where possible.*

10.30 Enhancement and protection of existing rights of way is provided for within the BCP alongside the introduction of a comprehensive network of foot/cycle ways for the entire allocation and these principles have been adhered to in the development of the Masterplan. The Masterplan for the Site provides for pedestrian and cycle connections to Knights End Road to the south, to the east

towards The Avenue and Church Street and to the north towards Kingswood Road. In addition, the updated Masterplan provides for two additional pedestrian/cycle connection points to the east (which connect with schemes proposed on land to the West of Knight's End Road (F/YR22/0510) and Land West of Princess Avenue (F/YR22/1032/O)).

- 10.31 The Access & Movement Parameter Plan (9339-L-104 Rev K) indicatively shows that a perimeter equestrian route would be provided around the Site and in their latest response the Local Highways Authority has recommended the wording of planning condition whereby details of final route shall be submitted to and approved by the Local Planning Authority.
- 10.32 The Highways Authority also recommend a Public Rights of Way (PROW) Strategy to be submitted for approval prior to the commencement of development to provide details of including on-site improvement works to PROW 156/12 and on and off-site improvement works to PROWs 156/13 and 156/14 as identified on plans submitted by the applicant and their subsequent implementation.
- 10.33 Other recommendations from the Highways Authority include conditions requiring the Development to deliver the pedestrian and cycle only site access off Kingswood Road and the active travel link through the Site between Knight's End Road and Kingswood Road that would comprise a segregated footway/cycleway from Knight's End Road up to Kingswood Road where land ownership permits and be lit along its full length. The phasing and sequencing of delivery of these connections would be secured alongside relevant reserved matters submission, to ensure sustainable travel options are secured at earliest possible stages.
- q) The Council will determine whether there is a need for Gypsy and Traveller Pitches and Show people via a local assessment of need.*
- 10.34 It has been confirmed as part of the BCP process that there is no requirement for Gypsy and Traveller Accommodation within the Strategic Allocation, although should applications come forward for such at future stages these will be considered accordingly.
- r) Consider opportunities for the provision of new cemetery space.*
- 10.35 As part of the BCP a potential area for cemetery space has been identified in a residential parcel R7 located to the east adjacent to the existing cemetery and this is located outside of this application Site.
- s) Create safe environments, which incorporate appropriate design solutions that demonstrate inclusion of crime prevention measures that assist in reducing crime, the fear of crime and anti-social behaviour.*
- 10.36 The Masterplan has been designed with the objective of providing safe environments. Roads and footpaths are overlooked, and dwellings have been designed to front and overlook areas of public open space. Future reserved matters will be expected to follow these principles, with details of streetlighting also necessary to be agreed. The Police Designing Out Crime team will be consulted on future applications in this regard.
- t) Ensure all aspects of the Minerals and Waste Development Plan are considered and issues arising appropriately addressed, including any safeguarding or consultation zones (or similar) and the provision of community waste management schemes.*

10.37 The Development has no implications for minerals and waste. Cambridgeshire County Council have been consulted on the Development and have advised that there are two small parts of the Site which form minerals safeguarding areas. However, they have raised no objections to the scheme as these areas too small to have any mineral value. In relation to waste, updated and detailed Site Waste Management and Material Management Plans can be secured for each phase or sub phase of development via planning condition.

*u) Provide details of a strategy to support the creation of a successful neighbourhood community, addressing issues such as how the needs of children and families moving into the new homes will be supported. All community facilities should be well planned, have good governance structures and be on a sustainable financial footing.*

10.38 The provision of a community facility is discussed within the BCP and there is an opportunity for a community facility to be provided within the local centre proposed within the Development.

*v) Contribute to delivery of the applicable town strategy and market town transport strategy (once occupied)*

10.39 The requirements set out in the March Transport Study have informed the Transport Assessment which accompanies this application. The Development would provide for good pedestrian and cycle links alongside provision of a bus service into the town centre, the increased footfall of which would contribute to the vitality and viability of the town centre.

10.40 Local Plan Policy LP9 that concerns itself specifically with matters in March, identifies 4 strategic allocations for the Town. Policy LP9 sets out the following requirements in respect of West March Strategic Allocation:

*“South West (strategic allocation): this area is identified in the Policies Map. It is expected the area will be predominantly residential (around 2,000 new dwellings) with potentially some business provision gaining access from the A141. The Broad Concept Plan for the area should show how development will relate acceptably to the strategic and local highway network, including the town centre, as well as indicating direct sustainable transport links to the north of the town, the town centre and Neale Wade Academy. Noise and landscape mitigation measures should be provided along the A141 as appropriate. Education provision will be necessary and local convenience shopping will need to be provided. Opportunities should be taken to add to the area of open space currently forming part of the Recreation Ground in The Avenue as a focus for the community. Some fairly significant surface water attenuation features to mitigate local flood risk are likely to be necessary. The most significant archaeological assets will be retained in situ and managed either for informal open space or by other means that will preserve their integrity in the long term. The design solution of the site should pay particular attention to the need to protect and enhance the setting of St Wendreda’s Church and the cluster of listed buildings around it, maintaining the rural character of the immediate area and preserving views of the church.”*

10.41 Full consideration has been given to the requirements of this policy in the development of the BCP and this outline planning application and compliance with the policy criteria is discussed in the paragraphs below.

*Provision of around 2,000 dwellings*

10.42 In line with the requirements of policy LP9, the adopted BCP provides for a development of around 2,000 dwellings. However, it is important to note that this policy does not restrict the number of dwellings to 2,000 and thus subject to appropriate design considerations and a scheme meeting the policy requirements, the BCP does allow flexibility for a some increase or decrease in numbers, subject to relevant planning considerations. The application Site comprises just over half of the West March Strategic Allocation and would provide for 1,200 dwellings which would significantly contribute to the overall requirement for around 2,000 dwellings on the overall allocation.

Potential for some business provision

10.43 In line with the BCP, no business uses are provided for within the Site, however it is important to note that with the provision of the local centre and the primary school, some local employment opportunities would be created.

Strategic and local highway network

10.44 The approved BCP provides for a new roundabout at the junction with the A141 Isle of Ely Way alongside a primary access points from Knights End Road, Burrowmoor Road and Gaul Road and a secondary access onto Princess Avenue. In terms of this proposed Development, it is advanced on the basis that vehicular access for Phase 1 would be from Knights End Road and thereafter access would also be made available from the new roundabout to the A141 Isle of Ely Way prior to occupation of the 201<sup>st</sup> dwelling. As a result of concerns raised in relation to the use of proposed Knights End Road access point by construction traffic, a planning application was submitted by the applicant for a separate construction access to serve the first 201 dwellings. The location of this being at the western end of Knights End Road immediately off the junction with the A141. This application (reference F/YR23/0766/F) is due to be determined in connection with the application subject of this Report. On the advice of Local Highways Authority, the Officer recommendation to this construction access application is that it be refused on highways safety grounds. The LHA Officer notes that a safe construction access to the planning application site F/YR21/1497/O will need to be at the location of the permanent access on Knights End Road (with appropriate control measures in a Construction Traffic Management Plan) or via the permanent roundabout access onto the A141.

10.45 In terms of pedestrian/ cycle connectivity from the Site to the town centre and Neal Wade Academy, these would be achieved with connectivity to Church Street, The Avenue (via the existing recreation ground) and Kingswood Road and the connections to the adjoining two sites which were recently approved for residential development (Land west of 12 Knight's End Road, reference F/YR22/05012/O and Land west of Princess Avenue, reference F/YR22/1032/O).

Noise and Landscape Mitigation

10.46 In line with the requirements of Policy LP9, the Development provides for noise and landscape mitigation along the A141 which would vary in width between 15-25 metres and would provide significant opportunities for new planting. The Masterplan and Green Infrastructure Parameters Plan submitted with this application provide for this landscape buffer, full details of the design of this would form part of the submission of future reserved matters applications. This application is also supported by a Noise Assessment prepared by Spectrum Noise Consultants, which demonstrates the Masterplan as proposed can be developed without resulting in any adverse noise implications for future residents.

### Education Provision

- 10.47 In discussion with Cambridgeshire County Council Local Education Authority (LEA) the BCP provides for two primary schools, one with potential expansion land alongside. Within the Development a serviced 2 form entry primary school site would be provided alongside the safeguarding of expansion land with the mechanisms and triggers for delivery to be agreed as part of this planning application, through the S106 agreement.
- 10.48 Whilst a request has been made from the LEA for an off-site contribution towards secondary school provision, in line with discussions with FDC officers, the applicant is proposing a £2,000 contribution per dwelling, a proportion of which could be directed towards secondary school places.

### Local Convenience Shopping

- 10.49 An area for local convenience shopping of an area of 0.5 hectares has been identified in the BCP and this is provided for within the proposed Land Use Parameter Plan and identified on the accompanying Masterplan for this application.

### Extension of Open Space to the Existing Recreation Ground on The Avenue

- 10.50 The BCP provides for open space / green infrastructure adjacent to the existing Avenue Recreation Ground and this forms part of the Development proposal and is identified on the accompanying Masterplan as open space provision. Under a licence from FDC, the applicant would undertake works to deliver a footpath and cycleway connection from the Site through the Recreation Ground.

### Surface Water Attenuation Features

- 10.51 The approved BCP has been informed by a drainage strategy which incorporates attenuation basins and swales throughout the allocation which would serve the different developments thus allowing for separate sites to come forward as and when they need to. This outline application follows these approved principles with the Development providing for three attenuation basins located adjacent to the western boundary of the Site alongside a network of swales across the Site. Flooding and Drainage is discussed more in detail below as another Key Issue in this Report.

### Archaeology

- 10.52 Extensive archaeological investigation work, including trial trenching, has been undertaken on land within the control of the applicant in association with Cambridgeshire County Council and no assets have been identified that are worthy of being retained in situ. The application is accompanied by a Geo Physical report, An Archaeological Desk Based Assessment and Trial Trenching which form part of the Appendices to the Environmental Statement.

### Protect and enhance the setting of St Wendreda's Church

- 10.53 The development of the approved BCP was prepared in association with the advice provided by the Council's Heritage Officer and in line with this the BCP provides for significant buffers to the east with the Church and other listed buildings. The application Site is separated from the Church and nearby listed buildings by residential parcels R6 and R7 within the BCP. The Masterplan for this Development has been designed to accord with the principles set out in the BCP. The Environmental Statement which accompanies this application includes a detailed chapter on Landscape and Visual Impact as supplemented by Type 4

Visualisations (Verified Photowires) and this demonstrates that views of St Wendreda's Church would be maintained in many locations through the Development. This matter is dealt with in more detail as another Key Issue in this Report.

#### March Neighbourhood Plan

- 10.54 March Neighbourhood Plan was made in November 2017 and helps guide development in March until 2030. The following key policies relevant to this application are summarised and considered below.
- 10.55 Policy H1 '*Large Development Sites*' supports the major allocations on the edge of March, as set out in the Fenland Local Plan, including the West March Strategic Allocation for around 2,000 dwellings and sets out additional criteria to be considered in the development of the Broad Concept Plan, which as described above was adopted on the 14<sup>th</sup> July 2021.
- 10.56 Policy H3 – Local Housing Need sets out that affordable housing proposals will be required to contribute towards meeting local housing need and provide for a mixed tenure that will result in a diverse community. Policy H3 also states that affordable housing will be provided at 25% and this shall be on site unless otherwise justified. As already discussed, due to District Viability issues FDC are currently requesting 20% and the scheme provides for 20% affordable housing.
- 10.57 Policy OS1 – Open Space is to be provided in line with the Fenland Local Plan standards and this is provided for in the Development with an off-site contribution towards playing field provision.

#### 'Principle of Development' Conclusion

- 10.58 In light of all of the above, it is considered that the principle of development, which would deliver major new housing provision, a serviced primary school site and a local centre is consistent with the West March BCP. The BCP has been developed and is underpinned policies LP1, LP2, LP3, LP4, LP5, LP7, and LP9 of the Fenland Local Plan. The proposals are in accordance with relevant policies from the Minerals and Waste Local Plan as well as those within the March Neighbourhood Plan.
- 10.59 Compliance with other relevant policies from the Local Plan and Supplementary Planning Guidance/Documents have been touched on in the paragraphs above. However, these cover a number of Key Issues which consider further in depth consideration as outlined under the headings below in this Section of this Report.

#### **Health and Wellbeing**

- 10.60 Policy LP2 '*Facilitating Health and Wellbeing of Fenland Residents*' sets out criteria that developments should meet to create a healthy, safe and equitable living environment and these tie in with other policies within the plan. This policy also requires that major applications will be supported by a Health Impact Assessment. A Health Impact Assessment accompanies this application and forms part of the Environmental Statement. This Health Impact Assessment demonstrates that the Development would promote and facilitate healthy lifestyles through the creation of a balanced community with good accessibility to significant areas of open space, play areas, a primary school and local shops and services.



- 10.61 Chapter 8 of the NPPF refers to *'Promoting healthy and safe communities.'* Paragraph 96 states that planning policies and decisions should aim to achieve healthy, inclusive and safe places which:
- a) Promote social interaction, including opportunities for meetings between people who might not otherwise encounter each other - for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for each pedestrian and cycle connection within and between neighbourhoods, and active street frontages.
  - b) Are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example using clear and legible pedestrian routes, and high- quality public space, which encourage the active and continual use of public areas; and
  - c) Enable and support healthy lifestyles, especially where this would address identified local health and well-being needs for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking cycling.
- 10.62 National Planning Practice Guidance (NPPG) further strengthens the relationship between health and planning and recommended the use of HIAs where there are expected to be significant impacts on an area.
- 10.63 Policy LP2 of the adopted Fenland Local Plan (2014), called Facilitating Health & Wellbeing of Fenland Residents, sets out a range of areas and actions where development proposals can contribute to health and wellbeing. It requires the submission of a Health Impact Assessment for development of this scale. This application is supported by a Health Impact Assessment (HIA) which sets out the potential health effects associated with this proposed Development. The scope of this HIA has been agreed with Officers during the pre-application stages.
- 10.64 Overall, the HIA that has been submitted concludes that no adverse health and wellbeing impacts (for the existing or new community) associated with construction and/or operation of the proposed Development have been identified within the assessment. This is on the basis that mitigation focusses on limiting environmental precursors (i.e. air quality, noise exposure, transport nature and flow rate) to preclude adverse health and wellbeing outcomes. The resultant impact on health and wellbeing is therefore neutral in these cases.
- 10.65 Several positive health and wellbeing impacts associated with construction and/or operation of the proposed Development have been identified within the assessment. The key health and wellbeing benefits are summarised below.
- The proposed Development would deliver good quality housing units, up to 20% of which would be affordable, and various public amenities as part of a sustainable new neighbourhood. Together, the proposed Development would facilitate healthy lifestyles and contribute to the reduction of health inequalities.
  - The proposed Development includes substantial provision of green infrastructure, including equipped play spaces, community allotments/gardens, orchards, retained and enhanced PRow across the Site and further recreational routes and green corridors that provide active travel links into the surrounding area, as well as contributions towards offsite sports pitches. Community facilities are also provided, including a new local centre with space

for commercial, retail, community, and potential health use. A 2 form entry primary school with land for potential extension is also proposed, providing a benefit to new and existing residents. The proposed Development therefore encourages participation in recreation/physical activity and supports social cohesion and neighbourhood stewardship, all associated with health and wellbeing benefits.

- Employment and associated income are two key wider determinants of health. The proposed Development would provide temporary direct employment opportunities during construction and once operational, would provide long-term direct employment opportunities within the local centre and primary school. This is likely to have long-lasting health benefits for those employed and would boost the surrounding local economy generally.
- Walking and cycling routeways offer accessibility and permeability via sustainable transport means, while also offering connectivity to local facilities and integration with the existing community.
- The provision of land to accommodate a new primary school would also make a valuable contribution to the health and wellbeing of the community as a whole and ensure that the proposal improves the quality of life for existing residents as well as offering new residents a high quality of accommodation and services.

10.66 In conclusion, the Development complies with Policy LP2 of the Fenland Local Plan; policy LP5 of the emerging Local Plan; and the National Planning Policy Framework. However, as the application is for outline planning permission with all matters reserved except access, some details relevant to the HIA criteria are not yet available. The submitted HIA report recommendations such details are provided at the Reserved Matters and these details can be secured by means of a planning condition to any permission granted.

### **Economic Growth**

10.67 The Development provides important employment opportunities at the construction phase. New occupants would provide new expenditure in the town, supporting local services and economic sustainability, while also sustaining vital public services, including local schools.

10.68 The proposed Development involves the design and build of a new mixed use residential led community of 1,200 dwellings and a new primary school with landscaping, access paths and play-space. The construction phase of up to 15 years would create employment in the construction sector and elsewhere through multiplier effects.

10.69 The economic objective stated in the NPPF outlines a requirement for the planning system to “*help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure*”. Consistent with this requirement, the development would help deliver much needed market housing, which would overall be a catalyst for wider economic growth in March and the surrounding area in ways such as the provision of a variety of new homes, long term investment in the local community through household expenditure, and additional Council Tax income, with economic benefit also being derived through Section 106 financial obligations if permission is granted,

- 10.70 Once the proposed scheme is operational, it would provide temporary first occupier expenditure, permanent new annual household expenditure (generating employment), and additional labour supply. In terms of the benefits operationally, the Development can be expected to add over 2,700 new residents of which a high proportion can be expected to be economically active.

### **Highways and Public Rights of Way**

- 10.71 Policy LP15 '*Facilitating the Creation of a more Sustainable Transport Network*' in Fenland sets out in Part A the Council's Vision which is to minimise the distance needed to travel and increase the options available to undertake such journeys. The BCP has been designed to provide for integrated links to existing roads and rights of way to provide connectivity to the north, east and south alongside an extensive range of footway/ cycleway across the allocation which provides easy, convenient access to different parcels within the allocation and the Masterplan proposed for this Development adheres to these requirements.
- 10.72 Part B of policy LP15 requires that the right transport infrastructure is provided in the right place and at the right time. The suite of transport infrastructure measures required to mitigate the impact of the Development is set out within the approved BCP and these measures form part of this planning submission and fully detailed in the Transport Assessment/ Addendum. Part C of the policy requires that development proposals should meet a number of criteria.
- 10.73 This application is in outline form with all matters reserved apart from access. Given this is a phased scheme, there are various access proposals for the Development that all need to be assessed for their appropriateness at the time of their operation/use. A Transport Assessment (TA) and to this has been prepared in support of this application which considers highway and transport implications. There have also been nine subsequent Addendums submitted with additional information supporting this application.
- 10.74 In their latest response to the application, the Local Highways Authority (LHA) does not object to the proposals subject to a number of planning conditions and the financial contributions to be secured via a Section 106 legal agreement. The LHA note the mitigation package is in line with the scope of the Development and complies with para's 57 and 114 of the NPPF (2023) and Policy LP15 within the current adopted Fenland Local Plan (2014).
- 10.75 The LHA response notes that the Slade End roundabout at Chatteris under its current layout operates over capacity under all assessment scenarios. To mitigate the Development impact at the junction they note the applicant proposes to deliver a mitigation scheme for the junction comprising carriageway widening and re-marking to achieve increased flare lengths and newly marked or extended two-lane entries on three of the five junction approach arms (A141 (N), A142, and A141 (S)). The mitigation works and associated costings proposed are agreed with the Highway Authority. The works have undergone the Stage 1 Road Safety Audit process and the RSA Designer. The developer would deliver the works prior to occupation of the 50th dwelling and this is agreed with the LHA. The mitigated junction layout is demonstrated to suitably mitigate the impacts of the additional Development traffic at the roundabout.
- 10.76 It is envisaged that the southern section of the Site which may include circa. 250 dwellings and the primary school site would come forward as a first phase of the

Development. Access would be taken from Knights End Road. The later phases of the Development would be accessed from a new roundabout junction onto the A141. It has been agreed between Fenland District Council, Cambridgeshire Country Council, and the applicant, that the new roundabout must be delivered prior to first occupation of the 201st dwelling in this first phase. This is to ensure that adequate access is provided for the quantum of development beyond this number of dwellings.

- 10.77 Other highway mitigation measures the LHA recommend via planning condition are as follows:
- The applicant to deliver the Knight's End Road site access;
  - The applicant to deliver the A141/Gaul Road junction improvement works;
  - The applicant to deliver the MATS Hostmoor Avenue scheme or any alternative junction improvement scheme for the A141/Hostmoor Avenue; and
  - The applicant to deliver the other off-site highway improvement works.
- 10.78 In relation to public rights of way protection and enhancement, the following conditions are recommended by the LHA:
- Details of the perimeter equestrian route shall be provided around the Site as shown indicatively in the Access & Movement Parameter Plan; and
  - Details of a Public Rights of Way (PROW) Strategy including on-site improvement works to PROW 156/12 and on and off-site improvement works to PROWs 156/13 and 156/14.
- 10.79 Other sustainable travel measures the LHA recommends via condition are as follows:
- Bus Access & Phasing Strategy to be submitted;
  - The applicant to deliver the active travel link through the Site between Knight's End Road and Kingswood Road;
  - The applicant to deliver the pedestrian and cycle only Site access off Kingswood Road; and
  - Requirement for a residential Travel Plan and also a bespoke one for the Primary School.
- 10.80 The LHA also recommend conditions relating to a site-wide Construction Traffic Management Plan, internal road layout details and for the Primary School drop off point/pick up point to be internal to that site.
- 10.81 Financial contributions request by the LHA include the following:
- Contribution of £559,602.50 towards the schemes identified within the March Area Transport Study (MATS) or any alternative junction improvement scheme on the A141 in the MATS study area which has been approved in writing by the LHA.
  - Bus Service contributions of £672,000 plus a further £119,000 towards associated bus related infrastructure.
  - Contribution of £25,000 towards a MOVA-based controller solution at the A141/A605 signal junction.
- 10.82 The LHA response states that details regarding construction traffic access for the first 201 dwellings prior to the delivery of the A141 access roundabout is being dealt with via a separate planning application (F/YR23/0766/F). Discussions are ongoing between Persimmons, their Road Safety Auditor and CCC HDM Officers concerning the impacts of construction HGVs routing through the A141/Knight's End Road junction.

10.83 In conclusion, the Highway Authority is satisfied with the Development proposals following extensive details that have been provided, subject to the comprehensive mitigation package set out above which is required to mitigate the Development impacts. On this basis it is considered the Highways and Public Rights of Way issues arising from the proposed Development are acceptable and comply with the requirements of Local Plan policy LP15 and the NPPF.

### **Heritage, character and visual effects**

10.84 In determining this application, the Local Planning Authority has a statutory duty under section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to have special regard to the desirability of preserving listed buildings or their setting or any features of special architectural or historic interest which they possess. Due regard also needs to be made to Section 16 of the National Planning Policy Framework, 2023, specifically, paragraphs 201, 203, 205, 206, and 208 as well as Local Plan Policy LP18 - The Historic Environment and part (a) of Local Plan Policy 18 (Delivering and Protecting High Quality Environments across the District).

10.85 Heritage Assets in the vicinity of the Development include the Church of St. Wendreda (Listed Grade I) which lies approximately 300 metres to the west and therefore the proposed Development has the potential to affect the setting of this highly-graded listed building. The building holds a prominent feature within easterly views across the flat Fenland landscape and from within the Development Site itself. The application Site therefore forms part of its wider setting and its undeveloped agricultural character adds to its significance as an important building within a key Fenland market town. Within the immediate vicinity of St Wendreda's Church there are a number of GII listed buildings, notably Church House, 11 Church Street and a number of Chest Tombs within the graveyard of the Church. Further away but with potential for impact is Jenyns House located on The Avenue. A Grade II Listed farmhouse at 50 Knights End Road (Hatchwoods Farm) is also affected as this is adjacent to the proposed access off Knights End Road.

10.86 Advice from Historic England and the Council's Conservation Officer is outlined in Section 5 of this Report. The former has concerns regarding the application on heritage grounds whilst the latter raises an objection noting that from a heritage consideration specifically, there are strong concerns with the proposal and its impacts on a number of assets, but most notably the GI listed St Wendreda's Church, for which a development of this scale would be very difficult to mitigate.

10.87 In relation to the GII listed buildings in close proximity to St Wendreda's Church, the Conservation Officer notes that these historic assets are primarily residential buildings, and their settings are somewhat less prominent within the landscape and therefore less susceptible to harm to their setting and appreciation.

10.88 With regards to the GII Listed farmhouse at 50 Knights End Road (Hatchwoods Farm) the Conservation Officer notes is a directly adjacent to the proposed access to the Site and as such the creation of an access road to a significant development Site would result in considerable change to the setting of the listed building. They note that a grassed buffer is being proposed to separate the access from the Site, however, this does increase the open views in the development in the backdrop of the Listed Building. A denser a more meaningful

landscaping scheme would be welcome to disguise the scale of this Development in the backdrop of the listed farmhouse.

- 10.89 The Conservation Officer considers that the Development would entirely change the context in which the Grade I listed Church has historically been appreciated to one where a historic church is largely concealed from many current vantage points and where it would be visible, it would be seen in the context of a sprawling urban extension. The conclusion reached by the Conservation Officer is that the Development is considered to result in less than substantial harm (medium on the spectrum) to the setting of the GI listed St Wendreda's Church as it fails to respect the high levels of importance attached to setting of heritage assets as outlined in the National Planning Policy Framework (NPPF). Paragraph 206 makes clear that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Paragraph 208 then states that where a development proposal would lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal. It is for the Local Planning Authority to carefully weigh the heritage impacts with the deemed public benefits in making a decision.
- 10.90 The development of the approved BCP was prepared in association with the advice provided by the Council's Heritage Officer and in line with this the BCP provides for significant buffers to the east with the Church and other listed buildings. The application Site is separated from the Church and nearby listed buildings by parcels residential parcels R6 and R7 within the BCP and therefore further away from the setting of Church. The Masterplan for this Development has been designed to accord with the principles set out in the BCP. The Environmental Statement which accompanies this application includes a detailed chapter on Landscape and Visual Impact as supplemented by Type 4 Visualisations (Verified Photowires) and this demonstrates that views of St Wendreda's Church would be maintained in many locations through the Development.
- 10.91 Whilst it is unfeasible that development could be achieved without giving rise to any impact whatsoever, any scheme should nevertheless seek to minimise that impact where possible. For example, by arranging buildings and spaces to create designed vistas, or ensuring that the taller buildings are concentrated in the less sensitive areas of the Site.
- 10.92 The proposals have been revised so as to ensure that the local centre would be single storey, thereby safeguarding where possible views of the spire from within the Development. The reduction of the local centre and school to single storey structures has been welcomed by Historic England and as suggested by the wire frame diagram that has been submitted, more of the church tower and spire would remain visible. Nevertheless, the proposed Development of the Site would result in permanent loss of the historic rural setting of the Grade I listed church, which would affect, to some degree, the way in which it is experienced, and appreciated. Therefore, whilst the Church would still be visible in easterly views, the dense modern residential development would be prominent within those views, as demonstrated in the wire frame diagrams.
- 10.93 One of the Development's main avenues is orientated towards the church, which combined with a reduced height of the local centre, would make the church

visible from a main avenue. In addition, a significant area of recreational ground has been assigned on the eastern fringe of the Development, where more meaningful experiences of the church would be possible. This lies immediately east of one of the main access points for the Site. The Masterplan is also currently arranged to preserve historical land boundaries, and it would be difficult to deliver changes in road orientation within this framework.

- 10.94 While the primary school and local centre are of greater mass than a standard house, they would be restricted in height, staying lower than the two storey buildings currently adjacent to the church. There would also be an intervening area of open space with some landscaping that would mitigate the impact to some extent. Given the specific details of the design, appearance and scale are reserved matters, there is an opportunity at the reserved matters stage to further mitigate the impact of the proposal on the setting of surrounding listed buildings.
- 10.95 Notwithstanding the above, the conclusion reached by the Conservation Officer is that the Development is considered to result in less than substantial harm (medium on the spectrum) to the setting of the Grade I Listed St Wendreda's Church and thus Paragraph 208 of the NPPF applies as described above.
- 10.96 This Report has weighed the harm identified from the proposal against the public benefits of the scheme which include delivery of an integral phase of an allocated housing site which is expected to deliver needed housing for the district which should be given substantial weight given the proportion of affordable housing being offered (240 affordable homes in total); the provision of land for a new primary school is a substantial public benefit that should be given significant weight; as well as the economic and health benefits which I would afford moderate benefits. Therefore, it is considered that the public benefits of this scheme would outweigh the harm in terms of heritage and the proposal is considered to comply with Paragraph 206 of the NPPF.
- 10.97 With regard to the character of the area, this will undoubtedly be altered by such a large development with to an established agricultural landscape on the urban fringe of March. However, with the retention and enhancement of existing natural features within the layout, the provision of extensive areas of open space which would be appropriately landscaped the change can be mitigated. The latest Design and Access Statement illustrates the creation of distinct character areas that would provide legibility within the Site and make a positive contribution to the character of the area. Each character area would have a clear landscape treatment, drawing on local characteristics and distinctive built form and materials. The proposed character areas are
- Main Street (along the primary routes through the Site);
  - Core Development (in the central parts of the Site);
  - Edge Lanes (located at the perimeter of development parcels, fronting onto 'greenways' or areas of green space);
  - Rural edge (on the western side of the Site closest to the surrounding countryside); and
  - Church Edge (two separate areas to the east of the Site).
- 10.98 Therefore, in terms of the wider impact of the proposal on the visual amenity of the area, the proposal follows general good urban design principles and would create attractive new streets and cul de sacs, with dwellings appropriately providing strong building lines and sufficient building types being used to provide visual interest within the Development itself. The proposal also takes advantage

of the landscape and links to the existing townscape. Overall, despite the heritage harm which has been weighed appropriately above, the proposal would be of good quality design, in accordance with adopted policies LP16 (criteria (a) and (d)) and LP18 and emerging Local Plan policies LP7 and LP23.

### **Residential Amenity for Future Occupiers**

#### *Internal Amenity*

- 10.99 The Government's national space standards contained in the Technical Housing Standards set out the minimum floor areas required for proposed residential units in order to ensure that they provide an adequate standard of living for future occupiers.
- 10.100 The Development would be expected to exceed the minimum internal floor space standards of Technical Housing Standards. These details would be secured at reserved matters stage. However, given the nature of the proposed dwellings, all of the units would be dual aspect and all of the habitable rooms are likely to have access to adequate outlook and daylight. Building Regulations would ensure accessible level entrances to all of the new homes and ensure acceptable internal noise / security conditions.
- 10.101 Subject to details being provided at reserved matters stage, it is expected that the Development would provide future occupiers a high standard of accommodation, in accordance with Fenland's Local Plan (criteria (h) of policy LP16, the national technical housing standards, and emerging policy LP8 Amenity Provision of the Local Plan.

#### *External Amenity/Open Space*

- 10.102 The indicative layout suggests that most if not all of the properties benefit from good sized associated private amenity spaces in the form of gardens. All dwellings would need to have a garden which is greater than one third of the plot size, in compliance with criteria (h) of Local Plan Policy LP16.
- 10.103 The wider Site also provides significant wider public open space and publicly accessible amenity areas including a community garden/allotments, in accordance with policies LP5, LP28 and LP31 of the emerging Local Plan. In addition, LEAPs and NEAPs are provided to meet the needs of younger year children play space provision. The management and safeguarding of the new community gardens, public open space, NEAP and LEAPs would be secured through a planning obligation should planning permission be granted.

### **Impact on Neighbours**

- 10.104 The built form and mass of the proposal is mostly situated away from neighbouring properties and would not directly harm the residential amenity of neighbours. The exception being the existing properties to the south that are on the northern side of Knights End Road. However, suitable separation distances between the rear of these properties and those to be construction can be secured when considering detailed layout plans as part of any reserved matters application. Therefore, at this juncture the proposal would be considered to comply with policy LP8 of the emerging Local Plan and with current adopted policy - criteria (e) of policy LP16. Other considerations such as the impact on transport infrastructure and health provision are considered in other sections of this Report.



10.105 A number of concerns have been raised by local residents in relation to noise and disturbance within the construction period. Whilst it is accepted that there will be a change to the existing noise environment during the construction phase the principle of a change and some disturbance is accepted in the planning process. It must be noted that a change in background noise levels or increase in disturbance does not automatically evidence harm. However, it is important to ensure that the noise and disturbance does not have an unreasonable impact on adjoining residents. It is considered that a number of conditions can be imposed that would safeguard neighbouring occupiers from adverse impacts to the residential amenity, during the construction phase of the Development, to such a degree as to otherwise warrant a reason for refusal. Furthermore, Fenland's Environmental Health Team have raised no objection to the proposed development subject to appropriate conditions.

### **Air Quality**

10.106 The air quality impacts associated with the proposed West March residential development have been assessed as part of the submitted Environmental Statement. Consideration was given to the potential air quality impacts associated with the construction of the proposed Development, including impacts associated with exhaust emissions from construction vehicles, and impacts that operation of the proposed Development would have on local air quality. Operational impacts that were considered included road traffic generated by the Development.

10.107 Baseline air quality conditions in the study area were determined based on the local authority's monitoring data and other publicly available data. It was shown that existing nitrogen dioxide (NO<sub>2</sub>) concentrations are below the national air quality objectives in the study area in all but one location, while concentrations of particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) are below the objectives across the whole study area.

10.108 A qualitative construction dust risk assessment was carried out. Based on the identified level of risk, a list of suitable mitigation measures to apply during the demolition and construction works was provided. A qualitative assessment of impacts from construction vehicles exhaust emissions was also carried out, based on the number of vehicles and their type, their route, the presence of sensitive receptors along those routes and air quality conditions in the study area.

10.109 The proposed Development would lead to an increase in traffic at operation, as such the impacts were quantitatively assessed, using dispersion modelling.

10.110 Demolition and construction were shown to be associated with a high risk of dust impacts, without mitigation. With the proposed mitigation measures in place, residual effects are expected to be 'not significant'. The mitigation would be secured via a scheme to minimise the spread of airborne dust from the Site, including subsequent dust monitoring during the period of demolition and construction, with details to be submitted to and approved in writing by the Local Planning Authority via planning condition, as recommended in the consultation response by the Environmental Health Team

10.111 Emissions from the additional road traffic were shown to have 'non-significant' impacts on local air quality and would not lead to the national air quality objectives being exceeded. There is thus no requirement for the application of mitigation measures, and residual effects are 'not significant'. The demolition of the construction and operation of the proposed Development are not predicted to result in any significant effects on the receptors considered within this assessment in relation to air quality. Nevertheless, a Construction Environmental Management Plan would be required to be submitted for discharge by means of a condition should this application be approved. Subject to this condition, the air quality impact of the proposal is considered to be acceptable, in compliance with criteria (e) and (l) of policy LP16 of the Fenland Local Plan and policy 34 of the emerging Local Plan.

### **Noise**

10.112 Fenland Council's Environmental Health Team has raised no objection to the proposed Development. However, a condition requiring a construction noise and vibration impact assessment associated with the Development, has been recommended. Also advised is the submission of a Construction and Environmental Management Plan that would ensure appropriate hours of construction, appropriate hours of opening for the commercial spaces, and other safeguarding measures.

10.113 In line with the requirements of Policy LP9, the Development provides for noise and landscape mitigation along the A141 given traffic using this road is a main source of noise. In line with advice from Spectrum Noise Consultants the BCP assigns an extensive landscape buffer along the western edge of the Development adjacent to the A141 which would vary in width between 15 – 25 metres and would provide significant opportunities for new planting. The Masterplan and Green Infrastructure Parameters Plan submitted with this application provide for this landscape buffer, full details of the design of this would form part of the submission of future reserved matters applications. In addition, the Masterplan shows how dwellings are proposed further into the Site and away from the road on the account of surface water attention features in this part of the Site. This application is also supported by a Noise Assessment prepared by Spectrum Noise Consultants which demonstrates the Masterplan as proposed can be developed without resulting in any adverse noise implications for future residents.

10.114 The Environmental Health Team has reviewed the content of the Initial Site Noise Risk Assessment and have concluded that its findings are suitable and sufficient, having regard to the appropriate acoustic guidance and standards in the circumstances. In the event that planning permission is granted and a proposed layout is provided, they advise that a follow-up report would be required to determine which residential properties would potentially be adversely affected by noise from the adjacent roads and sources such as the existing sub-station as mentioned on p.11 of the aforementioned report, and then what noise mitigation measures e.g. glazing/ventilation specification, orientation of properties to protect most noise sensitive habitable rooms, protection of external amenity areas would then be designed in to the final scheme. Noise from any mechanical sources at the proposed primary school would also warrant consideration and this can be secured by condition.

- 10.115 Subject to a condition as recommended by Fenland Council's Environmental Health Team, the proposal is considered to protect the residential amenity of future occupiers and existing neighbouring properties from excessive levels of noise exposure in accordance with policy LP9 of the Fenland Local Plan as well as criteria (e) and (l) of policy LP16.

### **Waste Management and Contamination**

- 10.116 Local Plan Policy LP14 '*Responding to Climate Change and Managing the Risk of Flooding*' in Fenland sets out at Part A that developments will need to minimise resource consumption above what is required by Building Regulations. The production of waste would primarily be associated with the construction of the proposal and any excavation to form base levels. During the construction, opportunities to minimise the amount of waste going to landfill would be sought by the contractors in line with good site practice, so that construction materials would be used effectively on-site and that all re-usable wastes would be recovered, re-used or recycled if possible. The application is supported by outline Site Waste Management and Materials Management Plans to ensure that all surplus materials are managed in accordance with the waste hierarchy, identify any options for re-use or surplus materials. A Site Wide Construction and Environment Management Plan is submitted with this application which sets out the procedures to ensure good site management. Such Plans can be updated and required to provide more detail for each phase of the Development once any reserved matters are approved and would therefore meet the requirements of relevant policies in the Minerals and Waste Local Plan. Reserved matters will need to demonstrate household waste collection accords with RECAP guidance as set out under the Cambridgeshire and Peterborough Waste and Minerals Local Plan
- 10.117 A Contaminated Land Report has been submitted to support this application. Both the Phase 1 Desktop Assessment and Phase 2 Geo-environmental and Geotechnical SI reports submitted with the application have been acknowledged by the Council's Environmental Health Team and they have been accepted as being suitable for the proposed end use without any further remediation works. Similarly, it is also stated that there is no requirement for ground gas protective measures. In the event that planning permission is granted, it is recommended that an unsuspected ground contamination condition be imposed. Subject to this condition, the proposal would be acceptable in terms of ground contamination.
- 10.118 Phase 2 Geo-environmental and Geotechnical SI gives mention to the presence of asbestos containing materials (ACMs) in the vicinity of the farm yard off of Knight's End Road. Therefore, with the buildings containing ACMs proposed for demolition, an asbestos work plan would be required to demonstrate how this would be safely managed during the demolition of these buildings and then removed and disposed of by a licensed asbestos removal contractor. The asbestos work plan can be conditioned to be submitted to Fenland District Council and approved, before any demolition/removal of asbestos containing structures commences.
- 10.119 Subject to an 'Unsuspected Contaminated Land' condition and an Asbestos Work Plan condition, future residents and users of the open space would be safeguarded from the risks of contaminated land in accordance with policy LP16 of the Local Plan as well as criteria (l) and (m) of policy LP16.

## **Flooding and Drainage**

- 10.120 Part B of this Local Plan policy LP14 deals with Flood Risk and Drainage. This policy sets out the sequential approach for development, the requirement for a flood risk assessment, a drainage strategy and use of Sustainable Drainage Systems. With the application Site being an allocation in the Local Plan and built form being located outside of both Flood Zones 2 and 3, there is no requirement for a sequential test to be undertaken.
- 10.121 The built development has been positioned within the Site on the area of Flood Risk Zone 1 which is an area at least risk of flooding. The following documents have been submitted and reviewed by the Lead Local Flood Authority:
- Flood Risk Assessment & Drainage Strategy, Infrastructure Design Limited, Ref: AMA741 Revision A, Dated: November 2021
  - Response to LLFA Comments, Infrastructure Design Limited, Dated: 16 December 2022
  - Drainage and SuDS FRA Strategy Addendum Report, Infrastructure Design Limited, Ref: 1000-00-21, Dated: December 2022
- 10.122 Based on the submitted information, the Lead Local Flood Authority (LLFA) has not raised an objection to the proposed Development as the documentation submitted demonstrates that surface water from the proposed Development can be managed through the use of attenuation basins, restricting surface water discharge to 3.2 l/s/ha for the proposed impermeable area. The applicant has also shown intent to include swales within the design for the conveyance of surface water wherever possible, and at least one form of on plot SuDS in order to create a suitable treatment train.
- 10.123 The LLFA has confirmed that it is supportive of the use of attenuation basins as in addition to controlling the rate of surface water leaving the Site they also provides water quality treatment which is of particular importance when discharging into a watercourse. Attenuation basins also provide biodiversity and amenity benefits for the Site.
- 10.124 The use of swales is proposed as widely as possible within the Site, the LLFA is supportive of this approach as in addition to surface water conveyance, these features also provide biodiversity, amenity, and surface water quality benefits. In addition, water quality has been adequately addressed when assessed against the Simple Index Approach outlined in the CIRIA SuDS Manual.
- 10.125 To conclude, subject to conditions as identified by the LLFA, the proposal would manage drainage and not lead to any risk of increased flooding, in accordance with Local Plan policy LP14, criteria (i) of policy LP16 and national adopted planning policy as well as policy LP32 of the emerging Local Plan.

## **Archaeology**

- 10.126 Extensive archaeological investigation work, including trial trenching, has been undertaken on land within the control of the applicant in association with Cambridgeshire County Council and no assets presently have been identified that are worthy of being retained in situ. The application is accompanied by a Geo Physical report, an Archaeological Desk Based Assessment and Trial Trenching which form part of the Appendices to the Environmental Statement.

10.127 Cambridgeshire County Council's Senior Archaeologist has raised no objection to the development, subject to a condition that requires a Written Scheme of Investigation to be submitted should this application be approved. Subject to this condition, the Development would be considered to safeguard archaeology in accordance with national adopted policy and policy LP18 of the Local Plan.

### **Biodiversity and Ecology**

10.128 Policy LP19 '*The Natural Environment*' requires that developments will conserve, enhance and promote biodiversity and geological interest and through the process of development delivery.

10.129 The Site is not subject to any relevant designation and the application is supported by a suite of ecological surveys and the Masterplan has been designed so as to ensure protected species, most notably badgers, would not be impacted through the development.

10.130 A Biodiversity Net Gain Report prepared and submitted sets out the strategy for biodiversity and safeguarding ecology on the Site. The approach to habitat creation has aimed to maximise biodiversity value within the space made available within the proposals for green infrastructure. Biodiversity Net Gain has then been used to inform the habitat creation and enhancement proposals for the scheme and to guide decisions around additional habitat provision.

10.131 The results of the assessment demonstrate that the outline scheme currently would lead to an overall gain of biodiversity units associated with the baseline habitats when compared with the proposed habitats. The proposals have demonstrated the ability for the Site to lead to the delivery of a total net gain in hedgerow biodiversity in line with the NPPF.

10.132 A range of additional habitat creation measures would be incorporated into the proposals to ensure that opportunities are provided for faunal species which are not accounted for within the Biodiversity Net Gain Assessment to include a range of bird, bat and insect boxes.

10.133 The proposal which is consistent with the BCP provides for a comprehensive network of open spaces, green infrastructure, play areas, and activity trails. The Development provides for 17.42ha of green infrastructure. This level of provision exceeds the standards set out in the Fenland Local Plan which is 11.69ha of green infrastructure. This represents a significant increase on the policy requirement.

10.134 Both the Wildlife Trust and Fenland's Wildlife Officer confirm that the scheme would deliver approximately a 3% BNG which given that there is currently no policy requirement for a net gain in biodiversity this is welcomed. Given the date of the application the Development is only be obliged to demonstrate no net loss in accordance with Local Pla Policy LP19 prior to introduction of the 10% statutory Biodiversity net gain.

10.135 Fenland's Wildlife Officer confirms that the proposal is acceptable on ecology grounds, subject to further conditions to conserve biodiversity. At the moment, limited weight is being given to the Council's emerging Local Plan and policies LP24 and LP25. The latter would require a 10% improvement in biodiversity.

10.136 Based on the above it is considered that the Development is in accordance with national adopted policy and criteria (b) of Local Plan policy LP16 as well as policy LP19.

### **Trees and Landscaping**

10.137 The applicant has submitted an Arboricultural Assessment as part of their Environmental Statement which surveyed a total of 47 individual trees, 27 groups of trees and 3 hedgerows.

10.138 Two main access points would form a central spine road. The new roundabout proposed to the west on the A141 does not impact upon any existing trees as the western boundary of the Site is mostly devoid of tree cover. The proposed access road to the south would link to Knight's End Road. Despite the existing field entrance there would be the requirement to remove trees in this area. Tree losses would be limited to low quality, category 'C' trees and are not considered to be detrimental.

10.139 Small portions of tree cover from both linear tree groups and hedgerows would need to be removed to facilitate the internal highway alignments as they link each residential parcel. Once again, these losses are considered to be low in comparison to the retained tree cover.

10.140 A number of low-quality individual trees would need to be removed to facilitate the residential parcels. The majority of these are situated to the south and are not considered to be important in terms of Arboriculture.

10.141 The existing linear tree groups across the Site are to be retained as screening and reinforced through additional planting. All retained trees are to be protected in accordance with BS5837:2021 with a detailed protection plan and method statement to be approved as part of reserved matters submission.

10.142 The Site forms a Strategic Allocation site within the Local Plan. The benefits of the proposed Development would outweigh the loss of the existing trees shown as being removed. The required tree loss is not considered to be significant to the wider tree stock and linear tree belts are to be retained and incorporated into the proposals. Significant areas of new tree and shrub planting, in terms of both the number of trees and future canopy cover, would clearly outweigh the losses shown and therefore, in terms of mitigation, the proposals offer an extensive increase when considering the balance between losses and gains. Fenland District Council's Arboricultural Officer has raised no objection to the proposals and more details on landscaping is expected to come forward at reserved matters stage whereby further improvements in terms of specific landscaping and its management would be sought.

10.143 Subject to these details coming forward including a full landscaping strategy as part of a reserved matters application, the proposal would be considered to enhance the quality of the scheme in accordance with criteria (c) and (i) of policy LP16 of the Fenland Local Plan and policies LP27, 28, and 29 of the emerging Local Plan.

### **Community Safety**

- 10.144 The Development has also been considered by Cambridgeshire Constabulary's Designing Out Crime Officer who is generally satisfied with the proposals at this outline stage. This area is considered of low risk to the vulnerability to crime at present.
- 10.145 The Masterplan submitted appears to have an acceptable layout in relation to crime prevention and fear of crime providing reasonable levels of natural surveillance from properties with many of the homes facing each other and overlooking open space areas and the LEAP/NEAP, which should encourage some level of territoriality amongst residents. Pedestrian and vehicle routes are aligned together and overlooked suggesting that pedestrian safety has been considered.
- 10.146 Subject to further details coming forward as part of the reserved matters application, it is anticipated that the proposal would be satisfactory in terms of designing out crime, in accordance with criteria (j) of policy LP16 , policy LP17 and emerging policy LP11.

### **Affordable Housing, Community Infrastructure and Section 106 Legal Obligations**

- 10.147 The delivery of 1,200 residential units conforms to the national objective within the NPPF to provide a choice of quality homes which would vary in size, range and tenure and include the delivery of affordable housing on the Site. Policy LP5 '*Meeting Housing Need*' of the adopted development plan identifies a need for 25% of dwellings to be affordable. However, Fenland District Council's revised draft Local Plan and CIL Viability Assessment issued in March 2020 (dated December 2019) finds that sites which fall within the southern portion of the district (below where the A47 crosses the River Nene by the Rings End Roundabout at Guyhirn) should seek to deliver 20% affordable housing and provide a financial contribution of £2,000 per unit towards infrastructure provision.
- 10.148 The Development as proposed would provide for 20% affordable housing which accords with the findings of the HDH Planning Viability Assessment and the pre-application advice undertaken from Officers as confirmed in the Housing Officers response to the application. The Development would thereby make a significant contribution to meeting affordable housing needs in the district. Whilst each phase within the Development would ideally provide for up to 20% affordable housing there may be the need to be some flexibility that the initial phase delivers less than this amount in order to account for the large up front highways costs associated with the Development. However, any shortfall in the initial phase could be secured in the later phases of the Development.
- 10.149 The delivery of 1,200 homes, 20% of which would be affordable in a sustainable location in March is a significant material consideration in favour of the Development.
- 10.150 Local Plan LP13 '*Supporting and Managing the Impact of a Growing District*' requires at Part A the timely delivery of infrastructure to meet the needs of a development. Part B of the policy states that developments will either make direct provision for infrastructure or will make contributions to local and strategic infrastructure via a Section 106 Obligation.

10.151 The Infrastructure Schedule contained within the BCP for the Strategic Allocation splits the allocation into five phases, which, rather than being based on the timing of delivery, which is unknown, is based on the location of the principal site accesses which are directly required to be delivered by each phase. Each phase will then be responsible for delivering its own essential on-site infrastructure, together with the phase's proportional contributions towards any of the identified infrastructure that cannot be delivered within that particular phase. The five phases identified in the IDP are:

- Phase Southern 1: Persimmon Homes Phase 1 (Knight's End Road access);
- Phase Southern 2: Persimmon Homes Phase 2 (A141 access);
- Phase Eastern: Eastern Area (Princess Avenue access);
- Phase Central: Central Area (Burrowmoor Road access); and
- Phase Northern: Northern Area (Gaul Road access)

10.152 This application contains land wholly within Phase Southern 1 and Phase Southern 2 and the BCP indicates the infrastructure which needs to come forward as part of these two phases. It is evident from the BCP that Persimmon Homes would be providing above its fair share of infrastructure for the overall allocation, particularly with the costs associated with the new roundabout on the A141. Full details of the infrastructure to be secured are outlined in the paragraphs below.

10.153 The proposal would also provide a contribution of £2,000 per dwelling which equates to a total of £2,400,000 (based on the upper quantum proposed) towards local infrastructure provision.

10.154 A separate pooled highway contribution has been agreed between Cambridgeshire County Council and the applicant. This would be used to make general highway improvements around March in order to facilitate this Development. A combined contribution of £559,602.50 has been agreed.

10.155 Also, a financial contribution of £672,000 would be provided to improve local bus service provision and to deliver public transport between the application Site, March Town Centre, and the railway station. A further contribution for bus related infrastructure of £119,000 is also to be provided.

10.156 In addition, an offsite contribution of £419,360 towards an off-site football pitch is also being secured.

10.157 For this Development to be acceptable a number of obligations would be required of the developer that would be secured via a Section 106 Legal Agreement to be signed by relevant parties. Headlines requirements for the S106 a Legal Agreement are set out below. The exact wording of these obligations would be finalised by Fenland's Head of Planning and Legal Team post any Planning Committee resolution to grant consent, but prior to issuing of any decision notice.

Affordable Housing	<ul style="list-style-type: none"> <li>- 20% affordable housing</li> <li>- Affordable housing definition as per the NPPF</li> <li>- Affordable housing tenure, 70:30 Affordable rent/ Intermediate tenure</li> </ul>
Allotments/ Community	- 500m2 of land within Phase 1 to be allotments or



Garden	<p>community gardens</p> <ul style="list-style-type: none"> <li>- Allotments/community garden to be provided prior to the occupation of the last dwelling within Phase 1 or any phase of the development</li> <li>- To be maintained by the owner or the Management Company as per the open space</li> <li>- An allotment specification is set out</li> </ul>
3G Sport Pitch – Estover Road Contribution	<ul style="list-style-type: none"> <li>- £419,360 contribution</li> <li>- Monies to directed to other sports provision in March area if Estover Road scheme does not happen</li> </ul>
Children and Young People’s Facilities on site	<ul style="list-style-type: none"> <li>- One LEAP, 400m2 are in position as per Parameter Plan, to be provided within Phase 1</li> <li>- Two NEAP’s, 1,000m2 each to be located in the locations on the Parameters Plan.</li> <li>- Maintenance and transfer as per the open space</li> </ul>
£2,000 per dwelling infrastructure contribution (Total £2,400,000) - index linked	<p>To be spent at the discretion of FDC on:-</p> <ul style="list-style-type: none"> <li>- The primary school</li> <li>- Secondary education provision</li> <li>- Healthcare facilities</li> <li>- Library facilities</li> <li>- Open Space/ Sports facilities</li> </ul>
Highway Contributions	<ul style="list-style-type: none"> <li>- Contribution of £559,602.50 towards the schemes identified within the March Area Transport Study (MATS) or any alternative junction improvement scheme on the A141 in the MATS study area which has been approved in writing by the LHA. The schemes identified within the March Area Transport Study include: <ul style="list-style-type: none"> <li>• A141/Hostmoor Avenue 3-arm all-movement signal junction</li> <li>• A141/Twenty Foot Road signal scheme</li> <li>• Peas Hill Roundabout capacity improvement scheme</li> <li>• St Peter’s Road improvement scheme.</li> </ul> </li> <li>- £25,000 towards a MOVA-based controller solution at the A141/A605 signal junction.</li> </ul>
Local Centre	<ul style="list-style-type: none"> <li>- Not to occupy more than 294 dwellings until a Marketing Strategy has been submitted.</li> <li>- At occupation of 854 dwellings the local centre to have been completed or transferred for the development of the local centre unless the owner has demonstrated that it has not been possible through the marketing strategy to secure any interest in the local centre and alternative planning permissions can be sought</li> </ul>
On site Open Space and Management	<ul style="list-style-type: none"> <li>- Prior to commencement of development on a phase or sub phase, submit an on site open space scheme for approval including details of a Management Company to maintain the open</li> </ul>

	space
SuDS Strategy	<ul style="list-style-type: none"> <li>- Submit the SuDS Strategy for a phase/ sub phase for approval prior to commencement of works on that phase and serve notice on the District Council confirming whether the owners would maintain the phase/ sub phase for approval prior to commencement of works on that phase and serve notice on the District Council confirming whether the owners would maintain the SuDS or if it would be transferred to a Management Company or to the District Council.</li> <li>- No dwelling within a phase/ sub phase shall be occupied until the SuDS has been created and is able to function to serve the surface water requirement of dwellings in that phase. Transfer and maintenance as per the open space.</li> </ul>
Primary School Site	<ul style="list-style-type: none"> <li>- Provision of a prepared and serviced site of 2.3 ha to accommodate a primary school and to be reserved for twelve years. Boundaries of the primary school (as per Parameters Plan) to be set out</li> <li>- Owner to transfer the site to the County Council as soon as possible after the request from the CC for the transfer of the site which shall be no earlier than occupation of a certain number of dwellings.</li> </ul>
Primary School Extension Land	<ul style="list-style-type: none"> <li>- An area of 0.7 hectares which adjoins the primary school and made available to the CC to extend the primary school into 3 forms of entry</li> <li>- Reserved land to be reserved for fifteen years, location to be provided in the S106 as per the Parameter Plans</li> <li>- Land to be transferred to the CC as soon as practicable after written request received from the CC, this request should not be made earlier than commencement of construction of the primary school and not before the occupation of a set number of dwellings</li> </ul>
Bus Strategy Financial Contribution	<ul style="list-style-type: none"> <li>- Bus Service contributions of £672,000 plus a further £119,000 towards associated bus related infrastructure.</li> </ul>
Non-Highways land off site works	<ul style="list-style-type: none"> <li>- Pedestrian and cycleway connection through the Avenue Recreation Ground (specific detail to be agreed with FDC)</li> <li>- Lighting along existing path across Gaul Park</li> </ul>

## 11 CONCLUSIONS

- 11.1 The proposed Development would deliver a significant part of the West March Strategic Allocation and would provide for 1,200 dwellings, the mix of which would meet the identified needs of Fenland. In addition, a serviced 2 form entry primary school site and a local centre comprising a mix of commercial / community uses would be provided that would make for a sustainable new community on the edge of March. The principle of housing growth in this location with an associated small scale local centre is, therefore, compliant with policies LP7 and LP9 of the Fenland Local Plan. The proposal is in broad accordance with the adopted West March Broad Concept Plan (BCP) and would not prevent the rest of the BCP proposals from being implemented.
- 11.2 This report has weighed the heritage harm identified from the Development against the public benefits of the scheme which include delivery of an integral phase of an allocated housing site which is expected to deliver needed housing for the district which should be given substantial weight given the proportion of affordable housing being offered (20% of the scheme – 240 affordable homes in total); the provision of land for a new primary school is a substantial public benefit that should be given significant weight; as well as the economic and health benefits which would afford moderate benefits, given the Development would generate a significant number of local jobs which would in turn make a positive contribution to the economy over the next few years. Therefore, it is considered that the public benefits of this scheme would outweigh the harm in terms of heritage and the proposal is considered to comply with Paragraph 206 of the NPPF. In the short term there would be some landscape harm whilst the Development is under construction and the effects of construction activities can be controlled by on site management measures enforceable via planning conditions.
- 11.3 By providing the existing community with new public open space, a local centre and land for a primary school in a high-quality environment, with easy access to local services, the Development would make a valuable contribution to improving the overall health of the local community, in accordance with LP2 and LP16 of the Local Plan.
- 11.4 The proposal would make a significant contribution to temporary and permanent employment in the town and district and the economic benefits should be welcomed.
- 11.5 Subject to compliance with relevant design policies, The Development would be attractive and of a high-quality design and would offer future occupiers a high standard of accommodation, with good internal and external amenity areas, as well as publicly accessible open parkland. Further details of landscaping, design, scale and layout would be secured at the reserved matters stage.
- 11.6 The Development achieves the objectives of adopted policy in that it mitigates its impact on biodiversity and would safeguard ecology and habitat of value, where it is possible. Further details of biodiversity enhancement would be secured at reserved matters stage.
- 11.7 Transport matters have been fully considered and the proposal would provide safe and adequate access, as well as a good functioning layout. The impact on

the wider transport network is also acceptable. The Highway Authority is satisfied that the proposal would be acceptable with regards to transport.

- 11.8 The proposal would make a valuable 20% affordable housing contribution which equates to 240 homes of the total 1,200 new dwellings being delivered.
- 11.9 In addition, a financial contribution of £2,400,000 would be provided towards local infrastructure provision which could be directed towards delivery of the new primary school on the land that is also being secured as part of this application. A contribution of £419,360 would be provided to deliver off site sports provision.
- 11.10 A separate pooled highway financial contribution of £559,602.50 has also been agreed which would be spent on the local highway network to improve transport infrastructure, particularly sustainable modes of transport, to accommodate/mitigate the increased demand by virtue of this scheme. Other off site highways related improvements and enhancements to Public Rights of Way would be secured via conditions.
- 11.11 Also, a financial contribution of £672,000 would be provided to improve local bus service provision and to deliver public transport between the application Site, March Town Centre, and the railway station. Plus, a further £119,000 towards associated bus related infrastructure.
- 11.12 Overall, and on planning balance, the proposed Development is be considered to meet the Council's aspirations for this allocated site and the proposal would comply with adopted local and national planning policies and is therefore considered to constitute sustainable development.

## **12 RECOMMENDATION**

- 12.1 Members are recommended to APPROVE the application in accordance with the following terms;
1. The Planning Committee delegates authority to finalise the terms and completion of the S.106 legal agreement and planning conditions to the Head of Planning; and,
  2. Following the completion of the S.106 agreement, application F/YR21/1497/O be approved subject to the draft planning conditions set out in principle at Appendix 1 below; or,
  3. The Committee delegates authority to refuse the application in the event that the Applicant does not agree any necessary extensions to the determination period to enable the completion of the S106 legal agreement or on the grounds that the applicant is unwilling to complete the obligation necessary to make the Development acceptable.

## APPENDIX 1 – PROPOSED DRAFT PLANNING CONDITIONS

1	<p><i>Reserved Matters</i>  Details of appearance, landscaping, layout (including internal accesses) and scale ('the reserved matters') for each phase or sub phase of the development (pursuant to Condition 4 (Phasing)) of the development shall be submitted to and approved in writing by the Local Planning Authority before development in that phase or sub phase begins and the development shall be carried out as approved.</p> <p>Reason: This is a planning permission in outline only and the information required is necessary for the consideration of the ultimate detailed proposal to comply with the requirements of Section 92 of Town and Country Planning Act 1990, as amended by Section 51 of the Planning &amp; Compulsory Purchase Act 2004 and for reasons of sustainable travel and highway capacity.</p>
2	<p><i>Reserved Matters submission</i>  An application for approval of the reserved matters for the first phase or sub phase of the development shall be made to the Local Planning Authority before the expiration of five years from the date of this permission and all subsequent reserved matters applications relating to subsequent phases shall be submitted before the expiration of fifteen years from the date of this permission.</p> <p>Reason: To enable the Local Planning Authority to control the development in detail and to comply with Section 92 of the Town &amp; Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.</p>
3	<p><i>Commencement</i>  The development hereby permitted shall be begun either before the expiration of five years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved on any phase, whichever is the later.</p> <p>Reason: To conform with Section 92(2) of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.</p>
4	<p><i>Phasing Plan</i>  The development hereby approved shall be implemented in accordance with the Phasing Plan (drawing no. 9339-L-106-J) and each reserved matters application for each phase or sub phase of the development shall be accompanied by an up to date Phasing Plan and phasing programme which includes details as follows:</p> <ol style="list-style-type: none"> <li>I. Development area or parcels, including broad areas, range of residential unit numbers and/or floor space for non-residential uses.</li> <li>II. Site accesses and major internal infrastructure including internal roads, pedestrian and cycle crossings, footpaths, cycle ways and bus stop infrastructure.</li> <li>III. Confirmation of the timescale for the implementation of the off-site highway infrastructure including highway improvements/traffic management.</li> <li>IV. Timing and delivery of the associated Green Infrastructure within that phase or sub phase (including public open space, formal sports recreation facilities, allotments, NEAPs, LEAPs and associated parking facilities); unless otherwise agreed in writing by the Local Planning Authority.</li> </ol> <p>Reason: To ensure that the site is developed in a satisfactory manner and for the avoidance doubt.</p>
5	<p><i>Conformity</i>  Reserved matters submissions for any phase or sub phase hereby approved shall be in</p>

	<p>accordance with the principles as set out in the following plans unless otherwise agreed in writing by the Local Planning Authority:</p> <ul style="list-style-type: none"> <li>• Parameters Plan A Location Plan FPCR Drawing Reference No. 9339-L-101 Rev D</li> <li>• Parameters Plan B Land Use FPCR Drawing Reference No. 9339-L-102 Rev E</li> <li>• Parameters Plan C Scale and Density FPCR Drawing Reference No. 9339-L-103 Rev E</li> <li>• Parameters Plan D Access and Movement FPCR Drawing Reference No. 9339 -L-104 Rev K</li> <li>• Parameters Plan E Green Infrastructure FPCR Drawing Reference No. 9339-L-105 Rev F</li> <li>• Parameters Plan F Phasing FPCR Drawing Reference No. 9339-L-106 Rev J</li> </ul> <p>Reason: To ensure that the site is developed in a satisfactory manner and for the avoidance doubt.</p>
6	<p><i>Spatial Principles</i></p> <p>The submission of each reserved matters and the implementation of development shall be carried out in substantial accordance with the spatial principles described and illustrated within the Masterplan Ref 9339-L-107 rev. M and the Design and Access Statement Revision J dated May 2024.</p> <p>Reason: To ensure that the site is developed in a satisfactory manner and for the avoidance of doubt.</p>
7	<p><i>Design Compliance</i></p> <p>Each application for reserved matters approval for each phase or sub phase of the development shall include a Design Compliance Statement detailing how the application responds to the design principles contained within the approved Masterplan and Design and Access Statement on the following matters, subject to revisions agreed in writing by the Local Planning Authority:-</p> <ul style="list-style-type: none"> <li>- Place making including built form, design, scale, height and massing;</li> <li>- Design, materials, detailing and boundary treatment;</li> <li>- Movement including street hierarchy, connectivity and design principles; and</li> <li>- The design and function of landscaping, green infrastructure and open space.</li> </ul> <p>Reason: To ensure consistency with the Masterplan and Design and Access Statement and ensure the site is developed in a satisfactory manner.</p>
8	<p><i>Quantum</i></p> <p>The residential elements of the development shall be up to and no more than 1,200 dwellings (Use Class C3).</p> <p>Reason: For the avoidance of doubt and to ensure a satisfactory standard of development.</p>
9	<p><i>Commercial parameters</i></p> <p>The development hereby permitted authorises no more than 0.5 hectares gross of Class E uses to be provided within the Local Centre as indicated on the Land Use Parameters Plan 9339-L-102-E.</p> <p>Reason: To define the planning permission and to ensure appropriate development takes the form agreed by the authority and thus results in a satisfactory form of development and in the interests of the amenity of nearby residents.</p>
10	<p><i>School land parameters</i></p> <p>The development hereby permitted authorises no more than 2.3 hectares of land for the 2-form entry primary school within Class F1a use and in the event that is needed, a further 0.7 hectares primary school expansion land in accordance with the Land Use</p>

	<p>Parameters Plan 9339-L-102 rev E.</p> <p>Reason: To define the planning permission and to ensure appropriate development takes the form agreed by the authority and thus results in a satisfactory form of development.</p>
11	<p><i>Archaeology</i></p> <p>No development shall take place within the relevant phase or sub phase as set out in the Phasing Parameters Plan 9339-L-106 Rev J until the applicant, or their agents or successors in title has secured the implementation of a programme of archaeological work within the relevant phase/sub phase and in accordance with a Written Scheme of Investigation that has been submitted by the applicant and approved in writing by the Local Planning Authority. The pre-commencement aspects of archaeological work for the relevant phase should include:</p> <p>1a) Submission of a Written Scheme of Investigation that sets out the methods and timetable for the investigation of archaeological remains in the relevant phase and includes strategies for public engagement, the local and/or museum-based display of selected evidence and the erection of interpretation boards in suitable locations in the new development, and which responds to the requirements of the Local Authority archaeology brief;</p> <p>1b) Completion of mitigation fieldwork in accordance with an approved Written Scheme of Investigation for the relevant phase.</p> <p>2. The post-fieldwork sections of the archaeology programme for the relevant phase shall be fully implemented in accordance with the timetable and provisions of the approved Written Scheme of Investigation. This stage of the programme can occur after the commencement of development of that phase:</p> <p>2a) Completion of a Post-Excavation Assessment report and an Updated Project Design for the analytical work for the relevant phase to be submitted for approval within six months of the completion of fieldwork for that phase, unless otherwise agreed in advance with the Local Planning Authority.</p> <p>2b) Completion of the approved programme of analysis and production of an archive report; submission of a publication synopsis and preparation of a publication report to be completed within 18 months of the approval of the Updated Project Design for the relevant phase, unless otherwise agreed in advance with the Local Planning Authority and to reflect the phasing of the development.</p> <p>2c) Deposition of the physical archive in the Cambridgeshire Archaeological Archive Facility or another suitably accredited store approved by the Local Planning Authority, and the deposition of the digital archive with the Archaeology Data Service or another CoreTrustSeal certified repository within 1 year of completion of part 2b) for the relevant phase.</p> <p>Reason: To secure satisfactory mitigation measures and to conserve the interest of the historic environment evidence in compliance with Policy LP18 of the Fenland Local Plan (2014) and paragraph 199 of the NPPF.</p>
12	<p><i>Foul Drainage</i></p> <p>No development shall commence in each phase or sub phase until a strategic foul water strategy for the relevant phase has been submitted to and approved in writing by the Local Planning Authority, in consultation with Anglian Water. This strategy should identify the connection point for 50 properties to Knights End Road and all properties thereafter to the 375mm sewer in The Causeway, manhole 5801. Prior to occupation, the foul water drainage works must have been carried out in complete accordance with the approved scheme.</p>

	Reason: To reduce the impacts of flooding and potential pollution risk.
13	<p><i>Strategic Surface Water</i></p> <p>Prior to or concurrently with the submission of the first reserved matters, a strategic surface water drainage strategy for the site shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be based on the parameters set out within the documents:</p> <ul style="list-style-type: none"> <li>• Flood Risk Assessment &amp; Drainage Strategy, Infrastructure Design Limited, Ref: AMA741 Revision A, Dated: November 2021</li> <li>• Drainage and SuDS FRA Strategy Addendum Report, Infrastructure Design Limited, Ref: 1000-00-21, Dated: December 2022 or any subsequent, revised version that has first been approved in writing by the Local Planning Authority.</li> </ul> <p>The scheme shall include phasing arrangements, details of primary infrastructure for each phase and plans for drainage asset operation, maintenance and contingency. The scheme shall set out what information, design parameters and design details will need to be provided for each phase of the development.</p> <p>The development shall subsequently be implemented in accordance with the approved scheme.</p> <p>Reason: To ensure a satisfactory method of surface water drainage and to prevent an increased risk of flooding on or off site. This condition is pre-commencement because commencing development prior to agreeing this scheme could jeopardise the delivery of a strategic site-wide solution in accordance with Policy LP14 of the Fenland District Plan (2014).</p>
14	<p><i>Surface Water drainage scheme</i></p> <p>Prior to or concurrently with the submission of each reserved matters for a phase or sub phase, detailed designs for the surface water drainage scheme for that phase, sub phase or parcel shall be submitted to and agreed by the Local Planning Authority. The detailed designs will include elements of source control and a programme for the incremental implementation of the surface water drainage design for the phase or sub phase. This must ensure sufficient surface water drainage infrastructure is in place for the amount of development which has taken place in that phase or sub phase of the development at any point in time unless otherwise agreed in writing by the Local Planning Authority. Once implemented the surface water drainage infrastructure shall be retained for the lifetime of the development.</p> <p>Reason: To ensure a satisfactory method of surface water drainage, and to prevent the increased risk of flooding to third parties in accordance with Policy LP14 of the Fenland District Plan (2014).</p>
15	<p><i>Drainage maintenance</i></p> <p>Details for the long term maintenance arrangements for the surface water drainage system (including all SuDS features) to be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of any of the dwellings hereby permitted in the relevant phase. The submitted details should identify runoff sub-catchments, SuDS components, control structures, flow routes and outfalls. In addition, the plan must clarify the access that is required to each surface water management component for maintenance purposes. The maintenance plan shall be carried out in full thereafter.</p> <p>Reason: To ensure the satisfactory maintenance of drainage systems that are not publicly adopted, in accordance with the requirements of paragraphs 163 and 165 of the National Planning Policy Framework.</p>
16	<i>Construction Surface Water</i>



	<p>No development on a phase or sub phase, including preparatory works, shall commence until details of measures indicating how additional surface water run-off from that phase/sub phase of development 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 on that phase/sub phase.</p> <p>Reason: To ensure surface water is managed appropriately during the construction phase of the 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 and in accordance with Policy LP14 of the Fenland Local Plan (2014).</p>
17	<p><i>Drainage completion check</i></p> <p>Upon completion of the surface water drainage system for a relevant phase or sub phase, 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 District Plan (2014).</p>
18	<p><i>SuDS delivery</i></p> <p>There shall be no development above slab level within a phase or sub phase until the associated surface water infrastructure works (including attenuation features, pipe work, controls and outfalls) for that phase/sub phase have been completed in accordance with the agreed site-wide drainage strategy, unless otherwise approved in writing by the Local Planning Authority.</p> <p>Reason: To ensure a satisfactory method of surface water drainage, and to prevent the increased risk of flooding to third parties in accordance with Policy LP14 of the Fenland District Plan (2014).</p>
19	<p><i>Soil Resources</i></p> <p>Prior to commencement of each phase or sub phase of the development, a Soil Resource and Management Plan (to include measures to safeguard soil resources) for that phase/sub phase shall be submitted to and approved in writing by the Local Planning Authority. These details shall thereafter be completed as approved prior to occupation of the relevant phase/sub phase.</p> <p>Reason: To protect soil resource of the site, in accordance with paragraph 180 a) of the December 2023 NPPF.</p>
20	<p><i>CEMP</i></p> <p>No development shall commence in each phase or sub phase until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority for that phase/sub phase. The CEMP shall include</p>

the consideration of the following aspects of demolition and construction works:

- a) Construction and phasing 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) Construction hours which shall be carried out between 0800 hours to 1800 hours Monday to Friday, and 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays, unless in accordance with agreed emergency procedures for deviation.
- d) Delivery times and collections / dispatches for construction purposes shall be carried out between 0800 to 1800 hours Monday to Friday, 0800 to 1300 hours on Saturdays and at no time on Sundays, bank or public holidays, unless otherwise agreed in writing by the Local Planning Authority
- e) Soil Management Strategy having particular regard to potential contaminated land and the reuse and recycling of soil on site, the importation and storage of soil and materials including audit trails.
- 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.
- g) 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.
- h) 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.
- i) Use of concrete crushers.
- j) Prohibition of the burning of waste on site during demolition/construction.
- k) Site artificial lighting including hours of operation, position and impact on neighbouring properties.
- l) Drainage control measures including the use of settling tanks, oil interceptors and bunds.
- m) Screening and hoarding details.
- n) Access and protection arrangements around the site for pedestrians, cyclists and other road users.
- o) Procedures for interference with public highways, including permanent and temporary realignment, diversions and road closures.
- p) External safety and information signing and notices.
- q) Implementation of a Stakeholder Engagement/Residents Communication Plan, Complaints procedures, including complaints response procedures.
- r) The protection of the environment and implementation of best practice guidelines for works within or near habitats, including the appointment of a qualified ecologist to advise on site clearance and construction, in particular any works that have the potential to disturb notable ecological features including those set out in chapter 9 of the Environmental Statement & Ecological Design Strategy.
- s) Measures during any early Enabling Works for the protection and suitable mitigation of all legally protected species and those habitats and species identified as being of importance to biodiversity.

The approved CEMP shall be adhered to throughout the demolition and/or construction period and must demonstrate the adoption of best practice to reduce the potentially adverse effects on those living and working nearby the development site, whilst also acknowledging the health, safety and welfare of those working on site. The CEMP should be in accordance with the template on the Fenland District Council website via the following link: <https://www.fenland.gov.uk/planningforms>

Reason: In the interests of safe operation of the highway and protection of residential

	amenity in accordance with policy LP15, LP16 and LP19 of the Fenland Local Plan (2014).
21	<p><i>Unsuspected Contamination</i></p> <p>If during development, of any phase or sub phase, contamination not previously identified, is found to be present at the site then no further development of that phase or sub phase (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.</p> <p>Reason: To ensure that the development complies with approved details in the interests of the protection of human health and the environment and in accordance with policy LP16 of the Fenland Local Plan (2014).</p>
22	<p><i>Piling</i></p> <p>No construction or piling shall commence in any phase or sub phase until a construction noise and vibration impact assessment associated with the development in that phase/sub phase, has been submitted to and approved in writing by the local planning authority. The assessment shall be in accordance with the provisions of BS 5228:2009 Code of Practice for noise and vibration on construction and open sites and include details of any piling and mitigation/monitoring measures to be taken to protect local residents from noise or vibration. The development shall be carried out in accordance with the approved measures.</p> <p>Reason: To protect the amenity of nearby properties, in accordance with policy LP2 of the Fenland Local Plan (2014).</p>
23	<p><i>Noise Assessment</i></p> <p>Prior to first occupation of any phase or sub phase, a Noise Assessment shall be submitted to and approved in writing by the Local Planning Authority for that phase/sub phase. The noise assessment for each phase/sub phase shall accord with the Spectrum Initial Site Noise Risk Assessment dated 18.12.2019 and shall demonstrate that internal noise conditions for future occupiers are acceptable. If these noise assessments include mitigation measures to safeguard residential amenity, these measures shall be carried out and completed as approved prior to occupation of the relevant dwelling.</p> <p>Reason: To provide appropriate amenity of future residents, in accordance with policy LP2 of the Fenland Local Plan (2014).</p>
24	<p><i>Asbestos survey</i></p> <p>Prior to the demolition of any buildings at the site in the vicinity of the access off Knight's End Road, an Asbestos Work Plan shall be submitted to and approved in writing by the Local Planning Authority to manage the presence of asbestos containing materials in those buildings. The removal of Asbestos will thereafter be carried out in accordance with this approved Plan when the buildings are demolished.</p> <p>Reason: To ensure that the development complies with approved details in the interests of the protection of human health and the environment and in accordance with policy LP16 of the Fenland Local Plan (2014).</p>
25	<p><i>HIA</i></p> <p>The submission of details for reserved matters for each phase or sub phase shall include a Health Impact Assessment for that individual phase/sub phase that shall be submitted to and approved in writing by the Local Planning Authority. These Health Impact Assessments should include those matters identified in the Recommendations section of the Health Impact Assessment submitted with outline application. The measures set out in the relevant Health Impact Assessment shall thereafter be implemented and completed as approved prior to occupation of the relevant phase/sub</p>

	<p>phase.</p> <p>Reason: To ensure the development positively contributes to creating a healthy, safe and equitable living environment in accordance with Policy LP2 of the Fenland Local Plan (2014).</p>
26	<p><i>Waste management</i></p> <p>The submission of details for reserved matters for each phase or sub phase shall include a detailed Site Waste Management Plan and Material Management Plan for that phase/sub phase and shall be submitted to and approved in writing by the Local Planning Authority prior to development commencing in that phase/sub phase. The development in the relevant phase or sub phase shall then take place in accordance with the Plans as approved.</p> <p>To minimise the amount of waste generated by the development in accordance with Local Plan policy LP16 (f) and Policy 8 of the Minerals and Waste Local Plan of 2021.</p>
27	<p><i>Levels</i></p> <p>The reserved matters details submission as required by condition No 1 for each phase or sub phase shall include development details of existing and proposed ground levels (in relation to an existing datum point) and proposed finished floor levels (to be set no lower than 2.4 metres AOD) of the development for that phase/sub phase and 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 for the visual appearance of the finished development in accordance with policy LP16 of the Fenland Local Plan (2014).</p>
28	<p><i>Refuse strategy - commercial</i></p> <p>Prior to occupation and first use of either the Local Centre or Primary School, a Refuse and Servicing Strategy shall be submitted and approved in writing for either the School or Centre as relevant. Thereafter the details as approved shall be carried out and completed as approved prior to occupation or first use.</p> <p>Reason: In the interest of sustainable transport in accordance with Policy LP15 of the Fenland Local Plan (2014).</p>
29	<p><i>EDS</i></p> <p>No development shall take place in each phase or sub phase until an Ecological Design Strategy (EDS) addressing mitigation, compensation, enhancements and restoration for (including nesting birds, badgers) for that phase/subphase has been submitted to and approved in writing by the local planning authority.</p> <p>The EDS shall include the following:</p> <ul style="list-style-type: none"> <li>a) Purpose and conservation objectives for the proposed works.</li> <li>b) Review of site potential and constraints, including a submission of the full spreadsheet of the Biodiversity Metric 3.0 Assessment (this shall be based upon the Baseline Habitat for the site as set out in the Biodiversity Metric 3.0 assessment by FPCR dated 13.04.2023 and the FPCR Biodiversity Net Gain Report April 2023 which includes Figure 1 'Baseline Habitats' and Figure 2' Baseline Habitats Condition and Distinctiveness Rev B').</li> <li>c) Detailed design(s) and/or working method(s) to achieve stated objectives.</li> <li>d) Extent and location/area of proposed works on appropriate scale maps and plans.</li> <li>e) Type and source of materials to be used where appropriate, e.g. native species of local provenance.</li> <li>f) Timetable for implementation demonstrating that works are aligned with the proposed phasing of development.</li> </ul>

	<p>g) Persons responsible for implementing the 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> <p>The EDS shall be implemented in accordance with the approved details and all features shall be retained in that manner thereafter.</p> <p>Reason: In the interests of a satisfactory development and in the interest of biodiversity in accordance with Policies, LP16 and LP19 of the Fenland Local Plan (2014).</p>
30	<p><i>LEMP</i></p> <p>A Landscape and Ecological Management Plan (LEMP) for each phase or sub phase shall be submitted to and be approved in writing by the Local Planning Authority prior to the occupation of any dwellings within each phase/sub phase of the development. The content of the LEMP shall include the following.</p> <p>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 as recommended within the Biodiversity Net Gain Report, FPCR February 2022).  e) Prescriptions for management actions  f) Preparation of the work schedule (including an annual work plan capable of being rolled forward)  g) Details of the body or organisation responsible for implementation of the plan  h) Ongoing monitoring and remedial measures for plants that require replacement</p> <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 approved plan shall be implemented for operational period, in accordance with the approved details.</p> <p>Reason: In the interests of a satisfactory development and in the interest of biodiversity in accordance with Policies, LP16 and LP19 of the Fenland Local Plan (2014).</p>
31	<p><i>Fire Hydrants</i></p> <p>Prior to occupation of each phase or sub phase of the development, a scheme for the provision of fire hydrants for that phase/sub phase, including timeframes for installation shall be submitted to and approved in writing by the Local Planning Authority. These details shall thereafter be completed in accordance with the approved scheme and timescales.</p> <p>Reason: To protect from the risk of fire, in accordance with LP2 of the Fenland Local Plan (2014).</p>
32	<p><i>Access</i></p> <p>Prior to first occupation, the developer shall deliver the Knight's End Road site access</p>

	<p>as shown in principle on drawing no. 19020/SK26 Rev A.</p> <p>Reason: The above measures are to ensure the proposed development does not have a severe impact on the highway network in terms of safety and capacity.</p>
33	<p><i>PROW scheme</i></p> <p>Prior to commencement of any development, a Public Rights of Way (PROW) Strategy including on-site improvement works to PROW 156/12 and on and off-site improvement works to PROWs 156/13 and 156/14 (the extent of footpath identified on drawing no's 19020/SK18/01 Rev C, 19020/SK18/02 Rev C and 19020/SK25 Rev B) shall be submitted to and approved by the Local Planning Authority in partnership with the Highway Authority. This should include provision for: a) The design of public rights of way routes and their surfacing, widths, gradients, lighting, landscaping, and structures; b) Any proposals for diversion, upgrade, and creation of public rights of way; c) Delivery schedule of the proposed enhancement works.</p> <p>Whilst not confirming what would be acceptable before the Definitive Map Modification Order (DMMO) is determined, the Public Rights of Way Strategy would provide clarity to all parties as to the principles and proposals of the developer in one single document. All PROW enhancement works shall be carried out by the developer according to the delivery schedule approved by the Local Planning Authority in partnership with the Highway Authority.</p> <p>Reason: The above measures are to ensure the proposed development does not have a severe impact on the highway network in terms of safety and capacity.</p>
34	<p><i>Bus strategy</i></p> <p>Prior to commencement of any development, a Bus Access &amp; Phasing Strategy shall be submitted to and approved in writing by the Local Planning Authority. The Bus Access &amp; Phasing Strategy shall include but not be limited to:</p> <p>a) bus routing proposals for each phase of development;</p> <p>b) four permanent bus stops (two sets of stops) shall be installed within the site;</p> <p>c) location and delivery schedule of the bus infrastructure works to be delivered inclusive of temporary and permanent bus stops. This shall include the removal timescales of the temporary bus stops;</p> <p>d) bus stop infrastructure to be delivered at the temporary and permanent bus stops.</p> <p>Bus stop infrastructure at the permanent bus stops shall include but not be limited to bus shelters set behind the footway on third party land and maintained by a management company, standalone RTPI, wide footways, cage markings, step-free access, flags, and timetables/mapping. The Bus Access &amp; Phasing Strategy shall be carried out in accordance with the approved details.</p> <p>Reason: The above measures are to ensure the proposed development does not have a severe impact on the highway network in terms of safety and capacity.</p>
35	<p><i>Active Travel design</i></p> <p>Each reserved matters application shall be designed in accordance with LTN 1/20 Cycle Infrastructure Design (2020), Cambridgeshire's Active Travel Toolkit for New Developments (2024), Access &amp; Movement Parameter Plan (9339-L-104 Rev K), and the Orchard Meadows Design &amp; Access Statement Rev J (May 2024). The internal layout of any reserved matters application shall be delivered in accordance with the approved details.</p> <p>Reason: The above measures are to ensure the proposed development does not have</p>

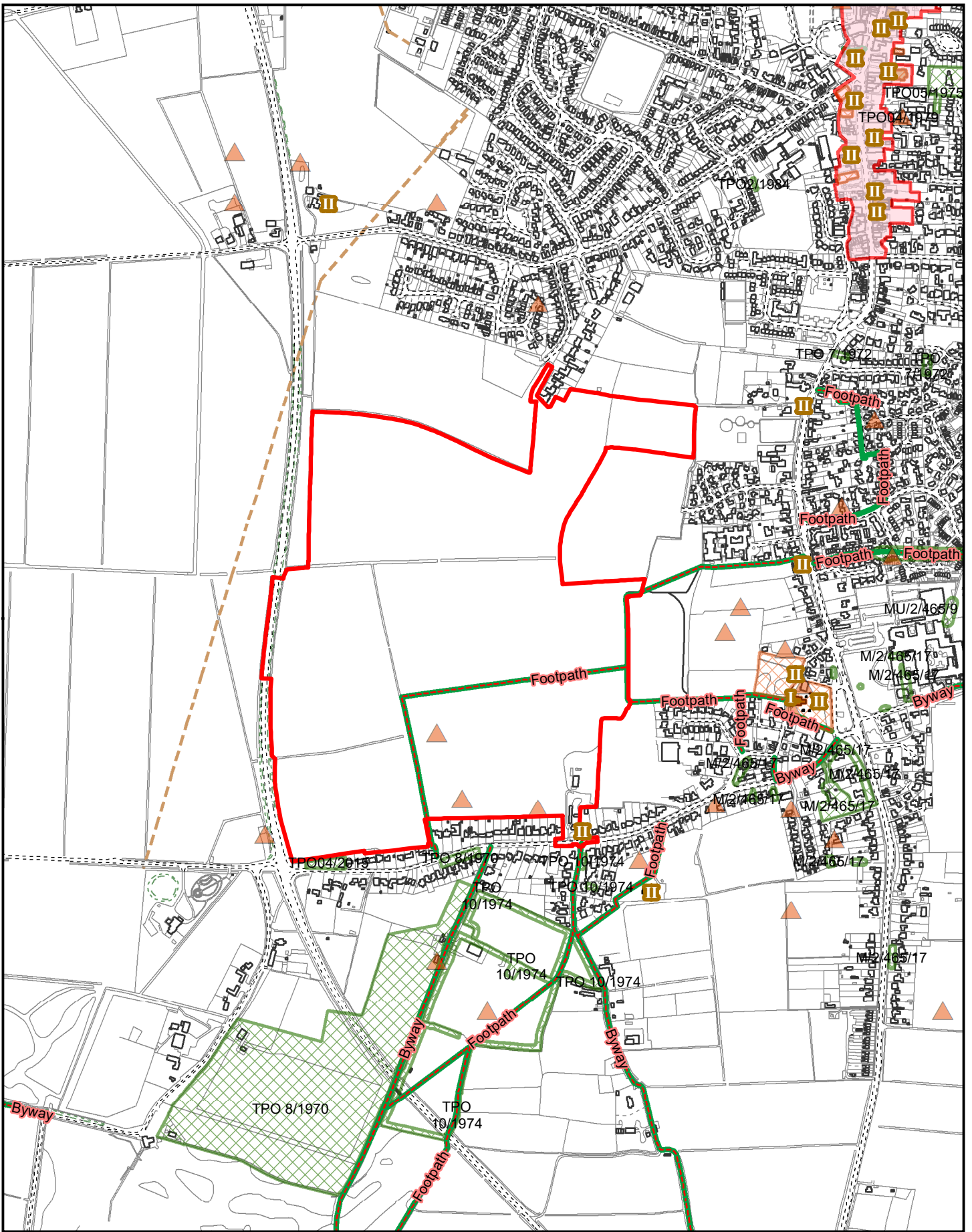
	a severe impact on the highway network in terms of safety and capacity.
36	<p><i>Boundary linkages</i></p> <p>The submission of a detailed layout as required by condition No 1 for the relevant phase, shall include an internal road layout that shall provide a link to the site boundary with land in the north and land to the east as indicated on the Parameters Plan hereby approved such as to enable access to the wider part of the BCP site. No occupation of 75% of the site shall take place before completion of this vehicular link to these site boundaries.</p> <p>Reason: In the interest of satisfactory development and comprehensive planning to facilitate access to an otherwise isolated part of the Broad Concept Plan area and in accordance with Policies LP9 and LP15 of the Fenland Local Plan (2014).</p>
37	<p><i>Equestrian route</i></p> <p>A perimeter equestrian route shall be provided around the site as shown indicatively in the Access &amp; Movement Parameter Plan (9339-L-104 Rev K). Detailed design, delivery schedule, and the final route shall be submitted to and approved by the Local Planning Authority prior to the submission of any reserved matters details. The perimeter equestrian route shall be delivered in accordance with the approved details.</p> <p>Reason: The above measures are to ensure the proposed development does not have a severe impact on the highway network in terms of safety and capacity.</p>
38	<p><i>Active Travel Link</i></p> <p>Prior to commencement of development a scheme detailing an active travel link through the site between Knight's End Road and Kingswood Road as shown indicatively in drawing no. 19020-SK33 Rev A and 19020/SK28 Rev A including a timetable for delivery shall be submitted to and approved in writing by the Local Planning Authority. The active travel link shall comprise a segregated footway/cycleway from Knight's End Road up to Kingswood Road where land ownership permits and be lit along its full length.</p> <p>The scheme shall thereafter be delivered in accordance with the details approved.</p> <p>Reason: The above measures are to ensure the proposed development does not have a severe impact on the highway network in terms of safety and capacity.</p>
39	<p><i>Travel Plan</i></p> <p>Prior to first occupation of the residential development, the developer shall be responsible for the provision and implementation of a Residential Travel Plan to be agreed in writing with the Local Planning Authority. The Residential Travel Plan shall include suitable measures and incentives inclusive of bus vouchers and/or active travel vouchers to promote sustainable travel.</p> <p>Reason: In the interest of sustainable transport in accordance with Policy LP15 of the Fenland Local Plan (2014).</p>
40	<p><i>School Travel Plan</i></p> <p>Within 3 months of first use of the Primary School, the occupiers shall be responsible for the provision and implementation of a School Travel Plan to be agreed in writing with the Local Planning Authority. The School Travel Plan shall include suitable measures and incentives to promote sustainable travel. The School Travel Plan is to be monitored annually, with all measures reviewed to ensure targets are met.</p> <p>Reason: In the interest of sustainable transport in accordance with Policy LP15 of the Fenland Local Plan (2014).</p>
41	<p><i>Adoptable Standard highway</i></p> <p>Prior to the last dwelling being occupied for each phase or sub phase, the highway shall</p>

	<p>be built within that phase to adoptable standards as defined by Cambridgeshire County Council Housing Estate Road Construction Specification (current at time of commencement of build).</p> <p>Reason: In the interest of satisfactory development and highway safety in accordance with Policy LP15 of the Fenland Local Plan (2014).</p>
42	<p><i>Streets Management</i></p> <p>Prior to the occupation of the first dwelling of each phase or sub phase hereby approved, full details of the proposed arrangements for future management and maintenance of the proposed streets within that phase/sub phase shall be submitted to and approved in writing by the Local Planning Authority. The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an agreement has been entered into unto Section 38 of the Highways Act 1980 or a Private Management and Maintenance Company has been established.</p> <p>Reason: In the interest of achieving a satisfactory development and in accordance with Policy LP15 of the Fenland Local Plan (2014).</p>
43	<p><i>Slade End Roundabout</i></p> <p>Prior to occupation of the 50th dwelling, the developer shall deliver the Slade End roundabout works as shown in principle on drawing no. 19020-SK42 Rev A.</p> <p>Reason: The above measures are to ensure the proposed development does not have a severe impact on the highway network in terms of safety and capacity.</p>
44	<p><i>Off-site Highway works</i></p> <p>Prior to occupation of the 100th dwelling, the developer shall deliver the off-site highway improvement works as shown in principle on drawing no's. 19020/SK23 Rev C, 19020/SK29, 19020/SK30, 19020/SK31, 19020/SK34 Rev A, and 19020/SK35 Rev A.</p> <p>Reason: The above measures are to ensure the proposed development does not have a severe impact on the highway network in terms of safety and capacity.</p>
45	<p><i>A141 Roundabout</i></p> <p>Prior to occupation of the 201st dwelling, the developer shall deliver the A141 site access roundabout as shown in principle on drawing no. 22-081/0101 Rev B.</p> <p>Reason: The above measures are to ensure the proposed development does not have a severe impact on the highway network in terms of safety and capacity.</p>
46	<p><i>Gaul Road works</i></p> <p>Prior to occupation of the 500th dwelling, the developer shall deliver the A141/Gaul Road junction improvement works as shown in principle on drawing no. 19020/SK43.</p> <p>Reason: The above measures are to ensure the proposed development does not have a severe impact on the highway network in terms of safety and capacity.</p>
47	<p><i>MATS</i></p> <p>No more than 500 dwellings shall be occupied until such a time as the MATS Hostmoor Avenue scheme or any alternative junction improvement scheme for the A141/Hostmoor Avenue junction has been delivered.</p> <p>Reason: The above measures are to ensure the proposed development does not have a severe impact on the highway network in terms of safety and capacity.</p>
48	<p><i>School/ Local Centre parking</i></p> <p>The reserved matters application for the delivery of either the Primary School or Local Centre shall include a parking and management plan (including appropriate provision to</p>



	<p>utilise car parks associated with the Local Centre and a school safety zone which shall include appropriate signing, lining, traffic calming, coloured surfacing, and parking restrictions) and shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>Reason: To ensure that the site is developed in a satisfactory manner and for the avoidance of doubt, in accordance with Policy LP15 of the Fenland Local Plan (2014).</p>
49	<p><i>Primary School pickup/ drop off</i></p> <p>The submission of any reserved matters application that includes the Primary School development shall include suitable provision for drop-off and pick-up parking internal to the school site which should be located at a suitable distance from the school entrance.</p> <p>Reason: The above measures are to ensure the proposed development does not have a severe impact on the highway network in terms of safety and capacity.</p>
50	<p><i>Open Space</i></p> <p>The reserved matters submission for each relevant phase shall provide for open space in accordance with the principles as set out in the Green Infrastructure Parameter Plan 9339-L-105 Rev F.</p> <p>As part of each reserved matters submission an open space statement shall be submitted and approved for that phase which demonstrates that phases compliance with the approved Green Infrastructure Parameters Plan 9339-L-105 Rev F .</p> <p>Reason: To provide appropriate amenity of future residents, in accordance with policy LP2 of the Fenland Local Plan (2014).</p>
51	<p><i>Primary School – amenity</i></p> <p>Prior to commencement of the Primary School, the following details shall be submitted to and approved in writing by the Local Planning Authority:</p> <p>A) a scheme for the provision of external lighting for the School, together with a light impact assessment, This should be undertaken by a suitably qualified professional, and the accompanying report would be required to demonstrate to what levels the residential properties will be potential affected by the proposed scheme and what mitigation measures are considered necessary. The report must include a contour plan and demonstrate that any proposed lighting will be within parameters set in accordance with the Institution of Lighting Professionals Guidance Notes for the Reduction of Obtrusive Light GN01:2011, having regard to the relevant Environmental Zone, that being (E3).</p> <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>B) a Noise Assessment assessing the noise from mechanical sources proposed at the school that demonstrates that internal noise conditions for future occupiers of neighbouring properties built or planned are acceptable. If the noise assessment includes mitigation measures to safeguard residential amenity, then these measures shall be carried out and completed as approved prior to occupation of the School.</p> <p>Reason: To protect the amenity of nearby properties in accordance with Policy LP16 and LP19 of the Fenland Local Plan (2014).</p>
52	<p><i>Primary School – ground conditions</i></p> <p>Prior to commencement of the Primary School, the following shall be submitted to and</p>

	<p>approved in writing by the Local Planning Authority in consultation with Sport England:</p> <p>a. A detailed assessment of ground conditions of the land proposed for the School playing field land shall be undertaken (including drainage and topography) to identify constraints which could affect playing field quality; and</p> <p>b. Based on the results of this assessment to be carried out pursuant to (a) above of this condition, a detailed scheme to ensure that the playing fields will be provided to an acceptable quality (including appropriate drainage where necessary)</p> <p>The works shall be carried out in accordance with the approved scheme prior to occupation of the primary school.</p> <p>Reason: To ensure that site surveys are undertaken for new or replacement playing fields and that any ground condition constraints can be and are mitigated to ensure provision of an adequate quality playing field and to accord with LP Policy 16 (m).</p>
53	<p><i>Commercial Opening times</i></p> <p>The commercial units in Class E use hereby approved shall only operate between 0600 hours to 2300 hours Monday to Friday &amp; Saturday, and 0600 hours to 2200 hours on Sundays, Bank or Public Holidays, unless in accordance with agreed emergency procedures for deviation, or otherwise agreed with the Local Planning Authority.</p> <p>Reason: To protect the amenity of nearby properties in accordance with Policy LP16 of the Fenland Local Plan (2014).</p>
54	<p><i>Approved Plans</i></p>



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**F/YR21/1497/O**

Scale = 1:10,000





INDICATIVE

±4.61 ±4.59 ±4.54 ±4.56 ±4.45 ±4.42

Track

±4.55 ±4.52 ±4.49 ±4.46 ±4.44 ±4.43 ±4.58

±4.65 ±4.59 ±4.55 ±4.50 ±4.28 ±4.35



- Notes
1. Do not scale from this drawing. All dimensions shown are in metres unless noted otherwise.
  2. This drawing has been based upon topographical survey information produced by NJC Surveys Ltd and Milestone Transport Planning cannot be held responsible for any discrepancies which may arise because of it.

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Drawing Revisions

Rev.	Dwn.	Date:	Details	Chk:
-	JT	18/08/2022	First issue	TG
A	ZM	20/12/2022	Revised cycle lane	TG

Client:  
**Persimmon Homes East Midlands**

Project:  
**Land West of March**

Title:  
**Proposed Priority Junction Knights End Road**

**MILESTONE**  
 TRANSPORT PLANNING

Abbey House, 282 Farnborough Rd, Farnborough, Hants GU14 7NA  
 Tel: 01483 597888  
 Gateshead IBC, Mulgrave Terrace, Gateshead, NE8 1AN  
 Tel: 0191 338 7220  
 web: www.milestonetp.co.uk

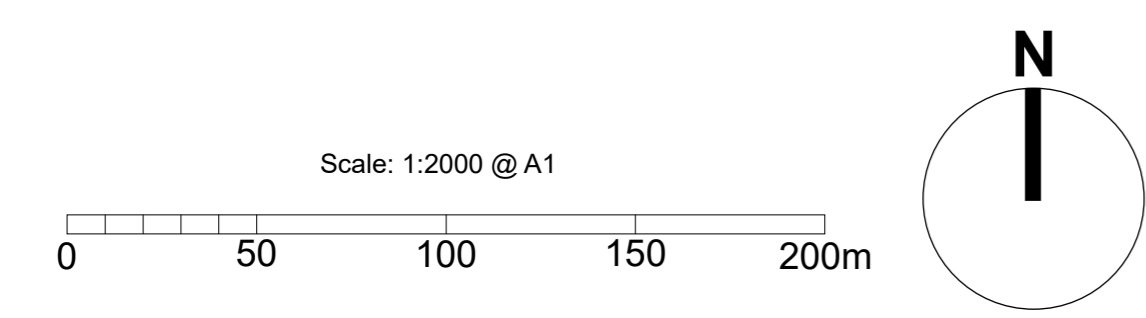
Drawing Number:  
**19020/SK26**

Scale:  
**1:500 @ A3**

Revision:  
**A**



-  Site Boundary: 52.47Ha
-  Proposed Residential Area: 31.00Ha  
(Up to 1,200 dwellings, Average density c39 dph; area includes associated streets and private gardens)
-  Proposed Local Centre: 0.5Ha  
(To include A1-A5 uses and associated uses)
-  Proposed Primary School: 2.30Ha
-  Proposed Primary School Extension Land: 0.7Ha
-  Proposed Play Areas (NEAP and LEAP)
-  Proposed Footpaths / Cycleways / Active Trail/ Equestrian
-  Proposed Footpaths / Cycleways / Active Trail
-  Existing Rights of Way / Footways
-  Intention to Upgrade Existing PRoW to a 3m Wide Cycleway/Footway
-  Intention to Upgrade Existing PRoW to a Standard Pedestrian Footway
-  Existing Vegetation
-  Proposed Structural Planting
-  Open Space (Public Open Space, Existing Vegetation, New LandscapeStructural Planting & Informal Play)
-  Proposed SuDS (Detention Basins / Swales)
-  Proposed Allotments
-  Proposed Primary Points of Access  
1. Knight's End Road  
2. A141 Isle of Ely Way
-  Proposed Footpaths / Cycleways Points of Access  
1. Kingswood Road



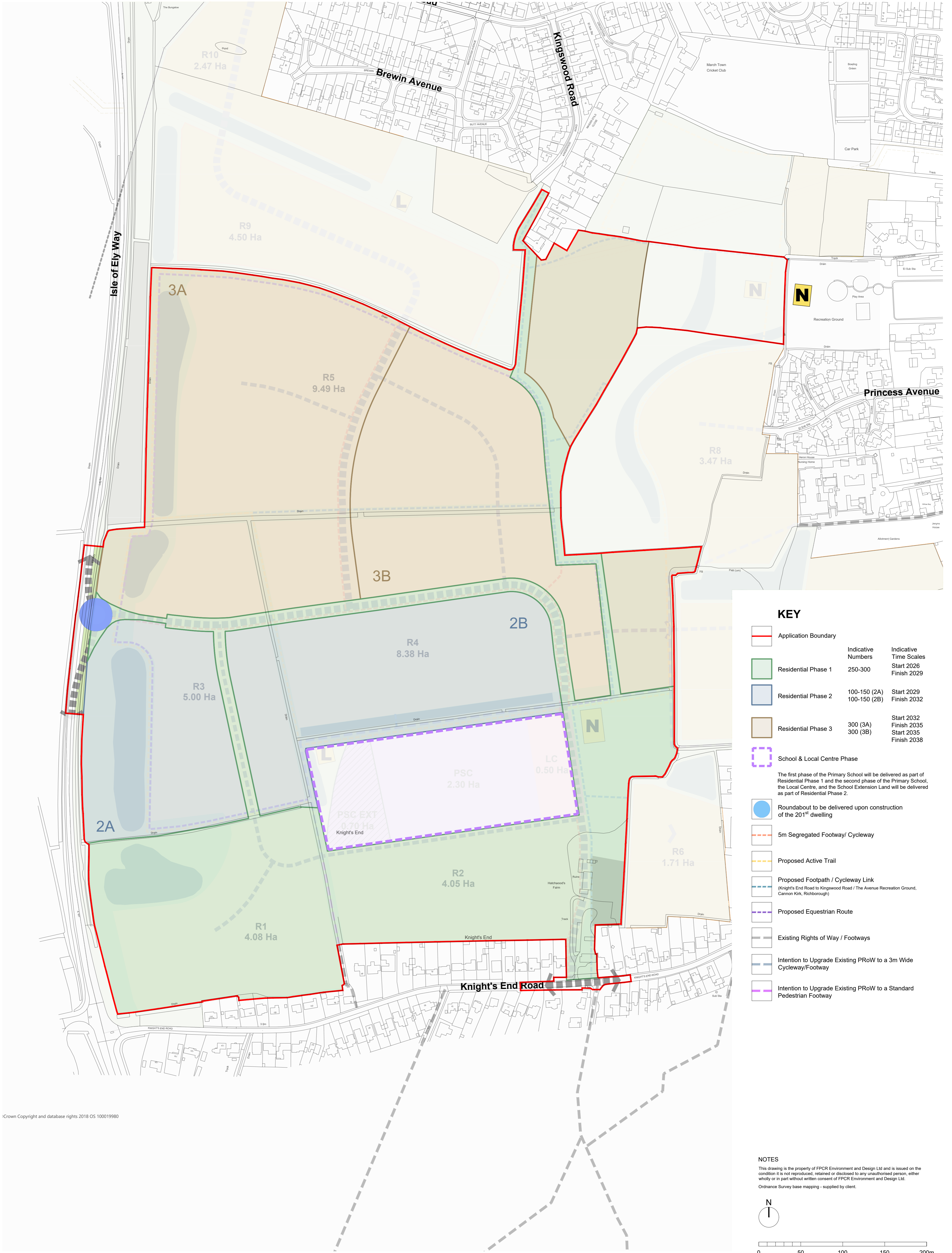
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Persimmon - Charles Church  
West March  
Cambridgeshire

# MASTERPLAN

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24 April 2024 CTH / EAF  
**9339-L-107 M**


 masterplanning  
 environmental assessment  
 landscape design  
 urban design  
 ecology  
 architecture  
 arboriculture  
 FPCR Environment and Design Ltd  
 Lockington Hall  
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 Derby DE74 2RH  
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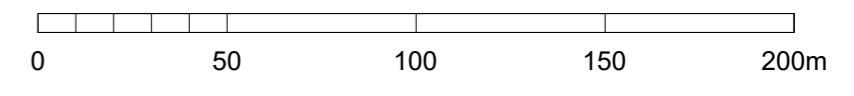
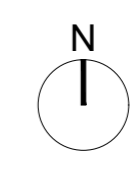
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**KEY**

- Application Boundary
  - Residential Phase 1
  - Residential Phase 2
  - Residential Phase 3
  - School & Local Centre Phase
  - Roundabout to be delivered upon construction of the 201<sup>st</sup> dwelling
  - 5m Segregated Footway/ Cycleway
  - Proposed Active Trail
  - Proposed Footpath / Cycleway Link  
(Knight's End Road to Kingswood Road / The Avenue Recreation Ground, Cannon Kirk, Richborough)
  - Proposed Equestrian Route
  - Existing Rights of Way / Footways
  - Intention to Upgrade Existing PRoW to a 3m Wide Cycleway/Footway
  - Intention to Upgrade Existing PRoW to a Standard Pedestrian Footway
- |                     | Indicative Numbers           | Indicative Time Scales                                 |
|---------------------|------------------------------|--|
| Residential Phase 1 | 250-300                      | Start 2026<br>Finish 2029                              |
| Residential Phase 2 | 100-150 (2A)<br>100-150 (2B) | Start 2029<br>Finish 2032                              |
| Residential Phase 3 | 300 (3A)<br>300 (3B)         | Start 2032<br>Finish 2035<br>Start 2035<br>Finish 2038 |
- The first phase of the Primary School will be delivered as part of Residential Phase 1 and the second phase of the Primary School, the Local Centre, and the School Extension Land will be delivered as part of Residential Phase 2.

**NOTES**

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Ordnance Survey base mapping - supplied by client.



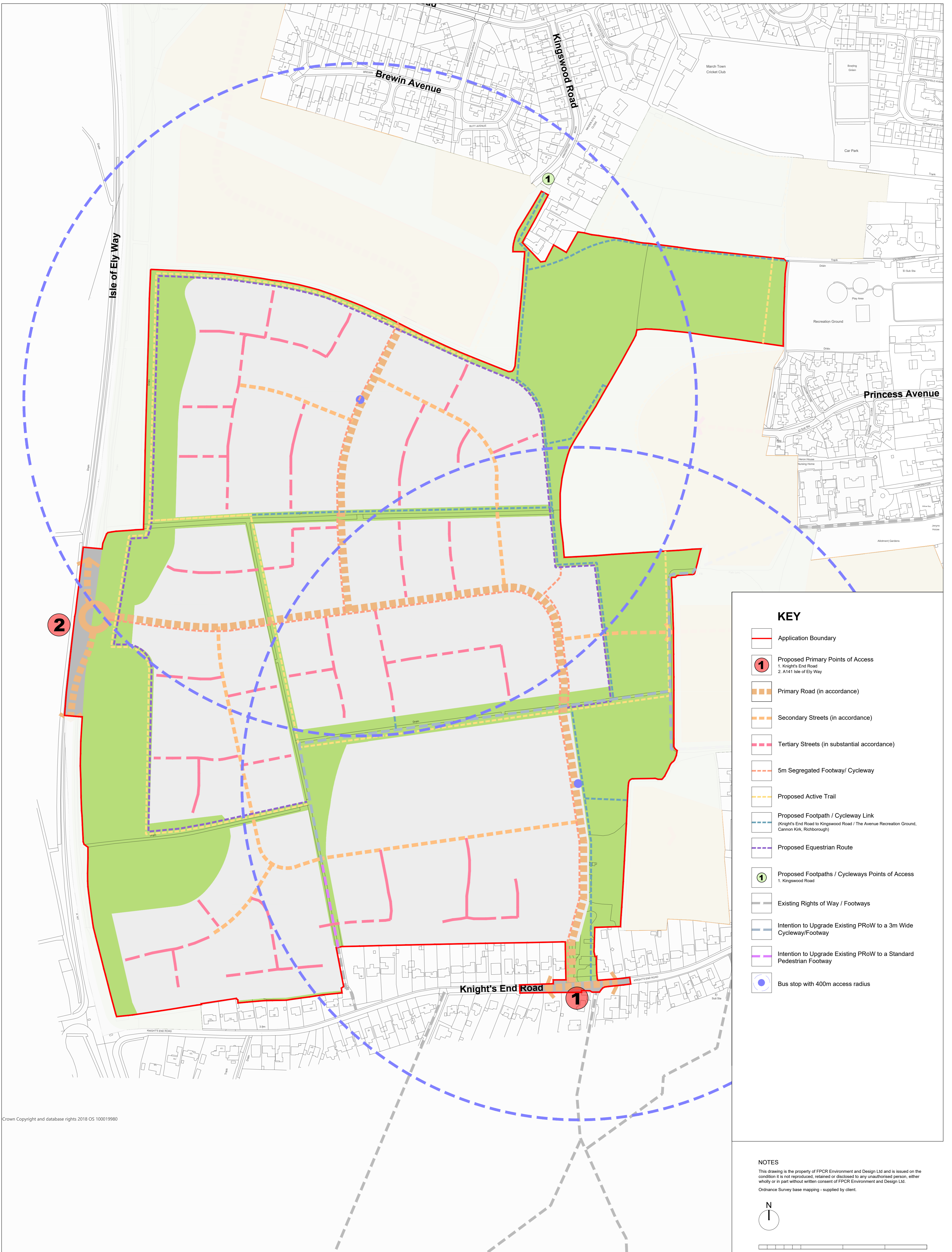
Persimmon - Charles Church  
West March  
Cambridgeshire

**PARAMETERS PLAN: PHASING**

1:2000 @ A1  
13 November 2024 JMG / EAF  
**9339-L-106** rev J

masterplanning  
 environmental assessment  
 landscape design  
 urban design  
 ecology  
 architecture  
 arboriculture

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### KEY

- Application Boundary
- Proposed Primary Points of Access  
1. Knight's End Road  
2. A141 Isle of Ely Way
- Primary Road (in accordance)
- Secondary Streets (in accordance)
- Tertiary Streets (in substantial accordance)
- 5m Segregated Footway/ Cycleway
- Proposed Active Trail
- Proposed Footpath / Cycleway Link  
(Knight's End Road to Kingswood Road / The Avenue Recreation Ground, Cannon Kirk, Rothborough)
- Proposed Equestrian Route
- Proposed Footpaths / Cycleways Points of Access  
1. Kingswood Road
- Existing Rights of Way / Footways
- Intention to Upgrade Existing PRoW to a 3m Wide Cycleway/Footway
- Intention to Upgrade Existing PRoW to a Standard Pedestrian Footway
- Bus stop with 400m access radius

### NOTES

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0      50      100      150      200m

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