
F/YR23/0245/O

**Applicant: Mr George Wilkinson
Allison Homes Ltd**

Agent :

Land South of 250, Drybread Road, Whittlesey, Cambridgeshire

Erect up to 175 x dwellings (outline application with matters committed in respect of access)

Officer recommendation: Grant subject to conditions and completion of S106

Reason for Committee: Number of representations submitted which conflict with the Officer recommendation, including Whittlesey Town Council's

Government Planning Guarantee

Statutory Target Date for Determination: 19 June 2023

EOT in Place: Yes

EOT Expiry: 31 October 2024

Application Fee: £19,574

Risk Statement:

This application must be determined by 31 October 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

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| <p>1.1 The site comprises approximately 8.1 hectares of agricultural land on the north eastern side of the town of Whittlesey and is almost rectangular in shape. A new vehicular access is proposed to be taken from Drybread Road on the western boundary.</p> <p>1.2 The application seeks consent for up to 175 dwellings, open space and play provision as well as supporting infrastructure. The application is made in outline so detailed matters of layout, scale, appearance and landscaping are reserved for future consideration, although a Development Framework Plan provides certain parameters regarding the positioning of the dwellings, open space, landscaping and drainage features. The development proposes the provision of 20% on-site affordable housing.</p> <p>1.3 The application site is not allocated for development in either the Local or Neighbourhood Plan. However, the principle of a housing development would accord with the Spatial Strategy as set out policy LP3 of the adopted Local Plan. Whilst the housing proposed would further exceed the approximate housing figure for Whittlesey given in Part A of Local Plan policy LP4, this would not in itself be contrary to that part of the policy and would further increase supply and</p> |
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provide much needed on site affordable dwellings. The number of homes applied for in this location is acceptable and is therefore in conformity with Part B of policy LP4 of the adopted Local Plan and Policy 1 of the Whittlesey Neighbourhood Plan.

- 1.4 As well as the principle of the development, the application has considered a number of site-specific key issues arising being informed by relevant consultation responses whereby the proposals are adjudged to be in conformity with relevant Local and Neighbourhood Plan policies regarding the new access, highways, flood risk and drainage, residential amenity, and ecology and biodiversity.
- 1.5 The nature of the proposals would result in an inevitable impact on the character of the site and its immediate locality given its current use. However, the site is adjacent to the edge of the built up area of Whittlesey, with built development to the south and west of the site and therefore the level of impact on the character of the area is accepted within that context. Whilst it is recognised that the development will result in some unavoidable landscape harm, however this is localised, short term as landscaping matures and inevitable given the nature of the development. Furthermore, due to known viability constraints that exist with the district, the full amount of infrastructure contributions cannot be secured.
- 1.6 Fullfilment of infrastructure requirements as requested by public sector providers is not possible, due to existing viability constraints within the district, and so the full amount of infrastructure contributions cannot be secured. Notwithstanding this, a comprehensive package of mitigation has been agreed by the applicant, with a mixture of financial contributions and direct delivery of affordable housing and transport infrastructure.
- 1.7 Overall, it is considered that the proposal would, on balance, amount to sustainable development and would accord with the Development Plan taken as a whole. The proposed development would result in on site delivery of 35 affordable dwellings and this is of significance given the identified need within Whittlesey and the under provision of affordable housing within the district in recent years. 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.
- 1.8 The recommendation is to approve the application subject to the signing of a Section 106 legal agreement and finalising planning conditions.

2 SITE DESCRIPTION

- 2.1 The site comprises approximately 8.1 hectares of agricultural land on the north eastern side of the town of Whittlesey and is almost rectangular in shape. To the west and north the site is bounded by hedgerow and trees. Beyond the western hedgerow is Drybread Road which runs parallel to this boundary. To the west of Drybread Road for around three quarters of the western boundary length lie residential streets.

- 2.2 To the north of the site, beyond a hedgerow boundary, Drybread Road turns into a single-track lane that separates the site with more agricultural fields. Decoy Lakes providing a facility for coarse fishing can be found to the north-east of the site, roughly 500m away.
- 2.3 To the east of the site, is a field used for agriculture but there is no hedgerow boundary separating the two fields, instead there is a small dyke running north-to-south between the two fields.
- 2.4 At the site's southern boundary is green palisade fencing beyond which are football pitches associated with Whittlesey Athletic Football Club. To the south west of the site are new homes under construction that are the final phase of a development that has been built up from Eastree Road to the south.
- 2.5 The application site is partly within a Minerals Safeguarding Area (MSA) for sand and gravel in the Cambridgeshire and Peterborough Minerals and Waste Local Plan (July 2021) where Policy 5 of the Plan seeks to safeguard minerals of local and/or national importance. In relation to flood risk, the site is wholly within Flood Zone 1, which are areas identified as being at the lowest risk of flooding from rivers.

3 PROPOSAL

- 3.1 The planning application is made in outline with all matters reserved other than those concerning access. Thus, details of the proposal relating to the final layout of the development, its scale, external appearance of buildings and landscaping are at this stage the subject of a future reserved matters application, or applications, should consent be granted. Nevertheless, this outline application does establish the certain parameters for the development of the site.
- 3.2 The submitted application seeks consent for up to 175 dwellings of between 1 and 4 bedrooms, with the majority being for sale on the open market but also a percentage that would be classified as affordable housing. The exact housing mix, type and tenure would be secured through subsequent reserved matters.
- 3.3 A Development Framework Plan submitted with the application provides an indicative layout of the proposals showing that the vehicular access into the site would be taken off Drybread Road, to the south of Newlands Road on the opposite side. An emergency access point into the site is also proposed onto Drybread Road, further north beyond Newlands Road. To the south of the proposed new access a 3 metre wide shared use footway/cycleway route between the site and the shared use route currently being delivered by the development to the south west is proposed.
- 3.4 Internally, from the access proposed from Drybread Road, a Primary Street would lead eastwards into the site before turning northwards in the middle of the site. From this Primary Street a number of Secondary Streets are shown whereby the housing would occupy approximately two thirds of the site from the south, within a peripheral landscape buffer around. The Development Framework Plan shows that the northern third of the site would consist of an area of Public Open Space of some 3.6 hectares within which would be a Neighbourhood Equipped Area of Play in the centre and an attenuation basin for surface water run-off in the north east corner, as well as proposed planting.

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

4 SITE PLANNING HISTORY

Reference	Description	Decision
F/YR00/0844/SCO	Screening Opinion: Residential Development Land At Bassenhally Farm, Eastrea Road, Whittlesey	Further Details not required 02.10.2000
F/YR01/0067/SCO	Screening Opinion: Residential Development Land At Bassenhally Farm, Eastrea Road, Whittlesey	Further Details not required 31.01.2001
F/YR01/1270/O	Residential development (32.75 ha) including affordable housing and relocation of playing fields Land At Bassenhally Farm Eastrea Road/, Drybread Road, Whittlesey	Withdrawn 17.05.2002
F/YR09/0433/F	Siting of portacabin unit to provide changing and toilet facilities for use in association with football pitches and re-positioning of existing 2 no portacabins and store Land East Of Feldale Playing Field, Drybread Road, Whittlesey	Granted 04.08.2009
F/YR12/0592/F	Siting of portacabin unit to provide changing and toilet facilities for use in association with football pitches and re-positioning of existing 2 no portacabins and store (renewal of planning permission F/YR09/0433/F) Land East Of Feldale Playing Field, Drybread Road, Whittlesey	Granted 20.09.2012

5 CONSULTATIONS (SUMMARISED OR VERBATIM)

5.1 Whittlesey Town Council 19.06.2024 - latest response

The Town Council would reiterate their original objections and state again that this is contrary to policy 1 of the WTC Neighbourhood Plan and FDC LP7 and 13.

20.02.2023 - reconsultation response

The Town Council recommend refusal on the following grounds

The area is situated OUTSIDE of the Strategic Allocation for development outlined in Planning Policy LP11. This alone should be grounds for refusal as there is no clear justification as to why the development should be allowed to exceed the planned areas for development.

Most importantly, there is the matter of access. Planning guidelines state that an allowance of 10 vehicle movements per day per residence should be assumed.

That means close to 2,000 additional vehicle movements onto Drybread Road ? a road already considered so dangerous it has a 20mph speed limit. The congestion at AJS is legendary in Whittlesey and the only way OFF Drybread road is through residential roads without the capacity to take the additional traffic (or, half a mile of single track lane without passing places!).

New developments already in construction and planned at Hemmerley Drive will add to traffic joining through Otago Road. I note that CCC Highways have stated that Drybread Road (towards the A605) is unsuitable and needs to be addressed. They also refute the developer's assumption that the majority of traffic will go towards North Bank. This will result in additional traffic through Coronation Ave, Victory Ave, past the schools and down Cemetery Road.

The Fenland Local plan has, as its first objective that they "Minimise the irreversible loss of undeveloped land". This application is completely virgin farming land and fails this first objective.

Linked to this objective is the Vision stated in the plan that "Growth in homes and jobs will be closely linked to each other, with new infrastructure such as schools, roads, health facilities and open space provision planned and provided at the same time as the new buildings". No such provision or commitment is made in this proposal. Planning Policy LP7 states "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." Again, this proposal fails this criteria.

There is no new infrastructure, there is no coherent plan ? just another new development without the means to keep it sustainable. Policy LP13 states "Planning permission will only be granted if it can be demonstrated that there is, or will be, sufficient infrastructure capacity to support and meet all the requirements arising from the proposed development.". The most casual research will show that the infrastructure is totally inadequate to support this development. Both doctor's surgeries are oversubscribed, as are the primary and secondary schools.

There is no public transport links to this part of Whittlesey and it is sufficiently far to of town to make walking an unviable option for a significant proportion of the population.

Whittlesey Neighbourhood Plan Policy 1 states that developments should "Be supported by necessary infrastructure and facilities." As stated in the response to the previous point, this application fails to meet the first objective of the new Whittlesey Neighbourhood Plan.

06.04.2023 - initial response

The Town Council recommend refusal of this application as the existing road infrastructure (Drybread Road) is not suitable, neither is the single track road from the A605 via Decoy lakes, this area is also outside of the FDC emerging local plan as well as the agreed Neighbourhood plan for Whittlesey (which was approved recently) the council also would like to make the following comments:

At a recent FDC planning meeting when the Neighbourhood Plan was raised, there seemed to be more focus at undermining the plan than to adhere to the principals of the plan. 3.1.9 Policy 1b) this proposal IS significant and although East, is NOT North and South of Eastrea Road as the policy was written or intended.

The main point we need to raise is that our schools have no more room. Even with the extension of our senior school, this was predicted to have a life span of 8 years without taking in to account those developments that have been agreed since that proposal was agreed. We can evidence this with our current numbers and recent successful appeals for just one additional student, never mind the numbers any new development will bring.

Please consider that we also have an agreed consent for significant developments adjacent to Snowfields and in Coates. To this end we would like to recommend refusal of this application and to 'land bank' this site as the most sensible location to for a future primary school, to replace the existing Alderman Jacobs and thus allowing Sir Harry Smith's school to attain the whole site and remain central to our Town. The 'new' primary school would then alleviate all of the well-known traffic issues on Drybread Road and would have the already planned cycle route on Drybread Road to its doorstep.

5.2 CCC Historic Environment Team - 19.06.2024 - latest response

A satisfactory archaeological evaluation report has now been submitted to support the application. I can therefore advise fully on the archaeological impact of this scheme. A relatively small Iron Age and Roman settlement has been identified by the evaluation in the northern part of the site. The boundaries of the archaeology are well defined, and the significance of the remains (while holding considerable archaeological value) is not equivalent to a scheduled monument as per NPPF para 206 footnote 72. Therefore the appropriate way forward is likely to be a programme of mitigation to record this area of archaeology appropriately prior to development impact. We do not object to development from proceeding in this location but consider that the site should be subject to a programme of archaeological mitigation secured through the inclusion of a negative condition.

Details of suggested condition and informatives given.

27.11.2023 - update response

I have received a satisfactory report on the recommended archaeological trial trenching evaluation from the applicant's agent. Significant archaeology was found, but it is not of such importance that it threatens the viability of the development (i.e. it is not of equivalent significance to a scheduled monument as per NPPF), and the impact of the proposed development on it can be mitigated either by archaeological excavation or by design.

16.05.2023 - reconsultation response

Continue to advise that the proposed development area is subject to an archaeological evaluation, to be commissioned and undertaken at the expense of the developer and carried out prior to the granting of planning permission.

03.4.2023 - initial response

Given the scale of the development and its archaeological potential, we recommend that the site is subject to an archaeological evaluation, to be commissioned and undertaken at the expense of the developer and carried out prior to the granting of planning permission.

5.3 FDC Environmental Health Team 20.05.2024 - reconsultation response

The Environmental Health Team note and accept the information submitted in respect of the above reconsultation and have 'No Objections' to the latest content.

13.04.2023 - initial response

The Environmental Health Team note and accept the submitted information and have 'No Objections' in principle to the above outline planning application.

However, should planning permission be granted, in the interests of protecting public health it is recommended that a number of issues are addressed from an environmental health standpoint by way of imposing conditions. Given the nature and scale of the proposed development, the issues of primary concern to this service during the construction phase would be the potential for noise, dust and possible vibration to adversely impact on the amenity of the occupiers at the nearest residential properties.

Therefore, this service would welcome the submission of a robust Construction Environmental Management Plan (CEMP) that shall include working time restrictions in line with the template for developers.

5.4 Designing Out Crime Officer 06.04.3023 - initial response

No objections to the proposed application but state there will be a 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' and the applicant is encouraged to submit a "Secured By Design" (SBD) residential 2023 application as it is believed this development could attain accreditation with consultation based on the advice given on the response.

5.5 CCC Planning – Minerals and Waste 28.04.2023 - initial response

Part or all of the site lies within a Sand and Gravel Mineral Safeguarding Area as identified on the Cambridgeshire and Peterborough Minerals and Waste Local Plan, and it is considered likely that there is a sand and gravel resource within the site. Whilst it would be ideal to extract all the sand and gravel prior to the construction of this development, this is unlikely to be feasible. Therefore, to comply with Policy 5 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan it is requested that a condition is imposed.

Wording of condition provided with response.

5.6 Cambridgeshire Fire and Rescue Service 04.04.2023 - initial response

If the application is approved the Fire Authority asks 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 will be recovered from the developer.

5.7 **NHS Integrated Care System 06.04.2023 - initial response**

Thank you for consulting NHS Cambridgeshire and Peterborough Integrated Care System (CAPICS). Further to a review of the applicants' submission, the following comments are with regard to the primary healthcare provision on behalf of CAPICS.

The proposed development is likely to have an impact on the services of the 2 x GP Practices operating within the vicinity of the application and this is within the development: Jenner Healthcare and Lakeside Healthcare, New Queen Street Surgery. These practices have a combined registered patient list size of 36,790 and this development of 175 dwellings would see an increase patient pressure of circa 403 new residents which would require additional GP/Nurse / (Admin support) workforce to support increase in appointments : GP = 0.20 / Nurse = 0.14 and Admin = 0.39 with a resulting increase on estate demand of 27.60 sqm net internal area.

The ICB has sought advice from its NHS partner, NHS Property Services Ltd, on recent costs benchmarks for healthcare developments for a single storey extension to an existing premises and refurbishment. This equates to £5,224 per m² (once adjusted for professional fees, fit out and contingency). Having rebased this cost to Fenland using BCIS Tender Price Index, the cost remains the same at £5,224 per m².

A developer contribution will therefore be required to mitigate the impacts of this proposal. CAPICS calculates the level of contribution required, in this instance to be £144,182.40 (27.60sqm at £5,224 per sqm). Payment should be made before the development commences. CAPICS therefore requests that this sum be secured through a planning obligation linked to any grant of planning permission - in the form of a Section 106 planning obligation – with the proposal that the sum be used to fund a project which increases clinical capacity at one of the GP Practices in the vicinity of the development.

In its capacity as the healthcare provider, CAPICS has identified that the development will give rise to a need for additional primary healthcare provision to mitigate impacts arising from the development. The capital required through developer contribution would form a proportion of the required funding for the provision of capacity to absorb the patient growth generated by this development.

Assuming the above is considered in conjunction with the current application process, CAPICS would not wish to raise an objection to the proposed development. Otherwise, the Local Planning Authority may wish to review the development's sustainability if such impacts are not satisfactorily mitigated.

The terms set out above are those that CAPICS deem appropriate having regard to the formulated needs arising from the development. CAPICS are satisfied that the basis and value of the developer contribution sought is consistent with the policy and tests for imposing planning obligations set out in the NPPF.

5.8 **East of England Ambulance Service NHS Trust (EEAST) 28.04.2023 - initial response**

Response concludes that EEAST identify that the development will give rise to a need for additional emergency ambulance healthcare provision to mitigate impacts arising as the proposed development will have an impact on the Whittlesey Ambulance Station. The terms set are those EEAST deem appropriate having regard to the formulated needs arising from the development and in this case equate to £56,000. EEAST say they are satisfied that the basis and value of the developer contribution sought is consistent with the policy and tests for imposing planning obligations set out in the NPPF.

EEAST say that the capital required through developer contribution would form a proportion of the required funding for the provision of capacity to absorb the patient growth generated by this development. On the assumption the above is considered in conjunction with the current application process, EEAST would not wish to raise an objection to the proposed development. Otherwise, they consider the Local Planning Authority may wish to review the development's sustainability if such impacts are not satisfactorily mitigated.

5.9 **CCC S106 – 12.05.2023 - initial response – clarified by email dated 30.09.2024**

Response notes that the proposals for the site suggest that the development will consist of 175 new dwellings with a need to ensure provision for additional children. This development will generate 53 Early Years children (31 of whom could be eligible for funded places); 70 primary children and 44 secondary children. The response provides an analysis and mitigation proposed for each phase of education. It is based on the development mix set out in the planning application, with the affordable provision split between intermediate and social rent provision for the purposes of calculating child yield where this information is available. In total for the additional children arising the following indicative financial contributions can be calculated:

- Early Years - £363,740
- Primary Education - £1,273,090
- Secondary Education - £1,111,132

5.10 **Anglian Water 20.05.2024 - latest response**

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.

Section 2 - Wastewater Treatment The foul drainage from this development is in the catchment of Whittlesey Water Recycling Centre that will have available capacity for these flows.

Section 3 - Used Water Network This response has been based on the following submitted documents: Flood Risk Assessment 680578-R1(06)-FRA May 2024 and Appendices A and B to H and I to L The sewerage system at present has available capacity for these flows. If the developer wishes to connect to our sewerage network they should serve notice under Section 106 of the Water Industry Act 1991. We will then advise them of the most suitable point of connection. 1. INFORMATIVE - Notification of intention to connect to the public sewer under S106 of the Water Industry Act Approval and consent will be required by Anglian Water, under the Water Industry Act 1991. Contact Development Services Team 0345 606 6087. 2. INFORMATIVE - Protection of existing assets - If a public sewer is shown on record plans within the land identified for the proposed development. It is recommended that the applicant contacts Anglian Water Development Services Team for further advice on this matter. Building over existing public sewers will not be permitted (without agreement) from Anglian Water. 3. INFORMATIVE - Building near to a public sewer - No building will be permitted within the statutory easement width of 3 metres from the pipeline without agreement from Anglian Water. Please contact Development Services Team on 0345 606 6087. 4. INFORMATIVE: The developer should note that the site drainage details submitted have not been approved for the purposes of adoption. If the developer wishes to have the sewers included in a sewer adoption agreement with Anglian Water (under Sections 104 of the Water Industry Act 1991), they should contact our Development Services Team on 0345 606 6087 at the earliest opportunity. Sewers intended for adoption should be designed and constructed in accordance with Sewers for Adoption guide for developers, as supplemented by Anglian Water's requirements.

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 and the submitted drawings indicate that surface water discharge from this site runs to an attenuation pond and ultimately discharges to a ditch. On this basis, Anglian Water can confirm this is outside our jurisdiction for comment and the Planning Authority will need to seek the views of the Environment Agency.

15.02.2024 - reconsultation response

Same response as set out above.

04.04.2023 - initial response

Comments set out the matters covered in the latest response.

5.11 CCC Local Lead Flood Authority 29.05.2024 - latest response

We have reviewed the following documents:

- *Proposed Drainage Layout, LDE, Ref: 882607, Rev: P5, Dated: 14th May 2024*
- *Flood Risk Assessment, LDE, Ref: 680578, Rev: 06, Dated: 14th May 2024*

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

The above documents demonstrate that surface water from the proposed development can be managed through the use of tanked permeable paving, swales and attenuation basin discharging from site via flow control at a controlled rate of 12.6l/s, the limited flooding that occurs during the 100 year +40% climate change rainfall event will be contained within the offline attenuation tanks. Maintenance and adoption details of the surface water network are provided in the maintenance plan.

The LLFA is supportive of the use of permeable paving as in addition to controlling the rate of surface water leaving the site it also provides water quality treatment which is of particular importance when discharging into a watercourse).

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

Response then requests the inclusion of three conditions relating to

- Detailed design of the surface water system
- Details of measures indicating how additional surface water run-off from the site will be avoided during the construction works
- Survey of surface water drainage system to be provided upon completion

Informatives also provided in response.

21.02.2024 - reconsultation response

Response raised objection and requested for details on exceedance flows and rainfall data.

12.04.2023 - initial response

Response raised objection in relation to details in connection with riparian maintenance, insufficient water quality/SuDS, hydraulic calculation and in-principle agreement of Feldale IDB.

5.12 North Level IDB and behalf of Feldale IDB 07.06.2024 - latest response

Can you please disregard our email of 31 May 2024 as the comments in the letter of 26 June 2023 have been superseded by our letter dated 16 April 2024. Could you please ensure that this is the most up to date response from North Level District Internal Drainage showing on the Planning Portal.

31.05.2024 - reconsultation response

Please note that the comments in the original response letter of 26 June 2023 still stand from North Level District Internal Drainage Board.

22.04.2024 - reconsultation response

Response includes letter sent on behalf of Feldale IDB. This letter dated 16 April 2024 states that the Feldale IDB has no objection in principle to the application with the revised FRA the survey of the receiving watercourse to the IDB maintained drain to the south east of the proposed site. Formal consent from the Board will be required for both the new access culvert and for the proposed new surface outlet discharging at 12.6 L/s to the north east of the site.

19.02.2024 - reconsultation response

My Board objects to the above application in its current form as we are yet to see evidence that the receiving watercourses are able to take the proposed flows and have the capacity to convey the water to the Feldale IDB watercourse located south east of the site. Once this information is with me, I will be able to re-assess the drainage layout proposed.

29.06.2023 - initial response

No objection in principle given but further evidence required to confirm that the riparian watercourses downstream of the site have sufficient capacity to take the increased surface water from the point of discharge to the IDB system.

5.13 Middle Level Commissioners 12.06.2024 - only response received

Please be advised that neither the Middle Level Commissioners nor our associated Boards are, in planning terms, statutory consultees and, therefore, do not actually have to provide a response to the planning authority and receive no external funding to do so.

The above site is located within the area of Feldale Internal Drainage Board, which is no longer administered by Middle Level Commissioners (MLC). Any requests regarding the disposal of surface water should therefore be forwarded to Richard Price, the Clerk for Feldale IDB.

There is likely to be a Discharge Consent application required by MLC as the treated effluent from the development will discharge to the Middle Level Commissioners' system via the Anglian Water Sewerage System in Whittlesey.

5.14 CCC Highways Development Management 06.08.2024 - latest response

Recommendation

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

Comments The revised site access proposals as shown on the drawing DRB-BWB-GEN-XX-DR-TR100 Revision P05 are acceptable. The tactile paving shown on this drawing will need to be revised to comply with Department for Transport guidance, but this is a minor detail which can be addressed as part of the detailed design post planning (S278).

I have reserved comments on the indicative internal site layout but should the applicant wish for future streets to be adopted by Cambridgeshire County Council, their design will need to comply with our 'General Principles for Development' document, a copy of which can be found at the link below. I

recommend that the applicant consult this document when preparing any future reserved matters application.

Response lists recommended conditions relating to the following, as well as informatives.

- Construction facilities
- Footway width
- Management of Estate Roads
- Wheel wash facilities

28.05.2024 - reconsultation response

Response sets out further information required in order to make an informed decision.

24.04.2024 - reconsultation response

Response sets out further information required in order to make an informed decision.

20.02.2024 - reconsultation response

Response outlines further clarity required in relation to footpath and cycleway provision.

28.04.2023 - initial response

Response notes that there are no objections in principle. However, a number of points, as set out, require attention to make the development acceptable in highway terms.

5.15 CCC Transport Assessment Team 01.08.2024 - latest response

Background

The document reviewed is the Transport Assessment Addendum 2 Rev P04 dated 30th July 2024 produced by BWB Consulting Limited to accompany the outline planning application for the erection of up to 175 dwellings on the Land East of Drybread Road, Whittlesey.

Transport Assessment Review

Drybread Road to the east of the site

Drybread Road to the north and east of the site is a single track road subject to 60mph with infrequent passing places. As previously requested, to accommodate development traffic which may use this stretch of Drybread Road to access/egress the A605, the developer will deliver passing provision on Drybread Road to the north and east of the site in accordance with the scheme shown indicatively on DRB-BWB-GEN-XX-DR-TR-101 S2 P5. The scheme shown on DRB-BWB-GEN-XX-DR-TR-101 S2 P5 is acceptable to the Highway Authority. The developer is expected to deliver the full scheme, however, should the developer of planning application ref: F/YR22/0710/F deliver the passing provision set out on the north to south stretch of Drybread Road prior to the developer of this application (these works are also proposed for such development), then the developer of this application will be required to deliver the works on the east to west stretch of Drybread Road only. Following an enhanced

check of the existing highway boundary extent made by CCC Searches Team, the works are considered to be deliverable within the highway boundary/land under the applicant's ownership and the Highway Authority are content that a workable passing place scheme along Drybread Road in accordance with that shown indicatively on DRB-BWB-GEN-XX-DR-TR-101 S2 P5 is deliverable within the highway boundary/land under the applicant's ownership. Detailed design of the works can be finalised at the S278 stage.

Development Site Access

Site access, emergency access, and servicing details should be agreed with Highways Development Management who will provide separate comments.

Whilst it is noted that this application is for outline permission, for reference purposes, the internal site layout will need to be LTN 1/20 compliant and provide high quality cycle infrastructure design. The internal site layout will be subject to detailed design at the reserved matters stage.

The proposed 3m wide shared use footway/cycleway route between the site and the shared use route to be delivered by the neighbouring Allison Homes development site as shown indicatively on DRBBWB-GEN-XX-DR-TR-100 S2 P5 is acceptable. Detailed design of this route can be finalised at the S278 stage.

Junction Capacity Analysis

The Site Access junction, Drybread Road/Coronation Avenue junction, and B1040/Bassenhally Road/Stonald Road signal junction are all anticipated to operate within capacity under all future year assessment scenarios.

The capacity assessment model submitted for the B1040 Orchard Street/B605 Syers Lane/B1040 Broad Street/Whitmore Street roundabout has been calibrated against the queue length survey and is now acceptable. The junction capacity assessment for the B1040 Orchard Street/B605 Syers Lane/B1040 Broad Street/Whitmore Street roundabout shows that the junction is at capacity. CCC do not currently have a capacity improvement scheme for this roundabout. The Highway Authority is aware from previous studies that there are no capacity enhancements that can be brought forward at this junction due to constraints of the surrounding buildings and infrastructure. The CCC scheme for active travel improvements through this junction is not coming forward at this present time. Therefore, a travel planning and information-based solution is sought to reduce car trips by promoting travel by sustainable modes. This will be suitably addressed by the Welcome Travel Packs that will be conditioned should approval be given. The Welcome Travel Packs shall include the provision of bus vouchers and/or active travel vouchers to encourage sustainable travel by residents of the site.

The Highway Authority are satisfied that the development mitigation package is suitable to mitigate the development impacts. Conclusion The Highway Authority have no objections to the proposals subject to the following:

Suggested conditions required prior to occupation relate to the following:

- Provision and implementation of Welcome Travel Packs*
- The developer to deliver a 3m wide shared use footway/cycleway on the eastern/southern side of Drybread Road between the site and the shared use path to be delivered along Drybread Road as part of the neighbouring Allison*

Homes site. To include a dropped crossing facility to the existing footway on the western/northern side of Drybread Road.

- Developer to deliver passing provision on Drybread Road to the north and east of the site.

24.05.2024 - reconsultation response

Detailed response made, concludes that the Transport Assessment as submitted does not include sufficient information to determine the impact of the development on the surrounding highway network. Were the above issues addressed the Highway Authority would reconsider the application.

01.03.2024 - reconsultation response

Detailed response made, concludes that the Transport Assessment as submitted does not include sufficient information to determine the impact of the development on the surrounding highway network. Were the above issues addressed the Highway Authority would reconsider the application.

27.04.2024 - initial response

Detailed response made, concludes that the Transport Assessment as submitted does not include sufficient information to determine the impact of the development on the surrounding highway network. Were the above issues addressed the Highway Authority would reconsider the application.

5.16 Natural England 17.07.2024 - latest response

SUMMARY OF NATURAL ENGLAND'S ADVICE

NO OBJECTION

Based on the plans submitted, Natural England now considers that the proposed development will not have significant adverse impacts on designated sites and has no objection.

A lack of objection does not mean that there are no significant environmental impacts. Natural England advises that all environmental impacts and opportunities are fully considered and relevant local bodies are consulted.

Natural England's further advice on designated sites/landscapes and advice on other natural environment issues is set out below.

This response follows our letters of 20 February 2024 (ref 466361), 18 April 2023 (ref 427556), and 3 June 2023 (ref 476992).

European sites – Nene Washes SPA, SAC and Ramsar site

Whilst we do not entirely agree with some of the reasoning in the Recreational Disturbance Assessment, based on the additional information published on the planning portal 3 July 2024 Natural England now considers that the proposed development will not have likely significant effects on the Nene Washes Special Protection Area, Special Area of Conservation and Ramsar site, and has no objection to the proposed development.

To meet the requirements of the Habitats Regulations, we advise you to check the submitted shadow 'Habitat Regulations Screening Assessment' and decide if you, as the competent authority, agree with the methodology, reasoning, and conclusions provided. It is then your authority's responsibility to produce a separate HRA report, which can draw on the information provided by the applicant, and to be accountable for its reasoning and conclusions. Please note that you are required to consult Natural England on any appropriate assessment you may need to undertake.

Bassenhally Pit Site of Special Scientific Interest

Based on the plans submitted, Natural England considers that the proposed development will not damage or destroy the interest features for which the site has been notified and has no objection.

Best and Most Versatile Agricultural Land

As previously advised, soil surveys should confirm actual on-site soil types and distributions to inform plans for soil management and re-use. Guidance on soil protection is available in the Defra Construction Code of Practice for the Sustainable Use of Soils on Construction Sites, and we recommend its use in the design and construction of development, including any planning conditions.

Should the application be approved, we advise that the developer uses an appropriately experienced soil specialist to advise on, and supervise soil handling, including identifying when soils are dry enough to be handled and how to make the best use of soils on site.

03.06.2024 - reconsultation response

Detailed response provided which concludes that further information is required to determine impacts on Designated Sites. As submitted, the application could have potential significant effects on Nene Washes SSSI, SPA, SAC and Ramsar site, and Bassenhally Pit SSSI. Natural England requires further information in order to determine the significance of these impacts and the scope for mitigation. The following information is required: - Assessment of recreational disturbance - Inclusion of recreational disturbance in HRA - HRA screening of the quantity of drainage water (alone, and in-combination). Without this information, Natural England may need to object to the proposal.

20.02.2024 - reconsultation response

Detailed response provided which concludes that further information is required to determine impacts on Designated Sites. As submitted, the application could have potential significant effects on Nene Washes SSSI, SPA, SAC and Ramsar site, and Bassenhally Pit SSSI. Natural England requires further information in order to determine the significance of these impacts and the scope for mitigation. The following information is required: - Full Wintering Bird Surveys (WBS) - Updated HRA following the WBS, and Appropriate Assessment if required. Without this information, Natural England may need to object to the proposal.

19.04.2023 - initial response

Detailed response provided which concludes that further information is required to determine impacts on Designated Sites. As submitted, the application could have potential significant effects on Nene Washes SSSI, SPA, SAC and Ramsar

site, and Bassenhally Pit SSSI. Natural England requires further information in order to determine the significance of these impacts and the scope for mitigation. The following information is required: • Habitats Regulations Assessment (HRA) • Consideration of potential impacts on mobile species outside the SAC & SPA, including winter bird desk and/or field surveys • Ditch connectivity • SuDS details. Without this information, Natural England may need to object to the proposal.

5.17 Ecology/Wildlife Officer (CCC and Peterborough) 21.08.2024 - latest response

The proposal is acceptable on ecology grounds, providing that the biodiversity compensation / mitigation and enhancement measures recommended within the Ecological Impact Appraisal are secured through a suitable worded condition(s) to ensure compliance with Fenland Local Plan 2014 policies LP16 and LP19 that seek to conserve, enhance and protect biodiversity through the planning process:

We recommend the following planning conditions:

1. Site-wide

- a. Ecological Design Strategy, to include a BNG strategy*
- b. Construction Ecological Management Plan (CEcMP)*

2. Phase / parcel (with b-d secured as part of reserved matters applications):

- a. Updated ecology surveys*
- b. Construction Ecological Management Plan, demonstrating compliance with site-wide CEcMP*
- c. Biodiversity Net Gain Plan, demonstrating compliance with EDS BNG Strategy*
- d. Detailed lighting scheme sensitively designed for wildlife, demonstrating delivery of EDS*
- e. Detailed landscape and biodiversity enhancement scheme, demonstrating compliance with EDS (beyond BNG), including highways and building design*

Reptiles

We welcome the submission of the reptile survey information, which addresses previous concerns. The presence of common lizard will need to be taking into account during construction, as part of the CEMP.

Biodiversity Net Gain Assessment

The Biodiversity Net Gain Assessment and accompanying Statutory Biodiversity Metric demonstrates that the scheme will deliver a increase in biodiversity net gain of +13.8% BNG for habitats and 90% BNG for hedgerows.

The scheme therefore accords with Local Plan polices LP16 / LP19, providing that the detailed landscape schema and its management, including delivery of BNG are secured through suitably worded conditions.

Habitats Regulations Assessment Stage 1 (screening)

We welcome the submission of the shadow Habitats Regulations Screening Assessment – Version 3. The latest version of this document provided additional information regarding recreational pressure (Recreational Disturbance Assessment), drainage strategy and drainage strategy in-combination with other effectors.

We agree with the methodology, assessment and conclusions of the shadow Habitat Regulations Screening Assessment and consider sufficient evidence has been provided for the LPA to determine there will be no likely significant effect on the Nene Washes Special Area of Conservation, Special Protection Area or Ramsar site. This accords with Natural England's consultation response of 17 July 2024 (see below for further information). Therefore, we considered that a HRA Appropriate Assessment is not required.

Response then includes a summary of the HRA Stage 1 Screening Report (a full copy of which was provided as a separate stand alone document). This summary sets out Natural England's consultation response, the identification and review of potential effects and whether these are likely significant effects on the qualifying features of the Nene Washes SAC/SPA/Ramsar. The judgement reached being that no likely significant effects have been identified.

Response also includes suggested wording for planning conditions.

25.07.2023 - reconsultation response

We note that additional ecological information has been submitted. However, the application still does not provide sufficient evidence to demonstrate the level of impact of the scheme on biodiversity. It is not possible to determine if the scheme accords with Fenland Local Plan 2014 policy LF-19 which seeks to conserve, enhance and promote the biodiversity interest. Furthermore it is not possible to discharge the local authorities' statutory duties to protect biodiversity (Natural Environment and Rural Communities Act 2006) and protect Protected Sites (Conservation of Habitats and Species Regulations 2017).

We therefore recommend refusal until the following information is supplied:

- 1. Reptile survey & assessment*
- 2. Biodiversity Net Gain assessment*
- 3. Ecological Impact Assessment, including recreational assessment of impact to wildlife sites (including SSSIs / LNRS) and results of protected species survey work*
- 4. Shadow Habitats Regulations Assessment / No Significant Effect Report*
- 5. Recreational pressure – mitigation*

This information must be secured prior to determination of the planning application.

29.03. 2023 - initial response

Response states that the documents provided within the application do not provide sufficient information to ensure that all biodiversity material concerns can be safely discounted and recommends further Reptile and Great Crested Newt Surveys be undertaken.

5.18 FDC Housing Strategy & Enabling Officer 30.09.2024 - further clarification provided

These are numbers of households registered for affordable rent but can be taken as indicative to the demand for affordable ownership as well.

	Local Connection	Preference	Whole FDC
1 Bed	109	259	768
2 Bed	83	160	545
3 Bed	54	125	363
4 Bed	17	30	79
5+ Bed	4	9	17
Totals	267	583	1772

As you can see, even when limited to those with a local connection to Whittlesey, there is a very high demand for affordable dwellings in this area of the district.

Whilst 1 bed is always the largest bedroom need, this shouldn't be looked at without the additional consideration that many requiring 1 bed also have additional needs, mobility issues, level access, medical needs, etc. and then aside from additional needs, the majority of these applications are going to be the lower priority bandings.

26.09.2024 - initial response

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.

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

The Fenland Viability Report (March 2020)

To inform the preparation of Fenland's emerging Local Plan, a Viability Assessment was undertaken which looked at the cost of building new homes and the costs associated with the policies in this Local Plan.

This report concluded that viability in Fenland is marginal and varies between localities in the district. The assessment indicates that 20% affordable housing is likely to be the maximum level of provision that can be achieved through planning obligations. In response to the report, the Council has confirmed that finding of the viability assessment will be taken into account when determining planning applications from May 2020 onwards.

Consequently, while the Council aims to deliver policy compliant 25% affordable Housing provision on qualifying schemes where possible, it is acknowledged that a reduced percentage of affordable housing via planning obligations to a maximum of 20%, will be achievable in most instances.

Since this planning application proposes the provision of 175 number of dwellings, our policy seeks to secure a contribution of 25% affordable housing which equates to 44 affordable dwellings in this instance. Based on the provision of 20% affordable housing 35 affordable dwellings would be required 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 31 affordable rented homes and 13 shared ownership based on the provision of 25% affordable housing or 25 affordable rented homes and 10 shared ownership based on the provision of 20% affordable housing.

5.19 Local Residents/Interested Parties

Objectors

65 responses have been received with the main concerns summarised are as follows:

- Loss of greenspace and agricultural land;
- Drainage issues and flooding;
- Highways safety concerns, increased congestion on existing roads and impact on the A605, by pass needed for Whittlesey;
- Lack of existing infrastructure which is already at capacity and new required, such as schools, doctors, dentists, water supply, sewerage, public transport, ambulance, fire and police services, green space/country park;
- Already too many houses in Whittlesey and no more needed;
- Proposals contrary to Local Plan and Neighbourhood plan and would set a precedence;
- Non allocated site;
- Environmental impact on nature in respect of flora and fauna, air pollution and carbon emissions;
- Impact on views;
- No new shops or jobs to support new residents;
- Lack of public transport for new residents;
- Development leading to further encroachment to the village of Eastree;
- Proposed passing places along Drybread Road cannot be delivered as on 3rd party land.

Representations

One response neither for nor against the proposal but expressed the view that road improvements are required in Whittlesey.

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 Whittlesey Neighbourhood Plan (2023).

7 POLICY FRAMEWORK

7.1 National Planning Policy Framework (NPPF)

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

7.2 National Planning Practice Guidance (NPPG)

- Determining a Planning Application

7.3 National Design Guide 2021

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

7.4 Fenland Local Plan 2014

- LP1 – A Presumption in Favour of Sustainable Development
- LP2 – Facilitating Health and Wellbeing of Fenland Residents
- LP3 – Spatial Strategy, the Settlement Hierarchy and the Countryside
- LP4 – Housing
- LP5 – Meeting Housing Need
- LP11 – Whittlesey
- LP12 – Rural Areas Development Policy
- LP13 – Supporting and Managing the Impact of a Growing District
- LP14 – Responding to Climate Change and Managing the Risk of Flooding in Fenland
- LP15 – Facilitating the Creation of a More Sustainable Transport Network in Fenland
- LP16 – Delivering and Protecting High Quality Environments across the District
- LP17 – Community Safety
- LP18 – The Historic Environment
- LP19 – The Natural Environment

7.5 Cambridgeshire and Peterborough Minerals and Waste Local Plan 2021
Policy 5: Mineral Safeguarding Areas

7.6 Whittlesey Neighbourhood Plan 2021-2040

- Policy 1 – Spatial Planning
- Policy 2 – Local Housing Need
- Policy 4 – Open Space
- Policy 5 – Local Green Space
- Policy 7 – Design Quality
- Policy 8 – Historic Environment
- Policy 10 – Delivering Sustainable Transport
- Policy 11 – Adapting to and Mitigating Climate Change

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
- LP3: Spatial Strategy for Employment Development
- LP4: Securing Fenland's Future
- LP5: Health and Wellbeing
- LP6: Renewable and Low Carbon Energy Infrastructure
- LP7: Design
- LP8: Amenity Provision
- LP11: Community Safety
- LP12: Meeting Housing Needs
- LP18: Development in the Countryside
- LP19: Strategic Infrastructure
- LP20: Accessibility and Transport
- LP24: Natural Environment
- LP25: Biodiversity Net Gain
- LP27: Trees and Planting
- LP28: Landscape
- LP29: Green Infrastructure
- LP30: Local Green Spaces and Other Existing Open Spaces
- LP31: Open Space and Recreational Facilities
- LP32: Flood and Water Management
- LP34: Air Quality
- LP42: Whittlesey - A Market Town fit for the Future
- LP43: Residential site allocations in Whittlesey
- LP44: Site allocations for non-residential development in Whittlesey

7.8 Delivering and Protecting High Quality Environments in Fenland SPD 2014

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

7.9 Developer Contributions SPD 2015

7.10 Cambridgeshire Flood and Water SPD 2016

8 KEY ISSUES

- Principle of the development in this location
- Access, highways and transport related matters
- Landscape character and visual effects
- Flood risk and drainage issues
- Residential amenity
- Ecology and biodiversity related matters
- Affordable housing, community infrastructure and planning obligations
- Other matters

9 BACKGROUND

9.1 The Planning History of the site is set out in Section 4 of this report, and this does not give rise to anything that would be relevant to this application at this moment in time. The site is unallocated for any development purposes within the development plan.

9.2 Land to the immediate south of the site forms the northern extent of a Strategic Allocation in the adopted Local Plan for the delivery of around 500 dwellings north and south of Eastrea Road. Following planning application approvals, the allocation is being delivered and is coming close to completion.

10 ASSESSMENT

Principle of the development in this location

- 10.1 The development proposes up to 175 dwellings on an unallocated site on the edge of the market town of Whittlesey, accordingly it must initially be assessed against policies LP3 and LP4 of the adopted Local Plan. Policy LP3 sets out a Spatial Strategy, as well as a Settlement Hierarchy and what development is acceptable in the Countryside within Fenland District. In this respect Whittlesey is designated as an 'Other Market Town' under the 'Market Towns' classification of the Spatial Strategy hierarchy that the policy identifies as being settlements where *'The majority of the district's new housing, employment growth, retail growth and wider service provision should take place'*.
- 10.2 Part A Policy LP4 of the adopted Local Plan identifies housing targets to be built in the district between 2011 and 2031. With respect to Whittlesey, the approximate target for this period is 1,000 dwellings. The Council's Planning Policy Team has provided figures that 918 dwellings have been built in Whittlesey since 2011, with a further 488 having planning consent. Therefore, the approximate target for Whittlesey has already been exceeded in respect of completions and planning permissions combined and would be further increased by the dwellings proposed in this application. Also, from a wider District perspective, the Council can demonstrate a 5-year housing land supply.

- 10.3 In relation to this matter, the findings of a Planning Inspector who decided an appeal for 110 dwellings at Upwell Road in March earlier in the year made the following comments:

'I accept that, the Council being able to demonstrate a 5-year housing land supply, means that there have been homes provided on the ground for local people over and above the identified need. Nevertheless, the PPG states that the standard method for calculating local housing need provides a minimum number. This is echoed in the Framework (paragraphs 61, 76 and 77), and there is no reason that it should be considered a ceiling.'

- 10.4 Thus, it is considered that further housing beyond the approximate housing figure given in Part A of policy LP4 would not in itself be contrary to that part of the policy; particularly where this could secure the delivery of much needed affordable housing, as highlighted by the Council's Housing Strategy & Enabling Officer as discussed later in this report.

- 10.5 Part B, Policy LP4 of the adopted Local Plan then sets out criteria for assessing housing development proposals. In January 2015 the District Council produced a 'Guidance and Clarification Note' in relation to Part B of Policy LP4. This Note sets out the following with respect to new development on non allocated sites in Market Towns other than Strategic Allocations and Broad Locations for Growth:

'For proposals for fewer than 250 dwellings (small scale sites) which are either in or adjacent to a market town and not within a Strategic Allocation or Broad Location, the reader is referred in the first instance to the criteria in Policy LP16 - Delivering and Protecting High Quality Environments across the District. Under Policy LP4 Part B any site for between 1 to 249 dwellings may be considered as having potential for development.'

- 10.6 Policy LP16 of the adopted Plan seeks to ensure high quality environments will be delivered and protected throughout the district and this be achieved by assessing proposed development against 15 criteria where relevant to the proposals under consideration. Consideration of the relevant criteria applicable for an outline planning application are described under the headings of the remaining 'Key Issues' highlighted below.

- 10.7 In addition to the adopted Local Plan, the Whittlesey Neighbourhood Plan has been 'Made' (May 2023) and also forms part of the Development Plan for the site area. Policy 1 (Spatial Strategy) of the Neighbourhood Plan notes the following

a. The Market Town of Whittlesey is the main centre for growth in the Neighbourhood Area.

b. Significant new housing development should be located predominantly east of the town, adjacent to the built area and strategic allocation North and South of Eastrea Road. Development at this location will support the delivery of new and enhanced infrastructure, including a new Country Park.

- 10.8 In respect of part a. of Policy 1 this mirrors the role that Whittlesey has in the Local Plan. As part of the Neighbourhood Plan, a Housing Needs Assessment was undertaken for Whittlesey in 2017. From this, the HNA identified a figure of 115 dwellings per annum between 2017 and 2031 suggesting a greater demand for dwellings given than that in Part A of policy LP4 of the earlier adopted Local Plan. As there are no site allocations for housing in the Neighbourhood Plan,

above those identified in the adopted Local Plan, development of significant new housing, such as that proposed in this application, should be considered against the wording set out in Part b. of Policy 1. In this respect, part b. states where new development should be located, and is split into three requirements, with significant new housing located predominantly:

- east of the town,
- adjacent to the built area,
- and strategic allocation North and South of Eastrea Road.

- 10.9 As described above, the site is not part of the strategic allocation North and South of Eastrea, although it does lie to the immediate north of it. Therefore, as regards this site, conformity with Part b. is assessed against the first two bullet points above. In this instance the site subject to this application is both to the east of the town and adjacent to the built-up area which exists to the west and south west of the site.
- 10.10 Part b of Policy 1 also notes that development in this location will support the delivery of new and enhanced infrastructure, including a new Country Park. With regards to infrastructure, this is considered as a Key Issue in its own right further in this report. In relation to support for a new Country Park, a broad location for this is identified within the Neighbourhood Plan, on land to the south of the A605 between Whittlesey and Eastrea and north of the mainline railway. A Country Park in this locality was given permission as part of a consent (reference F/YR14/0991/F) for supermarket that has since lapsed. It is understood that the land identified as a Country Park is in private ownership and there is no mechanism to facilitate its delivery utilising contributions from developments such as the one subject of this report.
- 10.11 In relation to other parts of Policy 1, these are not relevant to the proposals under consideration. Whilst part f. requires proposals to demonstrate that they have considered flooding, visual impacts and infrastructure, in a similar manner to the relevant criteria in Local Plan policy LP16, consideration of the matters outlined in part f. are described under the headings of the remaining 'Key Issues' highlighted below.
- 10.12 In conclusion, subject to the consideration of matters as described below, the principle of a housing development would accord with the Spatial Strategy as set out policy LP3 of the adopted Local Plan. Whilst the housing proposed would further exceed the approximate housing figure for Whittlesey given in Part A of Local Plan policy LP4, this would not in itself be contrary to that part of the policy and would further increase supply and provide much needed on site affordable dwellings. The number of homes applied for in this location is acceptable and is therefore in conformity with Part B of policy LP4 of the adopted Local Plan and Policy 1 of the Made Whittlesey Neighbourhood Plan.

Access, highways and transport related matters

- 10.13 The planning application is made in outline with all matters reserved other than those concerning access for which detailed information has been submitted. This detail shows that the vehicular access into the site would be taken off Drybread Road to the south of Newlands Road on the opposite side. An emergency access point into the site is also proposed onto Drybread Road, further north beyond Newlands Road. To the south of the proposed new access a 3 metre

wide shared use footway/cycleway route between the site and the shared use route currently being delivered by the development to the south west is proposed.

- 10.14 Concerns relating to highways matters have featured strongly in the public and neighbour responses received to the proposals, both in the immediate vicinity of the site and wider Whittlesey area. In support of the proposal, the applicant has provided detailed drawings in relation to the access onto Drybread Road as well as various iterations to both a Transport Assessment and Travel Plan where these have been the subject of discussion between both the Highways Development Management Team and the Transport Assessment Team of Cambridgeshire County Council.
- 10.15 The latest responses of the Highways Development Management Team and the Transport Assessment Team of Cambridgeshire County Council are provided in Section 5 above. In respect of the Highways Development Management Team, they state that the revised site access proposals are acceptable subject to minor amendment which can be addressed as part of the detailed design post planning (Section 278). The response reserves comments on the indicative internal site layout but direct the applicant to guidance when preparing any future reserved matters application should those roads be adopted by the County Council.

The response lists recommended conditions relating to the following, as well as informatives.

- Construction facilities
- Footway width
- Management of Estate Roads
- Wheel wash facilities

- 10.16 With regards to the comments of the Transport Assessment Team, the latest response notes that Drybread Road to the north and east of the site is a single track road subject to 60mph limit with infrequent passing places. To accommodate development traffic which may use this stretch of Drybread Road to access/egress the A605, the applicant has agreed to deliver passing provision on Drybread Road to the north and east of the site in accordance with the scheme shown indicatively on a plan submitted. This scheme is to be delivered in full unless the developer of planning application (ref: F/YR22/0710/F for 15 touring and 15 static caravans) delivers the passing provision set out on the north to south stretch of Drybread Road prior to the developer of this application (these works are also proposed for such development), then the developer of this application will be required to deliver the works on the east to west stretch of Drybread Road only.
- 10.17 Acknowledging a representation from a third party regarding the ability for the applicant to implement the passing places, they TA Team states that following an enhanced check of the existing highway boundary extent made by CCC Searches Team, the works are considered to be deliverable within the highway boundary/ land under the applicant's ownership and the Highway Authority are content that a workable passing place scheme along Drybread Road in accordance with that shown indicatively is deliverable within the highway boundary/land under the applicant's ownership. Detailed design of the works can be finalised at the S278 stage.
- 10.18 Whilst it is noted the internal site layout will be subject to detailed design at the reserved matters stage, the TA Team response notes the proposed 3 metre wide

shared use footway/cycleway route between the site and the shared use route to be delivered by the neighbouring Allison Homes development is acceptable. Detailed design of this route can be finalised at the Section 278 stage.

- 10.19 Regarding road and junction capacity, the TA Team response states that the proposed site access junction, Drybread Road/ Coronation Avenue junction, and B1040/ Bassenhally Road/ Stonald Road signal junction are all anticipated to operate within capacity under all future year assessment scenarios. The capacity assessment model submitted for the B1040 Orchard Street/ B605 Syers Lane/ B1040 Broad Street/ Whitmore Street roundabout has been calibrated against the queue length survey and is now acceptable.
- 10.20 The response notes that the junction capacity assessment for the B1040 Orchard Street/ B605 Syers Lane/ B1040 Broad Street/ Whitmore Street roundabout shows that the junction is at capacity. Cambridgeshire Highways do not currently have a capacity improvement scheme for this roundabout. The Highway Authority is aware from previous studies that there are no capacity enhancements that can be brought forward at this junction due to constraints of the surrounding buildings and infrastructure. The Cambridgeshire Highways scheme for active travel improvements through this junction is not coming forward at this present time. Therefore, a travel planning and information-based solution is sought to reduce car trips by promoting travel by sustainable modes. This will be suitably addressed by the Welcome Travel Packs that will be conditioned should approval be given. The Welcome Travel Packs shall include the provision of bus vouchers and/ or active travel vouchers to encourage sustainable travel by residents of the site.
- 10.21 The TA Team conclude they have no objections to the proposals and are satisfied that the development mitigation package is suitable to mitigate the development impacts subject to the imposition of the conditions relating to Welcome Travel Packs, the provision of the 3 metre link to the adjoining new housing site to the south east and the off site passing places on Drybread Road.
- 10.22 In light of the advice of both the Highways Development Management Team and the Transport Assessment Team it is concluded that the proposed development has suitable access arrangements and that wider highways issues in the vicinity of the site are acceptable or can be mitigated by the measures outlined. Accordingly, it is considered that the development is acceptable in relation to the requirements of Local Plan policy LP15 and Policy 10 of the Whittlesey Neighbourhood Plan.

Landscape character and visual effects

- 10.23 Whilst detailed matters of layout, scale, appearance and landscaping are reserved for future consideration, the Development Framework Plan submitted as described in paragraph 3.4 sets out an indicative layout of the site.
- 10.24 Criteria (d) of Local Plan policy LP16 requires developments to make positive contributions to the local distinctiveness and character of the area, enhancing local setting and responding to the character of the local built environment. Schemes should not adversely impact, either in design or scale, upon the street scene, settlement pattern of the landscape character of the surrounding area. Part f.ii. of Policy 1 of the Neighbourhood Plan requires proposals to demonstrate that they be designed to minimise visual impacts upon the landscape.

- 10.25 Maintaining Fenland landscapes forms a key part of the Council's Local Plan objective (in particular, policies LP3, LP12 and LP16). The Plan seeks to preserve landscapes which are designated or locally valued and retain the distinctive character of Fenland's landscapes. That said, it is inevitable that some of the district's landscape will alter within the plan period, in order to meet the Council's growth aspirations including housing delivery requirements and therefore that some character harm will occur.
- 10.26 With regard to landscape character, the development would result in the transformation of the site from arable farmland to residential development resulting in a permanent change to character of the land and its immediate environs. However, this change in character would not be seen in isolation given the housing development that exists to the south and west of the site. Furthermore, the site is adjacent to the edge of the built up area of Whittlesey, with built development to the south in the form of a football club and housing, and to the west of the site comprising a well established residential area. As a consequence, the level of impact on the character of the area is limited due to the surrounding context.
- 10.27 In addition, the Development Framework Plan sets out that a key feature is to retain the natural boundaries currently found along the northern and western boundary where not impacted by highways related works. The majority of the public open space is proposed to be located at the northern third of the site to allow a smoother transition to open countryside and aligns with the northern extent of residential development on the opposite side of Drybread Road. Furthermore, the area of identified for the dwellings is set within a peripheral landscape buffer which is purposely greater in extent along the eastern boundary of the site, in order to provide a stronger buffer to the landscape viewing Whittlesey looking east to west.
- 10.28 The proposals as submitted have been subject to a Landscape and Visual Impact Assessment (LVIA) prepared on behalf of the applicant, which considers likely effects on both landscape character and the visual setting both in the short term but also 15 years post development.
- 10.29 With regard to landscape character, the LVIA summarises that all adverse landscape effects arising from the proposal are likely to be mitigated to moderate-minor to minimal significance in the long-term as new structural landscaping measures will have matured and building materials weathered. The summary does acknowledge that in the short term the development will have resulted in the transformation of the site from arable farmland to residential development resulting in a permanent adverse landscape effect of moderate significance.
- 10.30 In relation to visual setting, receptors groups most likely to be affected by the proposal include receptors adjacent to the site on Drybread Road, and medium distance views from the road as it travels southeast towards Coates Road. A number of receptors are evaluated both close to the site and farther away. As would be expected the impact on visual setting is greater closer to the site than further away, especially after initial construction but reduces in the medium term. The LVIA considers that distant receptors at the wider settlement edge, Coates Road, Decoy Farm off Drybread Road, and at Eastrea, are likely to experience a low to negligible magnitude of change, and visual effects of moderate-minor to minimal adverse in the short-term, reducing to minimal adverse in the long-term.

10.31 The LVIA summaries that the likely landscape and visual effects of the scheme are not unusual or uncommon of a proposal for residential development and consistent with those likely to have been reported for the allocated housing growth to the immediate south of the site. All landscape and visual effects, with exception to localised private residential receptors, can be mitigated to moderate to minimal adverse in the long-term.

10.32 In conclusion, despite the inevitable adverse effects of built development upon the local landscape character and on a limited number of visual receptors immediately adjacent or overlooking the site, it is considered that there would be no unacceptable adverse effects that should preclude a sensitively designed proposed development in landscape and visual terms. The positioning of the dwellings within the site and the inclusion of open space and landscape buffer to the north and east of the site respectively, can be seen as an acceptable addition to the existing settlement edge on the eastern side of Whittlesey. The proposed new development would be read in the context of the existing built development to the south and west of the site. The proposal is therefore in accordance with Local Plan policies LP3, LP12, LP16 criteria (d) and part f.ii. of Policy 1 of the Neighbourhood Plan.

Flood risk and drainage issues

10.33 The entirety of the application site lies in an area at low flood risk from fluvial flooding (Flood Zone 1) and generally at low risk of surface water flooding, having regard to the Environment Agency's latest flood maps.

10.34 The application is supported by a Flood Risk Assessment (FRA) and site-wide indicative surface water drainage strategy which details the approach taken to reducing on and off-site flood risk in accordance with the requirements of the NPPF and local policy. The FRA concludes that with identified mitigation measures the development of the site should not be precluded on flood risk grounds.

10.35 In their latest response to the application, the Lead Local Flood Authority (LLFA) have responded to say that they have no objection in principle to the proposed development. Their response notes that that documents submitted demonstrate that surface water from the proposed development can be managed through the use of tanked permeable paving, swales and attenuation basin discharging from site via flow control at a controlled rate of 12.6l/s, the limited flooding that occurs during the 100 year +40% climate change rainfall event will be contained within the offline attenuation tanks. Maintenance and adoption details of the surface water network are provided in the maintenance plan. The LLFA recommend three planning conditions be attached to any permission granted.

10.36 Responding on behalf of the Feldale IDB, the latest position of the North Level IDB states that the Feldale IDB has no objection in principle to the application. Noting that within the revised FRA the survey of the receiving watercourse to the IDB maintained drain to the south east of the proposed site. Formal consent from the Board will be required for both the new access culvert and for the proposed new surface outlet discharging at 12.6 L/s to the north east of the site. The Middle Level Commissioners have confirmed that they have no administrative responsibilities in this area.

10.37 With regards to foul water disposal that would result from the proposed development, the latest response from Anglian Water does not raise any objection. The response notes that the foul drainage from this development is in the catchment of Whittlesey Water Recycling Centre that will have available capacity for the foul drainage flows.

10.38 In conclusion, it is considered that there is no flood risk associated with the proposed development and that both surface and foul drainage demands arising can be dealt with and managed, including where necessary by the imposition of suggested planning conditions. As such the proposals meet with the requirements of Local Plan policy LP14, criteria (m) of Policy LP16 and policy 10 of the Neighbourhood Plan.

Residential amenity

10.39 Local Plan Policies LP2 and LP16 (criteria (e)) alongside neighbourhood Plan policy 7 seek to secure high quality living environments for both future users and existing residents, avoiding adverse impacts such as noise, loss of light, overbearing and loss of privacy.

10.40 As the application is made in outline only, matters of layout, scale, appearance and landscaping are yet to be considered, thus as far as the amenity of future residents is concerned these matters can be assessed and addressed if permission is issued and reserved matters applied for. Regarding existing land uses in proximity to the application site, the football pitch of Whittlesey Athletic FC does have flood lights. However, light pollution is not considered to be an issue given the southern most properties of the site subject to the application would be further away from recently constructed properties at Dandelion Drive to the south of the football pitch, so the coexistence of these close properties has not been judged to be an issue. The response of the Council's Environmental Health team has not raised the proximity of the floodlights as an issue of concern.

10.41 In relation to the residential amenity of existing residents, the only dwellings in direct proximity to the proposed site are those fronting Drybread Road to the immediate west. In this respect appropriate landscaping and planting along the western boundary of the site will reduce visual impact and protect the privacy of properties, with properties also being set back from Drybread Road to ensure there is no loss of privacy for existing residents.

10.42 The Council's Environmental Health Team has noted that given the nature and scale of the proposed development, the issues of primary concern during the construction phase would be the potential for noise, dust and possible vibration to adversely impact on the amenity of the occupiers at the nearest residential properties. As a result, they recommend the submission of a robust Construction Environmental Management Plan (CEMP) that shall include working time restrictions in line with the template for developers. Furthermore, the local Highway Authority has sought to secure road sweeping and temporary construction facilities details. These matters can be reasonably secured through Construction Management Plans which would follow phasing arrangements for the development, with a phasing plan to be secured at the initial stage, that is, with the first reserved matters application.

10.43 The proposed residential use of the land is not anticipated to result in significant acoustic changes once completed, with the use compatible with surrounding uses. The detailed design elements of future reserved matters will ensure that

matters of lighting impacts, overlooking, overbearing and overshadowing are carefully considered, in-line with local policies. Nonetheless, local residents may observe a degree of change to the visual and acoustic character of the area as a result of the development, albeit it is not anticipated to result in any significant adverse impacts to existing residents.

- 10.44 Some residents have raised concerns over loss of views; however, it is an established position that a private right to a view is not a material planning consideration, notwithstanding the aforementioned inevitable character change to the site that would occur as a result of the development. Matters of scale and any potential visual dominance/overbearing would however be matters of be addressed through detailed design.
- 10.45 In summary, the development raises no immediate concerns over potential harm to residential amenity and subject to detailed design has potential to deliver a high-quality living environment for both future occupiers and existing residents. As such the proposals are considered to be in conformity with Local Plan policies LP2 and LP16 (criteria (e)).

Ecology and biodiversity related matters

- 10.46 The application is supported by a number of reports relating to ecology and biodiversity, not only in relation to the site itself, but on account of the site being within the Impact Risk Zones of the Bassenhally Pit Site of Special Scientific Interest (SSSI) that lies 0.19km north of the development boundary, as well as the Nene Washes SSSI, Special Protection Area (SPA), Special Area of Conservation (SAC) and Ramsar site that is approximately 0.8km north of the proposed development. This European designated site represents one of the country's few remaining areas of washland habitat. As such, it is essential to the survival of nationally and internationally important populations of wildfowl and waders. Nene Washes is additionally notable for the diversity of plant and associated animal life within its network of dykes.
- 10.47 With regard to the ecological and biodiversity interest at the application site itself, the latest response from the County Council's Ecologist has stated that the proposal is acceptable on ecology grounds, providing that the biodiversity compensation / mitigation and enhancement measures recommended within the Ecological Impact Appraisal are secured through a suitable worded condition(s) to ensure compliance with Fenland Local Plan 2014 policies LP16 and LP19 that seek to conserve, enhance and protect biodiversity through the planning process.
- 10.48 Chapter 15 of the NPPF amongst other things, broadly sets out that development should seek to take opportunities for secure net gain in biodiversity and as a minimum should not result in net loss. This approach has changed in recent months with the introduction of statutory 10% biodiversity net gain, however for this application which was submitted prior to this change, the baseline aim is in essence to achieve biodiversity net gain where possible. The County Council Ecologist has reviewed the Biodiversity Net Gain Assessment and accompanying Statutory Biodiversity Metric demonstrates that the scheme could deliver an increase in biodiversity net gain of +13.8% BNG for habitats and 90% BNG for hedgerows. The scheme therefore accords with Local Plan policies LP16 / LP19, providing that the detailed landscape scheme and its management, including delivery of BNG are secured through suitably worded conditions.

10.49 In coming to their conclusion that the proposal is acceptable on ecology grounds the County Council's Ecologist recommends a number of site wide and phase related planning conditions as summarised below:

Site-wide:

a. Ecological Design Strategy, to include a BNG strategy

b. Construction Ecological Management Plan (CEcMP)

Phase / parcel (with b-d secured as part of reserved matters applications):

a. Updated ecology surveys

b. Construction Ecological Management Plan, demonstrating compliance with site-wide CEcMP

c. Biodiversity Net Gain Plan, demonstrating compliance with EDS BNG Strategy

d. Detailed lighting scheme sensitively designed for wildlife, demonstrating delivery of EDS

e. Detailed landscape and biodiversity enhancement scheme, demonstrating compliance with EDS (beyond BNG), including highways and building design.

10.50 In relation to the wider ecological/ biodiversity interest arising from the proximity of the application site to Bassenhally Pit SSSI and the Nene Washes SSSI, SPA, SAC and Ramsar, Natural England identified potential significant effects could possibly arise on these two sites as result of the proposals. Natural England in their initial response required further information to determine the significance of these impacts, including Habitats Regulations Assessment (HRA), consideration of potential impacts on mobile species outside the SAC & SPA (including winter bird desk and/or field surveys), ditch connectivity and SuDS details.

10.51 A draft shadow Habitat Regulations Screening Assessment was submitted by the applicant on 23 January 2024, which addressed some of Natural England's concerns. However Natural England requested full Wintering Bird Surveys (WBS) and updated to incorporate the WBS (and Appropriate Assessment if required) to be supplied in their consultation response of 20 February 2024, in order to determine significance of impacts and scope for mitigation. In addition, Natural England confirmed that an assessment of recreational pressure had been submitted, as recommended in the application's Preliminary Ecological Appraisal (PEA), which is required to determine impact on Nene Washes (as well as Bassenhally SSSI).

10.52 An updated version of the shadow Habitat Regulations Screening Assessment (version 2) was submitted by the applicant in May 2024. However, this did not address Natural England's concerns, with Natural England requiring assessment of recreational disturbance, inclusion of recreational disturbance in the HRA and HRA screening of the quantity of drainage water (alone, and in-combination) within their consultation response of June 2024. Following further submissions by the applicant, including shadow Habitat Regulations Screening Assessment (version 3) and Recreational Disturbance Assessment (version 3), natural England concluded in their comments of 17 July 2024, that the proposed development will not have significant adverse impacts on designated sites and therefore has no objection.

10.53 In stating that Natural England had no objection to the proposals they further advised that in order to meet the requirements of the Habitats Regulations, that Fenland DC should also check the submitted shadow 'Habitat Regulations Screening Assessment' and decide if the Council, as the competent authority, agree with the methodology, reasoning, and conclusions provided. They went on

to advise that it is the Council's responsibility to produce a separate HRA report, which can draw on the information provided by the applicant, and to be accountable for its reasoning and conclusions. Noting further that the Council are required to consult Natural England on any 'Appropriate Assessment' the Council may need to undertake.

- 10.54 In light of the response above, the Cambridgeshire County Ecologist has provided in their latest response, on behalf of Fenland District Council, a HRA Stage 1 Screening Report in relation to the proposed development. In their response the Ecologist welcomed the submission of the shadow Habitat Regulations Screening Assessment – Version 3. Noting that the latest version of this document provided additional information regarding recreational pressure (Recreational Disturbance Assessment), drainage strategy and drainage strategy in-combination with other effectors.
- 10.55 The Ecologist response includes a summary of their HRA Stage 1 Screening Report (a full copy of which was provided as a separate standalone document). This summary states that the Ecologist agrees with the methodology, assessment and conclusions of the shadow Habitat Regulations Screening Assessment and consider sufficient evidence has been provided for the Local Planning Authority to determine there will be no likely significant effect on the Nene Washes Special Area of Conservation, Special Protection Area or Ramsar site. This accords with Natural England's consultation response of 17 July 2024, the identification of potential effects and a review of the potential effects and whether these are likely significant effects on the qualifying features of the Nene Washes SAC/SPA/Ramsar. The conclusion reached is that no likely significant effects have been identified and as such the Ecologist considers that a HRA Appropriate Assessment is not required.
- 10.56 In conclusion, the proposals have been subject of submissions by the applicant regarding ecology and biodiversity interest within the application site and in relation to nearby nationally and internationally designated sites. Consideration of these submissions by relevant consultees, has concluded that there is no objection to the proposals, subject to appropriate planning conditions. On this basis it is considered that the proposals in the application are in conformity with Local Plan policies LP16 (criteria (b)) and LP19 in relation to the natural environment.

Affordable housing, community infrastructure and planning obligations

- 10.57 Local Plan policy LP5 states Local Plan on sites of 10 or more dwellings, 25% of the dwellings as affordable houses and a development of this size this would be expected to be delivered on-site. Policy LP13 of the Local Plan sets out that planning permission will only be granted if it can be demonstrated that there is, or will be, sufficient infrastructure capacity to support and meet all the requirements arising from the proposed development. Conditions or a planning obligation are likely to be required for many proposals to ensure that new development meets this principle. Developers will either make direct provision or will contribute towards the provision of local and strategic infrastructure required by the development either alone or cumulatively with other developments. Where a planning obligation is required, in order to meet the above principles of infrastructure provision, this will be negotiated on a site-by-site basis.
- 10.58 The Council's own Local Plan & CIL Viability Assessment (HDH, December 2019) sets out expectations of viability for sites across the district. For sites south of the

A47 highway, the conclusions advise that schemes should be able to achieve 20% affordable housing and £2,000 per dwelling in financial contributions. Whilst this is lower than set out in Local Plan policy LP5 (affordable housing) it is a material consideration which the Council has previously given significant weight to, and which has been used to set the viability expectations for many other developments in the district. The applicant has confirmed their agreement to this provision in a submitted Heads of Terms schedule.

- 10.59 In light of the above, and as confirmed by the Council's Housing Strategy and Enabling Officer, based on the upper quantum proposed, an on-site affordable housing scheme for 35 dwellings would be expected to be secured and would provide 70% (25no.) affordable rented units and 30% (10no.) shared ownership units which would align with the Council's current housing tenure demands. The specific mix would be expected to be secured as part of the agreed scheme and phasing of the development. Subject to this, the proposals would accord with the current viability position in place regarding Local Plan policy LP5.
- 10.60 With regard to the level of demand for affordable housing within Whittlesey, the Housing Strategy and Enabling Officer has provided a table (see consultee comments at 5.18) showing the numbers of households registered for affordable rent (but can be taken as indicative to the demand for affordable ownership as well).
- 10.61 As this table shows, even when limited to those with a local connection to Whittlesey, there is a very high demand for affordable dwellings in this area of the district. A contributory factor to this demand will be partly due to the under provision of affordable housing within the district in recent years which has resulted in an increased demand for affordable housing units. Thus, the provision of 35 affordable dwellings through the proposals would assist in meeting the acknowledged shortfall in affordable housing units. Meeting the demand for such homes for households with a local connection to Whittlesey and the wider district and is materially significant when considering further housing provision in the Town in the context of Part A of Local Plan policy LP4, as discussed in paragraph 10.2 above.
- 10.62 In relation to community infrastructure, statutory tests as set out in the Community Infrastructure Regulations 2010 (Regulation 122) requires that S106 planning obligations must be necessary to make the development acceptable in planning terms, directly related to the development and fairly and reasonable related in scale and kind to the development. S106 obligations are intended to make development acceptable which would otherwise be unacceptable in planning terms.
- 10.63 Having regard to the scale and nature of the proposal and further to consultation with statutory bodies to establish infrastructure requirement, in summary the following is sought through this development;
- Healthcare
 - Education
 - Open Space and an area of Neighbourhood Equipped Area of Play
 - Transport Infrastructure

Healthcare

10.64 Requests for financial contributions have been received from both NHS and East of England Ambulance service, to provide upgraded surgery facilities (total £144,182.40) and in respect of an impact on the Whittlesey Ambulance Station (£56,000) respectively.

10.65 *Education*

Cambridgeshire County Council as the education authority seek contributions towards;

- Early Years - £363,740
- Primary Education - £1,273,090
- Secondary Education - £1,111,132

Open Space

10.66 The scheme will be expected to provide a variety of formal and informal open spaces throughout the site including 3.3 hectares of grassed areas. The Council is not currently seeking to adopt such areas and it would therefore be expected that unless the Town Council wish to take on future management of these spaces, a long-term management and maintenance scheme would be provided by the developer. Given the scale of the site and the ability to deliver a wide range of open spaces, including a Neighbourhood Equipped Area of Play, it is not considered necessary to seek off-site contributions in this instance.

Transport Infrastructure

10.67 The application has undergone discussion with regards to transport mitigation and general requirements. The following has been secured via discussions with the applicant and Local Highways Authority and will be delivered by planning condition rather than via a legal agreement;

- Welcome Travel Packs for new residents,
- The provision of the 3 metre wide link to the adjoining new housing site to the south east, and
- Off-site passing places on Drybread Road.

10.68 It is proposed to share the circa £350,000 across the education and healthcare requirements on a proportionate, pro-rata basis, which would work out as follows, based on a quantum of 175 dwellings;

Provider	% of Total contributions	Amount proposed based on 175 dwellings (£350,000)
NHS Estates	5%	£17,117
EEAST (Ambulance)	2%	£6,648
Early Years	13%	£43,183
Primary school	43%	£151,140
Secondary school	37%	£131,912
		£350,000

10.69 It is acknowledged that this will not meet the whole needs of these services, as identified by public sector providers in response to this application. However, viability is a material consideration in decision making with the current viability position in Fenland being described above in paragraph 10.58 above.

10.70 In summary, the provision of 35 affordable dwellings through the proposals would assist in meeting the high demand for such homes for households both with a local connection to Whittlesey and the wider district and is materially significant when considering further housing provision in the Town in the context of Part A of Local Plan policy LP4. With regards to community infrastructure, the proposed scheme does look to provide some level of financial contribution, and this is at a level that has been found to be acceptable by the Council previously. It is concluded that the above contributions and physical highways infrastructure requirements are necessary to make the development acceptable and would meet the tests of CIL regulations in that they are, i) necessary to make the development acceptable in planning terms; ii) directly related to the development; and, iii) fairly and reasonably related in scale and kind to the development and would facilitate a development that would be deliverable in the current position regarding viability in the district. Accordingly, it is considered that the proposals conform with Local Plan policies, LP5 and LP13 as well as part f(iii). of the Whittlesey Neighbourhood Plan.

Other matters

- 10.71 With regard to the protection of any affected heritage assets, the Historic Environment Team notes that a satisfactory archaeological evaluation report has now been submitted to support the application and that the appropriate way forward is likely to be a programme of mitigation to record this area of archaeology appropriately prior to development impact to be secured through the inclusion of a negative condition. In this respect the development would be in conformity with criteria (a) of adopted Local Plan policy LP16.
- 10.72 The application site is partly within a Minerals Safeguarding Area (MSA) for sand and gravel in the Cambridgeshire and Peterborough Minerals and Waste Local Plan (July 2021). The County Council has stated that whilst it would be ideal to extract all the sand and gravel prior to the construction of this development, this is unlikely to be feasible. Therefore, to comply with Policy 5 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan it is requested that a condition is imposed that suitable sand and gravel excavated during the construction phase be retained for use on the site.
- 10.73 Whilst the soils at the site would appear as falling with the Best and Most Versatile definition as set out in the NPPF (Grade 2 in the Provisional Agricultural Land Classification maps), the land around Whittlesey outside of Flood Zone 3 are in the same or higher Grade of Classification. Thus, the loss of such land is inevitable as part of any future greenfield housing development that is outside the highest area of flood risk.
- 10.74 Natural England has been consulted and confirm that this application falls outside the scope of the Development Management Procedure Order (as amended) consultation arrangements, as the proposed development would not appear to lead to the loss of over 20 hectares of 'best and most versatile' (BMV) agricultural land.

11 CONCLUSIONS

- 11.1 Aligning with the NPPF, policy LP1 of the adopted Local Plan provides a presumption in favour of sustainable development. To be sustainable, development must strike a satisfactory balance between the applicable economic, environmental and the social considerations. Policy LP1 goes on to state that

planning applications that accord with the policies in the Local Plan will be approved without delay, unless material considerations indicate otherwise.

11.2 It is recognised that the development will result in some unavoidable landscape harm, upon the local landscape character and on a limited number of visual receptors immediately adjacent or overlooking the site. With regards to character, the level of harm is reduced on account that the proposed development would be similar to that recently built on adjacent land immediately to the south and west of the application. In relation to visual harm, the impact would be in the short term and mainly localised. As such, it is considered that there would be no unacceptable adverse effects that should preclude a sensitively designed development in landscape and visual terms. The positioning of the dwellings within the site and the inclusion of open space and landscape buffer to the north and east of the site respectively results in a logical rounding off of the existing settlement edge at Drybread Road and the Strategic Allocated site that is being completed to the immediate south.

11.3 Subject to the satisfactory completion of a Section 106 legal agreement, to ensure necessary infrastructure is secured to support this development, it is considered that:

- the principle of a development of this scale is acceptable in this location being on the edge of an ‘Other Market Town’, adjacent to the built area and east of the town thus compliant with relevant Local and Neighbourhood Plan policies,
- whilst Whittlesey has exceeded its approximate housing target for the Local Plan period through completions and extant permissions, this figure is not a ceiling and the proposal would increase the supply of housing - including a 20% provision of much needed on-site affordable housing,
- that the proposed development has suitable access arrangements and that wider highways issues in the vicinity of the site are acceptable or can be mitigated by the measures set out in this report,
- it will maximise opportunities for use of public transport, walking and cycling
- there is no flood risk associated with the proposed development and that both surface and foul drainage demands arising can be dealt with and managed, including where necessary by the imposition of suggested planning conditions,
- the proposed parameters of development are acceptable and demonstrate the site can appropriately accommodate the development as described and will contribute to the creation of a mixed community with sufficient open space and play facilities for residents,
- the development raises no immediate concerns over potential harm to residential amenity and subject to detailed design has potential to deliver a high-quality living environment for both future occupiers and existing residents,
- the proposals have been subject of submissions by the applicant regarding ecology and biodiversity interest within the application site and in relation to nearby nationally and internationally designated sites. Consideration of these submissions by relevant consultees, has concluded that there is no objection to the proposals, subject to appropriate planning conditions, and
- it will provide appropriate contributions to infrastructure to meet the needs generated by the development in the context of the current viability position in the district, and

- whilst there are negative impacts of the development on landscape character and visual setting, these are not considered to be at level that would justify the refusal of the application.

11.4 Having regard to national and local planning policies, and all comments received, and subject to the resolution of the Section 106 legal agreement, it is considered that the proposal would, on balance, amount to sustainable development and would accord with the Development Plan taken as a whole. There are no material considerations worthy of sufficient weight that indicate that a decision should be made other than in accordance with the Development Plan. Accordingly, the conclusion reached is that the development should be approved.

12 RECOMMENDATION

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

1. The Committee delegates authority to finalise the terms and completion of the Section106 legal agreement and planning conditions to the Head of Planning; and,
2. Following the completion of the Section106 agreement, application F/YR23/0245/O be granted subject to the 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 Section 106 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 Conditions

1	<p>Approval of the details of:</p> <ul style="list-style-type: none"> i. the layout of the site ii. the scale of the building(s); iii. the external appearance of the building(s); iv. the landscaping <p>(hereinafter called "the Reserved Matters") shall be obtained from the Local Planning Authority prior to the commencement of development.</p> <p>Reason: To enable the Local Planning Authority to control the details of the development hereby permitted.</p>
2	<p>Application for approval of the Reserved Matters shall be made to the Local Planning Authority before the expiration of 3 years from the date of this permission.</p> <p>Reason: To ensure compliance with Section 92 of the Town and Country Planning Act 1990.</p>
3	<p>The development hereby permitted shall begin before the expiration of 2 years from the date of approval of the last of the Reserved Matters to be approved.</p>

	Reason: To ensure compliance with Section 51 of the Planning and Compulsory Purchase Act 2004.
4	<p>Quantum The residential elements of the development shall not exceed 175 dwellings (Use Class C3).</p> <p>Reason: For the avoidance of doubt and to ensure a satisfactory standard of development.</p>
5	<p>Phasing Plan With the exception of the approved accesses, the development shall be undertaken in phases in accordance with a phasing plan to be submitted to and approved in writing by the Local Planning Authority prior to or concurrently with the submission of the first reserved matters. The phasing plan will need to demonstrate through supporting evidence that the phasing approach proposed will not result in severe harm in highway, amenity, drainage and biodiversity terms. With the exception of the approved accesses, development shall not commence on each development phase until all reserved matters for that phase have been submitted to and approved in writing by the Local Planning Authority.</p> <p>Reason - For the avoidance of doubt and to allow development to be undertaken and conditions to be discharged on a phased basis.</p>
6	<p>Conformity with outline details Development shall conform with the Development Framework Plan (Drawing No. BUD017_01D-01 REV D), and the Development Principles of the Design and Access Statement (Revision A), save for minor variations where such variations do not substantially deviate from these details.</p> <p>Reason: For the avoidance of doubt and to ensure that the details of the development are acceptable to the Local Planning Authority.</p>
7	<p>Archaeology No development shall commence in any phase until the applicant, or their agents or successors in title, has implemented a programme of archaeological work for that phase, that has been secured in accordance with a Written Scheme of Investigation (WSI) that has been submitted to and approved by the Local Planning Authority in writing. For land that is included within the WSI, no development shall take place other than under the provisions of the agreed WSI, which shall include:</p> <ol style="list-style-type: none"> a. the statement of significance and research objectives; b. The programme and methodology of investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works; c. The timetable for the field investigation as part of the development programme; d. The programme and timetable for the analysis, publication & dissemination, and deposition of resulting material and digital archives. <p>Reason: To safeguard archaeological assets within the approved development boundary from impacts relating to any demolitions or groundworks associated with the development scheme and to ensure the proper and timely preservation and/or investigation, recording, reporting, archiving and presentation of archaeological assets affected by this development, in accordance with national policies contained in the National Planning Policy Framework.</p>
8	<p>Site Wide drainage Concurrently with the submission of the first reserved matters application, a detailed design of the surface water drainage of the site shall be submitted to and approved in</p>

	<p>writing by the Local Planning Authority. Those elements of the surface water drainage system not adopted by a statutory undertaker shall thereafter be maintained and managed in accordance with the approved management and maintenance plan. The scheme shall be based upon the principles within the agreed Flood Risk Assessment LDE, Ref: 680578, Rev: 06, dated: 14th May 2024 and shall also include:</p> <ul style="list-style-type: none"> a) Full calculations detailing the existing surface water runoff rates for the QBAR, 3.3% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) storm events; b) Full results of the proposed drainage system modelling in the above-referenced storm events (as well as 1% AEP plus climate change), inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep, together with an assessment of system performance; c) Detailed drawings of the entire proposed surface water drainage system, attenuation and flow control measures, including levels, gradients, dimensions and pipe reference numbers, designed to accord with the CIRIA C753 SuDS Manual (or any equivalent guidance that may supersede or replace it); d) Full detail on SuDS proposals (including location, type, size, depths, side slopes and cross sections); e) Details of overland flood flow routes in the event of system exceedance, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants; f) Demonstration that the surface water drainage of the site is in accordance with DEFRA non-statutory technical standards for sustainable drainage systems; g) Full details of the maintenance/adoption of the surface water drainage system; h) Permissions to connect to a receiving watercourse or sewer; i) Measures taken to prevent pollution of the receiving groundwater and/or surface water <p>Reason: To ensure that the proposed development can be adequately drained and to ensure that there is no increased flood risk on or off site resulting from the proposed development and to ensure that the principles of sustainable drainage can be incorporated into the development, noting that initial preparatory and/or construction works may compromise the ability to mitigate harmful impacts</p>
9	<p>Surface water run off measures during construction</p> <p>No development, including preparatory works, shall commence in any phase until details of measures indicating how additional surface water run-off from the site will be avoided during the construction works have been submitted to and approved in writing by the Local Planning Authority. The applicant may be required to provide collection, balancing and/or settlement systems for these flows. The approved measures and systems shall be brought into operation before any works to create buildings or hard surfaces commence in that 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.</p>
10	<p>Foul drainage</p> <p>Prior to the commencement of development in each phase, a scheme and timetable for the provision and implementation of foul water drainage for that phase shall be submitted and approved in writing by the Local Planning Authority. The works/scheme shall be constructed and completed in accordance with the approved plans/specification at such time(s) as may be specified in the approved scheme and thereafter retained in perpetuity.</p> <p>Reason: To prevent environmental and amenity problems arising from flooding and to provide a satisfactory means of sanitation in accordance with Policies LP2, LP14 and LP16 of the Fenland Local Plan, 2014.</p>

11	<p>Ecological Design Strategy</p> <p>No development shall take place until a site wide ecological design strategy (EDS) addressing mitigation, compensation and enhancements (including reptiles and species identified in Ecological Impact Appraisal) 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"> a) Purpose and conservation objectives for the proposed works. b) Review of site potential and constraints. c) Detailed design(s) and/or working method(s) to achieve stated objectives. d1) Biodiversity Net Gain strategy identifying how biodiversity net gain (or at least no net loss) will be achieved. d2) Extent and location/area of proposed works on appropriate scale maps and plans. e) Type and source of materials to be used where appropriate, e.g. native species of local provenance f) Timetable for implementation demonstrating that works are aligned with the proposed phasing of development g) Persons responsible for implementing the works, such as Ecological Clerk of Works h) Details of initial aftercare and long-term maintenance i) Details for monitoring and remedial measures. j) Details for disposal of any wastes arising from works. <p>The EDS must include off-site compensation measures (if required).</p> <p>The EDS shall be implemented in accordance with the approved details and all features shall be retained in the manner thereafter in perpetuity.</p> <p>Reason: Fenland Local Plan 2014 policies LF16 & LF19 (to protect and enhance biodiversity)</p>
12	<p>Construction Ecological Management Plan</p> <p>No development shall take place (including demolition, ground works and vegetation clearance) until a Construction Ecological Management Plan (CEMP: Biodiversity) has been submitted to and approved in writing by the local planning authority.</p> <p>The CEMP (Biodiversity) shall incorporate recommendations of the Ecology Impact Appraisal and Reptile Survey and must include the following:</p> <ul style="list-style-type: none"> a) Risk assessment of potentially damaging construction activities. b) Identification of “biodiversity protection zones”. c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements) d) The location and timings of sensitive works to avoid harm to biodiversity features. e) The times during which construction when specialist ecologists need to be present on site to oversee works. f) Responsible persons and lines of communication. g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person. h) Use of protective fences, exclusion barriers and warning signs if applicable. <p>The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.</p> <p>Reason: Fenland Local Plan 2014 policies LF16 & LF19 (to protect and enhance biodiversity)</p>

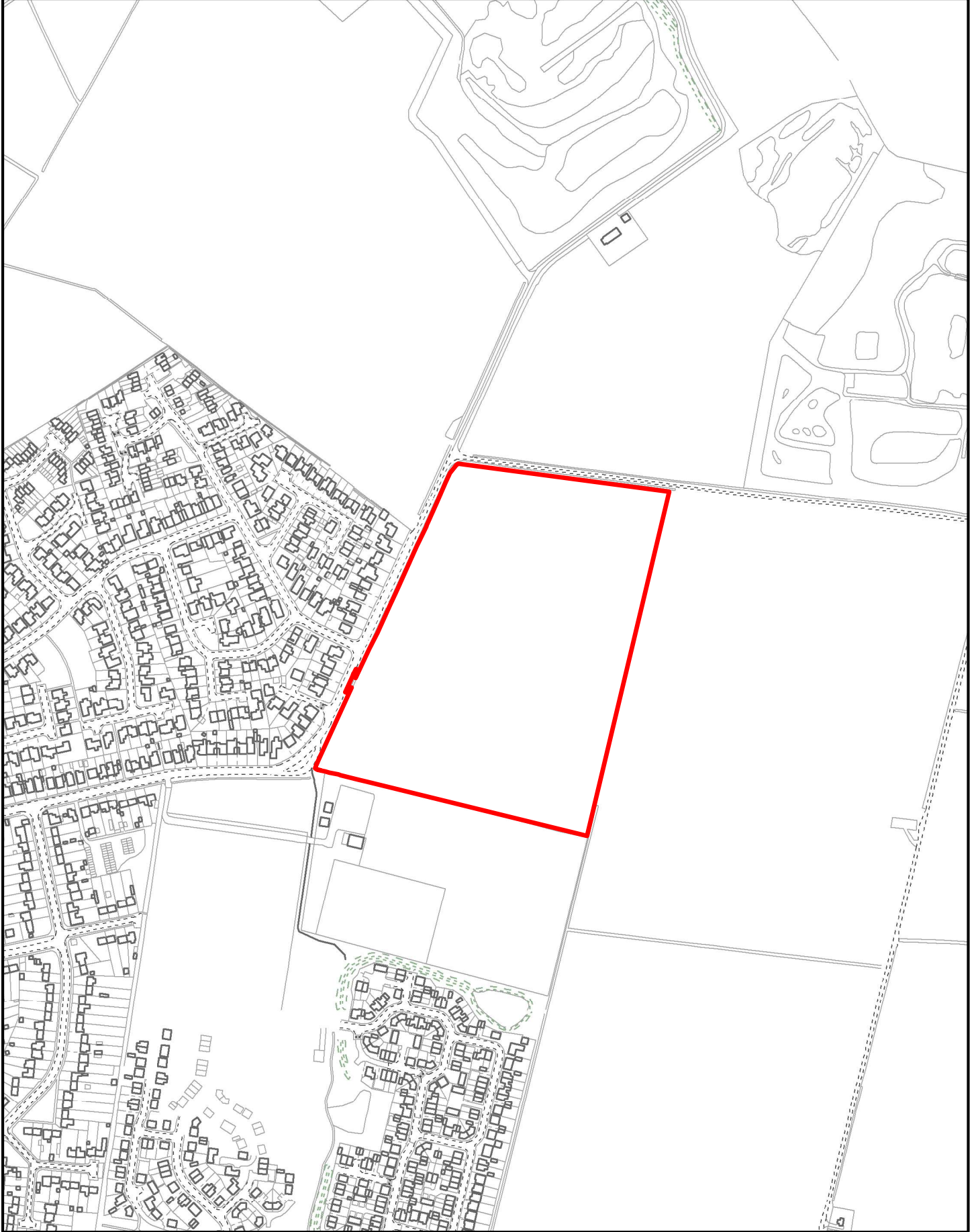
13	<p>Landscape and Ecological Management Plan</p> <p>A landscape and ecological management plan (LEMP) shall be submitted to and be approved in writing by the local planning authority prior development proceeding above slab level for each development phase. The content of the LEMP shall include the following:</p> <ul style="list-style-type: none"> a) Description and evaluation of features to be managed. b) Ecological trends and constraints on site that might influence management. c) Aims and objectives of management. d) Appropriate management options for achieving aims and objectives (including biodiversity net gain). e) Prescriptions for management actions f) Preparation of the work schedule (including an annual work plan capable of being rolled forward over a 30 year period and BNG audit) g) Details of the body or organisation responsible for implementation of the plan h) Ongoing monitoring and remedial measures <p>The LEMP shall also include details of the legal and funding mechanism(s) by which the long term implementation of the plan will be secured by the development with the management body(ies) responsible for its delivery.</p> <p>The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme.</p> <p>A 5 yearly report shall be submitted to the LPA confirming the progress of the LEMP and results of any monitoring work.</p> <p>The LEMP shall be implemented in accordance with the approved details and all features shall be retained in the manner thereafter in perpetuity.</p> <p>Reason: To ensure biodiversity is protected and enhanced in accordance with policies LP16 and LP19 of the Fenland Local Plan, 2014.</p>
14	<p>Lighting</p> <p>The submission of reserved matters for each phase of development, as required by condition 1 shall include a scheme for the provision of external lighting together with a light impact assessment. The report must include an ISO 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 (E2) rural areas.</p> <p>Furthermore, the submission shall be supported by a "lighting design strategy for biodiversity" in accordance with ILP Publications' "Guidance Note 8 Bats and artificial lighting" The strategy shall:</p> <ul style="list-style-type: none"> a. identify those areas /features on site that are particularly sensitive for bats and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging; and, b. show how and where external lighting will be installed (through the provisions of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places. <p>All the above details to be approved in writing by the Local Planning Authority prior to the commencement of development in the relevant phase.</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>Reason: To ensure biodiversity is protected in accordance with policies LP16 of the Fenland Local Plan, 2014.</p>
15	<p>Construction Management Plan</p> <p>No development shall commence in each phase until a Construction Management Plan (CMP) for that phase has been submitted to and approved in writing by the Local Planning Authority. The CMP shall include the consideration of the following aspects of construction:</p> <ul style="list-style-type: none"> a) Construction programme; b) Contractors' access arrangements for vehicles, plant and personnel including the location of construction traffic routes to, from and within the site, details of their signing, monitoring and enforcement measures; c) Details of a temporary facilities area clear of the public highway for the parking, turning, loading and unloading of all vehicles visiting the site during the period of construction; d) Details of restricted Construction hours; e) Details of restricted Delivery times and collections; f) Noise impact assessment methodology, mitigation measures, noise monitoring and recording statements in accordance with the provisions of BS 5228-1:2009+A1:2014 Code of Practice for noise and vibration control on construction and open sites; h) Vibration impact assessment methodology, mitigation measures, monitoring and recording statements in accordance with the provisions of BS 5228-2:2009+A1:2014 Code of Practice for noise and vibration control on construction and open sites. Details of any piling construction methods / options, as appropriate; i) Dust mitigation, management / monitoring and wheel washing measures in accordance with the provisions of Control of dust and emissions during construction and demolition, and road sweepers to address depositing of mud on immediate public highways; j) Use of concrete crushers; k) Prohibition of the burning of waste on site during demolition/construction; l) Site artificial lighting including hours of operation, position and impact on neighbouring properties; m) Drainage control measures including the use of settling tanks, oil interceptors and bunds. n) Screening and hoarding details; o) Access and protection arrangements around the site for pedestrians, cyclists and other road users; p) Procedures for interference with public highways, including permanent and temporary realignment, diversions and road closures; q) External safety and information signing and notices; r) Implementation of a Stakeholder Engagement/Residents Communication Plan, Complaints procedures, including complaints response procedures; and <p>The approved CMP shall be adhered to throughout the construction period and must demonstrate the adoption of best practice.</p> <p>Reason: In the interests of protecting highway safety and residential amenity in accordance with policies LP2, LP15 and LP16 of the Fenland Local Plan, 2014.</p>
16	<p>Sand and gravel extraction</p> <p>As part of a Construction Management Plan (CMP), to be submitted prior to commencement of a phase of development, the following matters shall be addressed:</p>

	<p>A) A list of opportunities where incidental extraction of sand and gravel may occur because of groundworks which are required for the development.</p> <p>B) An estimate of the likely quantity of material(s) that can be extracted.</p> <p>C) If possible, an estimation of the mineral resource(s) within the site.</p> <p>D) Where mineral is found, demonstrate how any material(s) extracted will be put best use.</p> <p>The CMP must be submitted to the Local Planning Authority, for consultation and approval from the Minerals Planning Authority, in respect of the above matters.</p> <p>Reason: To ensure the proposed development compiles with Policy 5 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan as part or all of the site lies within a Sand and Gravel Mineral Safeguarding Area.</p>
17	<p>Fire Hydrants</p> <p>No development above slab level within a development phase shall take place until details for the provision of fire hydrants has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented before any dwelling within the respective development phase is occupied.</p> <p>Reason: To ensure a satisfactory form of development and in accordance with Policy LP16 of the Local Plan.</p>
18	<p>Contaminated Land</p> <p>If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted and obtained written approval from the Local Planning Authority for, and amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with. The development shall then be carried out in full accordance with the amended remediation strategy.</p> <p>Reason: To control pollution of land and controlled waters in the interests of the environment and public safety in accordance with policies LP2, LP14 and LP16 of the Fenland Local Plan, 2014.</p>
19	<p>Footway Width</p> <p>Prior to the commencement of the use hereby approved or first occupation of the development of any phase approved, the footpath(s) within the site shall be constructed to a width not less than 2 metres and maintained thereafter.</p> <p>Reason: In the interests of highway safety and to ensure compliance with Policies LP15 and LP16 of the Fenland Local Plan, adopted May 2014.</p>
20	<p>Management of Estate Roads</p> <p>Prior to the occupation of the first dwelling within each phase, full details of the proposed arrangements for future management and maintenance of the proposed streets within the development 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: To ensure satisfactory development of the site and to ensure estate roads are managed and maintained thereafter to a suitable and safe standard, in accordance with policy LP15 of the Fenland Local Plan, adopted May 2014.</p>
21	<p>Travel Plan</p>

	<p>Prior to the first occupation of any dwelling within each development phase, a revised Travel Plan with suitable measures and incentives inclusive of bus vouchers and/or active travel vouchers to promote sustainable travel shall be submitted to and approved in writing by the Local Planning Authority in order to implement measures in the Travel Plan submitted with the application.</p> <p>The Travel Plan for each development phase shall thereafter be monitored annually with all measures reviewed to ensure targets are met. The travel plan shall be active for a year post occupation of the last dwelling of that development phase.</p> <p>Reason: To encourage sustainable modes of travel in accordance with policy LP15 of the Fenland Local Plan, 2014.</p>
22	<p>Welcome Travel Pack</p> <p>Prior to the first occupation of any dwelling within each phase, a Welcome Travel Pack detailing sustainable travel for each dwelling within that phase shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>The Welcome Travel Packs shall be distributed to the first occupants of each dwelling within each relevant phase and shall include the provision of bus vouchers and/or active travel vouchers to promote sustainable travel.</p> <p>Reason: To encourage sustainable modes of travel in accordance with policy LP15 of the Fenland Local Plan, 2014.</p>
23	<p>Provision of footway/cycleway on Drybread Road</p> <p>Prior to occupation of the first phase of the development, the developer shall deliver a 3m wide shared use footway/cycleway on the eastern/southern side of Drybread Road between the site and the shared use path to be delivered along Drybread Road as part of the neighbouring Allison Homes site in accordance with the scheme shown indicatively on DRB-BWB-GEN-XX-DR-TR-100 S2 P5.</p> <p>The works shall include a dropped crossing facility to the existing footway on the western/northern side of Drybread Road. Details shall first be submitted to and agreed in writing with the Local Planning Authority.</p> <p>Reason: To encourage sustainable modes of travel in accordance with policy LP15 of the Fenland Local Plan, 2014.</p>
24	<p>Passing bay provision on Drybread Road</p> <p>Prior to occupation of the first phase of development, the developer shall deliver passing provision on Drybread Road to the north and east of the site in accordance with the scheme shown indicatively on DRB-BWB-GEN-XX-DR-TR-101 S2 P5.</p> <p>Details shall first be submitted to and agreed in writing with the Local Planning Authority.</p> <p>The developer shall deliver the scheme in its entirety, however, in the event that passing provision along the length of the north to south stretch of Drybread Road is delivered first by another site under separate planning consent, then the developer shall only be required to deliver the works on the east to west stretch of Drybread Road.</p> <p>Reason: Drybread Road to the north and east of the site is a single track road subject to 60mph with infrequent passing places. Additional passing places are required to accommodate traffic arising from the development which may use this stretch of Drybread Road to access/egress the A605 Eastrea Road.</p>

25	<p>Post construction surface water drainage survey Upon completion of the surface water drainage system, including any attenuation ponds and swales, and prior to their adoption by a statutory undertaker or management company; a survey and report from an independent surveyor shall be submitted to and approved in writing by the Local Planning Authority. The survey and report shall be carried out by an appropriately qualified Chartered Surveyor or Chartered Engineer and demonstrate that the surface water drainage system has been constructed in accordance with the details approved under the planning permission.</p> <p>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.</p>
26	<p>Time Limit on Development Before Further Surveys are Required If the development hereby approved does not commence within 12 months from the date of the planning consent, the approved ecological measures secured through other conditions shall be reviewed and, where necessary, amended and updated.</p> <p>The review shall be informed by further ecological surveys commissioned to i) establish if there have been any changes in the presence and/or abundance of key species identified in the Ecological Impact Assessment (breeding birds, badger and reptiles), and identify any likely new ecological impacts that might arise from any changes.</p> <p>Where the survey results indicate that changes have occurred that will result in ecological impacts not previously addressed in the approved scheme, the original approved ecological measures will be revised and new or amended measures, and a timetable for their implementation, will be submitted to and approved in writing by the local planning authority prior to the commencement of development. Works will then be carried out in accordance with the proposed new approved ecological measures and timetable.</p> <p>Reason: Fenland Local Plan 2014 policies LF16 & LF19 (to protect biodiversity).</p>
27	<p>Housing Mix The dwelling mix for the development hereby approved shall be submitted as part of the reserved matters.</p> <p>Reason: In order to ensure that an appropriate housing mix is provided for the proposed development taking into account the objective of creating a sustainable, mixed community in accordance with Policy LP3 of the Fenland Local Plan and Policy 2 of the Whittlesey Neighbourhood Plan and guidance contained within the National Planning policy Framework.</p>
28	<p>Approved Plans The development hereby permitted shall be carried out in accordance with the approved plans and documents:</p>



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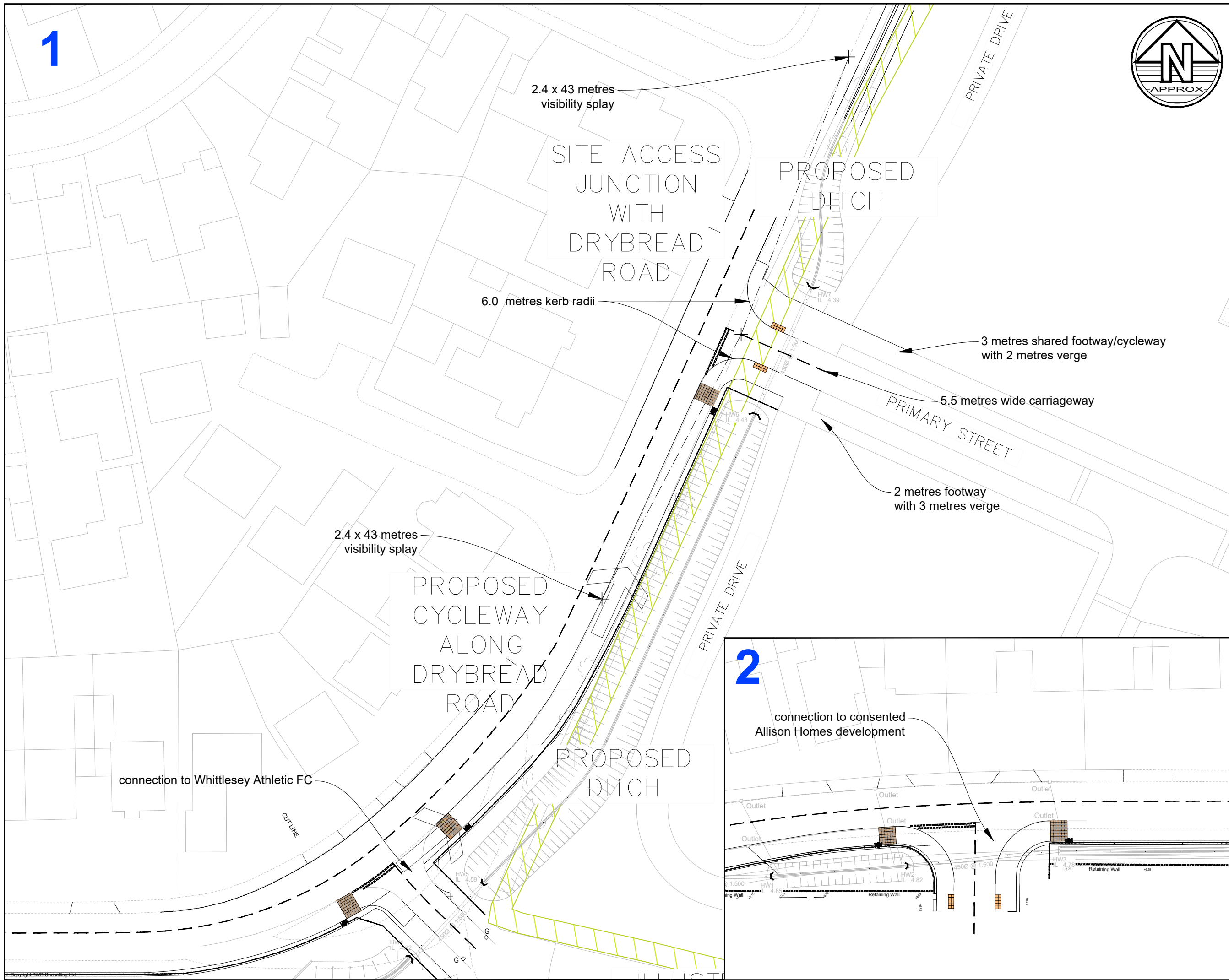
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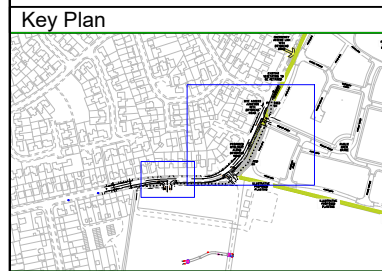


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Notes

1. Do not scale this drawing. All dimensions must be checked/ verified on site. If in doubt ask.
2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
3. All dimensions in millimetres unless noted otherwise. All levels in metres unless noted otherwise.
4. Any discrepancies noted on site are to be reported to the engineer immediately.



- Legend**
- 1 MAIN SITE ACCESS
 - 2 ENTRANCE TO EXISTING ALLISON HOMES DEVELOPMENT

Rev	Date	Details of issue / revision	Drw	Rev
P5	10.06.24	UPDATED - CLIENT COMMENTS	FS	AJO
P4	10.06.24	UPDATED MASTERPLAN	FS	AJO
P3	13.11.23	UPDATED - CCC COMMENTS	SF	AJO
P2	20.10.22	UPDATED TACTILE PAVING	KB	PW
P1	19.10.22	PRELIMINARY ISSUE	KB	PW

Issues & Revisions

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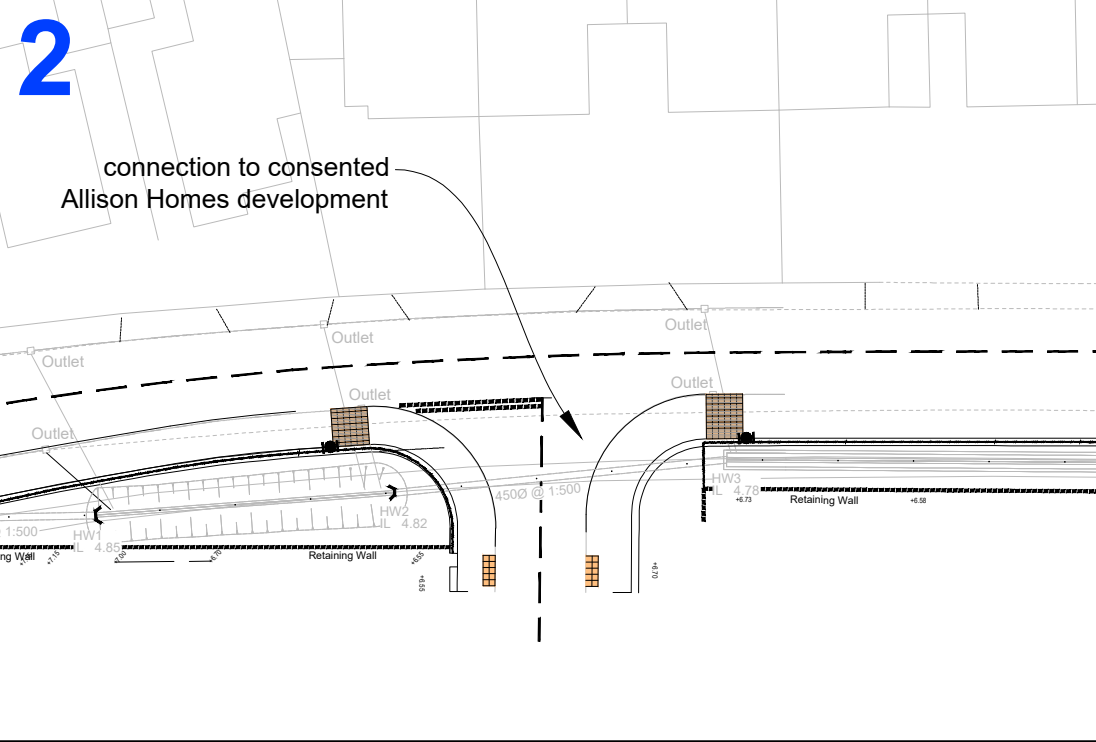
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Client
ALLISON HOMES

Project Title
DRYBREAD ROAD, WHITTLESEY, CAMBRIDGESHIRE

Drawing Title
PROPOSED SITE ACCESS ARRANGEMENT

Drawn: F. Summerfield | Reviewed: A. Oakes
 BWB Ref: NTT 2809 | Date: 10.06.24 | Scale: A3: 1:500
 Drawing Status
PRELIMINARY
 Project - Originator - Zone - Level - Type - Role - Number | Status | Rev
DRB-BWB-GEN-XX-DR-TR-100 | **S2** | **P5**



- EXISTING VEGETATION TO BE RETAINED
- EXISTING 3M WIDE IDB EASEMENT TO THE SITE BOUNDARY
- PROPOSED SITE ACCESS JUNCTION WITH DRYBREAD ROAD
- PROPOSED CYCLEWAY ALONG DRYBREAD ROAD INTO THE SITE
- PROPOSED EMERGENCY ACCESS, PEDESTRIAN & CYCLE LINK WITH DRYBREAD ROAD
- PROPOSED TREE-LINED PRIMARY STREETS
- PROPOSED 3M WIDE CYCLEWAY ALONG PRIMARY STREET
- PROPOSED ILLUSTRATIVE DEVELOPMENT BLOCKS
- PROPOSED REALIGNED DITCH ALONG SITE FRONTAGE
- PROPOSED ILLUSTRATIVE TREE PLANTING
- PROPOSED ILLUSTRATIVE ATTENUATION AREA
- PROPOSED PUBLIC OPEN SPACE - 3.60HA (INCLUDING GREEN BUFFERS & ATTENUATION BASIN)
- PROPOSED 'NEAP' PLAY AREA



Beau.
Urban Design

Drybread Road, Whittlesey - Development Framework Plan