

F/YR23/0705/O

Applicant: Rose Homes (EA) Limited

**Agent : Mr Michael Braithwaite
Robert Doughty Consultancy Limited**

Land North Of, 271 - 311 Eastrea Road, Whittlesey, Cambridgeshire

Erect up to 249 x dwellings (outline application with matters committed in respect of access) and the formation/works to 2 x accesses

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: 20 November 2023

EOT in Place: Yes

EOT Expiry: 2 November 2024

Application Fee: £25,508

Risk Statement:

This application must be determined by 2 November 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 12.6 hectares of agricultural land on the north eastern side of the town of Whittlesey. Two new vehicular access points are proposed, one for circa 200 units from Eastrea Road and a secondary access for circa 50 dwellings proposed to be taken from Drybread Road on the eastern boundary.</p> <p>1.2 The application seeks consent for up to 249 dwellings, open space and supporting infrastructure. The application is made in outline so detailed matters of layout, scale, appearance and landscaping are reserved for future consideration, although an indicative layout plan is submitted showing how the site could be developed from the access points proposed. 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 provide much needed on site affordable dwellings. The</p> |
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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, this is localised, short term as landscaping matures and inevitable given the nature of the development.
- 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 50 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 12.6 hectares of agricultural land on the north eastern side of the town of Whittlesey. The village of Eastrea lies further to the east. The northern boundary of the site is delineated by a ditch beyond which are two further fields that combined are of a similar size to the application site. Further beyond these fields are Decoy Lakes which provide a facility for coarse fishing.
- 2.2 The eastern boundary of the of the application site is formed by Drybread Road a single carriageway public road, going south to north from Eastrea Road. Whilst there is a narrow field verge along Drybread Road, there is no hedgerow or tree boundary,

- 2.3 The southern boundary of the application site is partly formed by an established hedgerow separating the site from Eastrea Road (A605) on the western side and partly by a track allowing access to the rear gardens of a row dwellings fronting Eastrea Road on the eastern side. On the south side of Eastrea Road are new residential dwellings and a recently constructed Aldi foodstore.
- 2.4 The eastern boundary of the application site is defined by a ditch beyond which are recently constructed dwellings on land forming part of a Strategic Allocation identified in the adopted Local Plan, whilst towards the northern end of this boundary there are football pitches associated with Whittlesey Athletic Football Club beyond the site boundary.
- 2.5 The application site is within a Minerals Safeguarding Area (MSA) for sand and gravel in the Cambridgeshire and Peterborough Minerals and Waste Local Plan (July 2021) where its Policy 5 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 future reserved matters application(s), should outline 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 249 dwellings with the majority being for sale on the open market but also a percentage that would be classified as affordable housing.
- 3.3 An indicative Proposed Site Plan (830-40_PL_SP01 REV B) has been submitted with the application. This shows two points of vehicular access into the site. The principal access serving up to 200 dwellings would be along the Eastrea Road A605 frontage where the site adjoins the road. A secondary access serving no more than 50 dwellings is proposed off Drybread Road, which would be improved from the site entrance to the A605 junction (thereby resulting in a combined amount of up to 249 dwellings). There would be pedestrian and emergency vehicle access between the two development areas, which would also aid non car permeability across the entire development.
- 3.4 Although the detailed layout of the site is not a matter for consideration as part of this outline application where the principle of the development is being considered, the indicative layout as provided shows how the site could be laid out to incorporate main estate roads, surface water drainage conveyance and retention measures, public open space, biodiversity retention and enhancement measures and landscaping.
- 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/YR15/0054/O	Erection of Mixed Use Business Park to include Employment (B1), Community (D1) and Retail/Professional Uses (A2/A3/A5) Land north of Gildenburgh Water, Eastrea Road, Whittlesey	Granted 30.06.2015

5 CONSULTATIONS (SUMMARISED OR VERBATIM)

5.1 Whittlesey Town Council 06.10.2023

The Town Council recommend refusal of this application on the following grounds

- 1. This is the last area of open land between Whittlesey and Eastrea which allows the separation of settlements, meaning open fields would be lost.*
- 2. The approved Whittlesey Local plan which forms part of the FDC planning process has recommends that this site should not be developed.*
- 3. Highways issues already have been identified with additional 200 homes, and since the opening of the Aldi store the road has become more dangerous. A proposed roundabout was not agreed when Aldi was built and an additional junction will cause more issues an be a safety hazzard. Resident turning right out of the proposed development onto the A605 will not be safe and this new junction will not be workable.*
- 4. The plan suggests some widening of areas of Drybread Road, however the remaining part of Drybread road is narrow and needs to be taken into consideration.*
- 5. The site has not been included for residential development in the FDC emerging local plan. Cllr boden abstained from the vote, all other members voted in favour of refusal.*

5.2 CCC Historic Environment Team 04.06.2024 - latest response

A program of archaeological evaluation has now been undertaken at the site including geophysical survey, aerial photographic transcription and trial trenching. The Geophysical survey and aerial photographic transcription indicated a series of concentric enclosures possibly indicative of settlement alongside the route of the Roman route the Fen Causeway. They also indicated possible field system. The program of trial trenching has largely confirmed this but indicated a far greater number and complexity of archaeological features including what looks to be a further iron age or roman settlement area in the southwest of the site, possible settlement at the centre of the concentric enclosures in the northwest and possible later activity towards the east of the site. The trail trench evaluation was constrained by the weather and conditions during the work and therefore a smaller sample of features were investigated that intended. We had not previously seen the trail trenching report and whilst it is largely very thorough and sufficient for its purpose we would recommend the inclusion of a plan indicating the locations of finds collected through metal detecting and bucket sampling from the topsoil. Due to the general paucity of finds in comparison to the quality of features topsoil finds make up a large proportion of the recovered finds.

Despite the constraints of the trail trenching program we feel we have enough information to make recommendations on the application. Whilst we do not object

to development from proceeding in this location, we consider that the site should be subject to a programme of archaeological investigation secured through the inclusion of a negative condition.

Details of suggested condition and informatives given.

17.10.2023 – reconsultation response

The Written Scheme of Investigation for archaeological Evaluation has been approved by this office and we would continue to recommend that this work is undertaken prior to determining the suitability of development in this location, in order to inform a planning decision. The evaluation results should allow for the fuller consideration of the presence/absence, nature, extent, quality and survival of archaeological remains within the proposed development area.

06.09.2023 - initial response

Advise that due to the nature of the surrounding archaeology as well as the scale of the scheme it is the recommendation of this office that this office that physical archaeological evidence be presented prior to determining the suitability of development in this location, in order to inform a planning decision.

5.3 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.

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

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.

13.09.2023 - 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.

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 249 number of dwellings, our policy seeks to secure a contribution of 25% affordable housing which equates to 62 affordable dwellings in this instance. Based on the provision of 20% affordable housing 50 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% affordable ownership. This would equate to the delivery of 44 affordable rented homes and 18 affordable ownership based on the provision of 25% affordable housing or 35 affordable rented homes and 15 affordable ownership based on the provision of 20% affordable housing.

5.4 Cambs Police Designing Out Crime Officer 02.10.2023

No objection and state that due to limited drawings available to view, they will reserve further comment for the reserved matters / full application. Provide some comments for consideration in this regard.

5.5 CCC Planning – Minerals and Waste 02.10.2024

The site lies within a Sand and Gravel Mineral Safeguarding Area as identified on the Policies Map for the Cambridgeshire and Peterborough Minerals and Waste Local Plan 2021, 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 which has the effect of the following:

As part of a Construction Environment Management Plan (CEMP), to be submitted prior to commencement of the development or as part of a reserve matter, the following matters shall be addressed:

- A) A list of opportunities where incidental extraction of sand and gravel may occur because of groundworks which are required for the development.*
- B) An estimate of the likely quantity of material(s) that can be extracted.*
- C) If possible, an estimation of the mineral resource(s) within the site. And*
- D) Where mineral is found, demonstrate how any material(s) extracted will be put best use.*

The CEMP must be submitted to the Local Planning Authority, for consultation and approval from the Minerals Planning Authority, in respect of the above matters.

Subject to the above condition being imposed, the MWPA has no objection to the proposed development.

5.6 Cambridgeshire Fire and Rescue Service 14.09.2023

Request that should the Planning Authority be minded to grant approval, the Fire Authority would ask that adequate provision be made for fire hydrants, which may be by way of Section 106 agreement or a planning condition. Note that 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 04.10.2023

Submitted planning documentation

As part of the planning documents, a Health Impact Assessment (HIA) was submitted; however, it did not assess whether the proposed development would have any negative impacts on the local primary care facilities.

Our assessment shows that the proposed development will have negative effects on the local primary care facilities, necessitating mitigation measures.

Existing Healthcare positions

The proposed development is located on the on the eastern edge of Whittlesey and north of Eastrea Road. As identified by the applicant the Site is located in an evolving area with a number of residential developments coming forward.

C&P ICS has identified that the development is most likely to impact on the services of Lakeside Healthcare and Jenner Healthcare @ Whittlesey (all within a 2km radius from the site). These are shown on Map 1, with capacity assumptions based on the weighted patient lists shown in Table 1.

Premises	Patient List Size ¹	NIA (sqm) ² of Premises	Capacity ³	Space Surplus or Deficit (NIA, sqm) ⁴
Lakeside Healthcare	20,147	1,258.00	18,346	-123.51
Jenner Healthcare @ Whittlesey ⁵	18,182	631.90	9,215	-614.86
Total	38,329	1,889.90	27,561	-738.37

Table 1: Capacity assumptions of local GP surgeries in relation to the proposed development

Healthcare needs arising from the proposed development

The intention of C&P ICS is to promote Primary Healthcare Hubs with co-ordinated mixed professionals. This is encapsulated in the strategy document: The NHS Five Year Forward Views. The development would give rise to a need for improvements to capacity, in line with C&P ICS's Estates Strategy, by way of improvements to, reconfiguration of, redevelopment of, or extension to the existing estate, or through the delivery of new build healthcare infrastructure. Based on the proposed development resulting in around 249 homes and the average population per household figure for Fenland of 2.30 (based on 2011 ONS Household data) the proposed development will result in 573 persons which will require mitigation.

C&P ICS note that the S106 contribution secured from this development would go towards a project to deliver a new healthcare facility in this locality, that would serve the future residents of this development (within identified patient catchment area). Table 2 below provides the capital cost calculation of additional primary healthcare services arising from the development proposal.

Total residential units	Additional Population Growth (1,000 Dwellings) ⁶	Required Floorspace as per HBN Guidance	Delivery Approach	Capital required to create additional floorspace ⁷
249	573	49.09	New healthcare facilities	£328,893

Table 2: Capital costs calculation of additional primary healthcare services

The site-specific capital cost required to deliver the additional floorspace via new built premises (build cost of £6,700/sqm) within the locality is included in Table 2 – which identifies the need for a capital contribution of £328,893.

Conclusion

The proposed development would create up to 249 new homes, generating an estimated 573 residents in the local area. This would have a direct impact on local healthcare services and therefore will require mitigation. Without this mitigation, the development would not comply with Policy LP2 of the Fenland Local Plan 2014, section 5.4 of Developer Contributions SPD 2015 and paragraphs 55 to 58 of the NPPF, as well as Planning Practice Guidance on Planning Obligations.

5.8 East of England Ambulance Service NHS Trust (EEAST) 09.07.2024

This proposed development is likely to impact on the services of 3 x ambulance stations operating within the vicinity: travel times from Peterborough Ambulance Stations and Hub in rush hour traffic to the development location are circa 15 minutes (Reference ShapeAtlas) (NB this is a standard reference point and does not mean ambulances come from these locations in order to respond to calls).

S106 funding would be used to support establishment of a new ambulance station post with capacity for 2 ambulances in Whittlesey to meeting the population growth from this development. Each ambulance requires 78.46m2 GIA at a cost of £5,167 per m2 .

This development of 249 dwellings would see an increase in patient pressure of circa 598 residents generating circa 137 emergency incidents per annum (2023/24 activity is currently calculated at population level across the East of England (residents 6.3m) / number of Incidents in (1.4m) = 0.23 incidents per person per annum). This development combined with other developments in Fenland places significant pressure on Peterborough ambulance stations and others in the local area to maintain mandated response times.

A developer contribution will be required to mitigate the impacts of this proposal and is calculated at £74,700.

This request is in line with Fenland IDP Policies LP2, LP3 and LP11. This additional capital funding would be allocated, in agreement with the local council, to support:

- Support establishment of a new ambulance station response to increase station capacity in Whittlesey*
- Purchase of additional capital equipment for community responders.*

5.9 CCC S106 12.05.2023

Response notes that the proposals for the site suggest that the development will consist of 249 new dwellings with a need to ensure provision for additional children. This development will generate 75 Early Years children (42 of whom could be eligible for funded places); 100 primary children and 63 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 financial contributions can be calculated:

- Early Years - £491,049
- Primary Education - £1,818,700
- Secondary Education - £1,590,939

5.10 Anglian Water 27.10.2023 - latest response

ASSETS

Section 1 - Assets Affected

There are assets owned by Anglian Water or those subject to an adoption agreement within or close to the development boundary that may affect the layout of the site. Anglian Water would ask that the following text be included within your Notice should permission be granted.

Anglian Water has assets close to or crossing this site or there are assets subject to an adoption agreement. Therefore the site layout should take this into account and accommodate those assets within either prospectively adoptable highways or public open space. If this is not practicable then the sewers will need to be diverted at the developers cost under Section 185 of the Water Industry Act 1991.

or, in the case of apparatus under an adoption agreement, liaise with the owners of the apparatus. It should be noted that the diversion works should normally be completed before development can commence.

WASTEWATER SERVICES

Section 2 - Wastewater Treatment

The foul drainage from this development is in the catchment of 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: Drainage & Maintenance Strategy dated 25th September 2023. Whilst the proposed connection as detailed in the submitted documents is acceptable in principle, there are capacity constraints within the network. Consequently, the full development may lead to an unacceptable risk of flooding and/or pollution. Anglian Water will need to plan effectively for the proposed development, if permission is granted. We will need to work with the applicant to ensure any infrastructure improvements are delivered in line with the development. Anglian Water may need to monitor the network. Further analysis will be required to establish the extent of network reinforcement that may be required to accommodate the full development. We will need to engage with the applicant throughout this process to understand timescales. We therefore request a condition requiring phasing plan and/or an on-site drainage strategy.

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. INFORMATIVE - Protection of existing assets - A public sewer is shown on record plans within the land identified for the proposed development. It appears that development proposals will affect existing public sewers. 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. 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. 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.

The applicant has indicated on their application form that their method of surface water drainage is via SuDS. If the developer wishes Anglian Water to be the adopting body for all or part of the proposed SuDS scheme the Design and Construction Guidance must be followed. We would recommend the applicant contact us at the earliest opportunity to discuss their SuDS design via a Pre-Design Strategic Assessment (PDSA). The Lead Local Flood Authority (LLFA) are a statutory consultee for all major development and should be consulted as early as possible to ensure the proposed drainage system meets with minimum operational standards and is beneficial for all concerned organisations and individuals. We promote the use of SuDS as a sustainable and natural way of controlling surface water run-off. We please find below our SuDS website link for further information. <https://www.anglianwater.co.uk/developers/drainage-services/sustainable-drainage-systems/> Section 5 - Suggested Planning Conditions Anglian Water would therefore recommend the following planning condition if the Local Planning Authority is mindful to grant planning approval. Used Water Sewerage Network (Section 3) "We have no objection subject to the following condition: Condition Prior to the construction above damp proof course, a scheme for on-site foul water drainage works, including connection point and discharge rate, shall be submitted to and approved in writing by the Local Planning Authority. Prior to the occupation of any phase, the foul water drainage works relating to that phase must have been carried out in complete accordance with the approved scheme. Reason To prevent environmental and amenity problems arising from flooding

FOR THE ATTENTION OF THE APPLICANT - if Section 3 or Section 4 condition has been recommended above, please see below information: Next steps Desktop analysis has suggested that the proposed development will lead to an unacceptable risk of flooding downstream. We therefore highly recommend that you engage with Anglian Water at your earliest convenience to develop in consultation with us a feasible drainage strategy.

If you have not done so already, we recommend that you submit a Pre-planning enquiry with our Pre-Development team. This can be completed online at our website <http://www.anglianwater.co.uk/developers/pre-development.aspx>

Once submitted, we will work with you in developing a feasible mitigation solution.

If a foul or surface water condition is applied by the Local Planning Authority to the Decision Notice, we will require a copy of the following information prior to recommending discharging the condition:

Foul water:

- Feasible drainage strategy agreed with Anglian Water detailing the discharge solution including: Development size Proposed discharge rate (Should you require a pumped connection, please note that our minimum pumped discharge rate is 3.8l/s) Connecting manhole discharge location (No connections can be made into a public rising main)*
- Notification of intention to connect to the public sewer under S106 of the Water Industry Act (More information can be found on our website*
- Feasible mitigation strategy in agreement with Anglian Water (if required)*

14.09.2023 – reconsultation response

We have reviewed the submitted documents and we can confirm we have no additional comments to add to our previous response PLN-0191027

06.09.2023 - initial response

Response same to that provided as latest response.

5.12 North Level IDB and behalf of Feldale IDB 21.09.2023

No objections in principle to the application although make observations regarding 9 metre standoff along the northern boundary required by Byelaw No. 10 and recommend keeping machine access to the drain on the western boundary for maintenance purposes.

5.13 CCC Local Lead Flood Authority 30.10.2023 - latest response

We have reviewed the following documents:

- *Flood Risk Assessment for residential development at Eastrea Road, Whittlesey, Ellingham Consulting LTD, Ref: ECL01038/RDC, Dated: July 2023*
- *Revised Drainage and Maintenance Strategy, Stafford Infrastructure Engineering, Dated: 25th September 2023*

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

The above documents demonstrate that surface water from the proposed development can be managed through the use of swales, permeable paving and attenuation basins, restricting surface water discharge to 1.4l/s/ha required by the Feldale Internal Drainage Board.

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. The use of attenuation basins and the inclusion of a bio-diversity pool enhances amenity, biodiversity and water quality.

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

20.09.2023 – initial response

Object to the grant of planning permission as there is insufficient information in order for the LLFA to determine the impacts of the proposal.

5.14 CCC Highways Development Management 03.10.2024 - latest response

No objection to this application having liaised with the Transport Assessment Team, noting that their suggested conditions should be amended slightly to reduce the need for more discharge of condition applications.

In addition to the conditions recommended by the Transport Assessment Team, recommend imposition of further conditions relating to the location construction facilities, the management of estate roads and wheel wash facilities.

03.10.2023 - initial response

On the basis of the information submitted, I have no objections in principle, however, in order to make an informed decision, additional information is required:

Following extensive pre-application discussions, the principle of the site accesses on Eastrea Road (JCT-SA-001 Rev C) and Drybread Road (JCT-SA-002 Rev B) are acceptable but due to the nature of the proposals, a Stage 1 Road Safety Audit is required to inform my response. This audit has been carried out by CCC's Road Safety team and I am having an ongoing dialogue with the developer to agree solutions to the problems raised during the audit. I recommend that the application is not determined until a resolution has been agreed with revised drawings and the audit itself uploaded to the planning portal. The applicant and LPA should however note the following advisory comments:

CCC have entered into a S278 Agreement with BDW Homes in relation to their development site on the south side of Eastrea Road. Under the terms of this agreement, BDW are the Street Works Authority for the duration of Agreement, meaning that no other works can be undertaken to the highway in this area without their consent. This S278 Agreement is likely to be in place until construction of their residential development is complete, meaning that the applicant may need to seek consent from BDW to construct their access should they be granted permission and provided they wish to commence works prior to the resolution of the BDW S278.

The primary site access via Eastrea Road has not been sized to allow for bus use, but I understand that this is not a requirement of the public transport strategy for the site.

It is proposed to widen Drybread Road to 5m to allow for two-way vehicular access for up to 49 dwellings. This is an acceptable arrangement, but should the applicant wish to intensify use of Drybread Road with further development in the future, additional carriageway widening may be required.

The proposal to widen the footway along the north side of Eastrea Road as shown on the drawing TA-MIT-001 Rev B is accepted.

The drainage strategy for the site includes the provision of swales located between internal carriageway and footways. This arrangement could prohibit the adoption of internal site roads by CCC as we do not adopt SUDS features and only accept highway water draining via SUDS where there is an intervening piped system adopted by Anglian Water Services (or another statutory undertaker) or where the SUDS system is adopted by AWS, the District Council or the Town Council. From reading the Drainage & Maintenance Strategy it is clear that this

position is understood by the applicant who is in discussion with AWS regarding the adoption.

*I have reserved comments regarding the indicative internal layout as it is not for approval. However, as part of any future reserved matters application I recommend that the applicant familiarise themselves with CCC's 'General Principles for Development' and 'Housing Estate Road Construction Specification', both of which are available at the link below:
<https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/roads-and-pathways/highways-development>*

Please read the above in parallel to the response from the County's Transport Assessment team.

5.15 CCC Transport Assessment Team 08.04.2024 - latest response

Background

The documents reviewed are the Transport Assessment (Revision E) dated 21st November 2023, Drawing No. C21015-TA-MIT-001 Rev D, and Drawing No. C21015-TA-MIT-TR-002 Rev A produced by Capricorn Transport Planning Ltd. The proposals comprise the erection of up to 249 dwellings on the land north of the A605 Eastrea Road, Whittlesey.

Transport Assessment Review

Trip Generation

The development is anticipated to generate 169 vehicle trips in the AM peak and 184 vehicle trips in the PM peak. The development is also anticipated to generate 18 pedestrian, 10 cycle, and 10 bus trips in the AM peak, and 19 pedestrian, 11 cycle, and 10 bus trips in the PM peak.

Traffic Impact Assessment

The junction capacity assessments included within the assessment are agreed. Both site access junctions are anticipated to operate within capacity under all future year assessment scenarios. The A605/BDW residential access junction, A605/Aldi development access junction, A605/Dandelion Drive roundabout, A605/Drybread Road priority junction, A605/B1040 Broad Street roundabout, and A605/Church Street priority junction are all anticipated to operate within capacity under all future year assessment scenarios.

Whilst the A605/B1093 Cemetery Road roundabout is anticipated to operate over capacity at 0.87 RFC and 0.90 RFC on the A605 Eastrea Road (East) arm in the AM peak during the 2029 and 2034 future year with Development scenarios, the development is not anticipated to cause detriment to capacity at the roundabout increasing vehicle queues by a maximum 3 vehicles in the AM peak.

With regards to both A605/Kings Dyke roundabouts, these roundabouts have been recently built and whilst the modelling does show some issues in the future year scenarios, the Highway Authority consider that the modelling does not necessarily reflect the day-to-day flows on that road. It appears that the volume of traffic using the A605 at the time of the surveys is showing that the roundabouts are at or approaching capacity in terms of modelling however, the Highway Authority are not convinced that this is the case in practice. We believe that it is the link capacity of the A605 that is causing the modelling issues rather than the

roundabouts themselves. Given both roundabouts are newly built and underwent extensive modelling as part of the Kings Dyke scheme, we do not believe that the models submitted for these roundabouts as part of this assessment reflect what is going on out on site. Therefore, whilst the Highway Authority acknowledge the modelling results for the A605/Kings Dyke roundabouts, we do not consider that mitigation is required at these roundabouts given it is considered that the issues highlighted are a result of the A605 link capacity rather than the roundabouts themselves. The development is not anticipated to cause detriment to capacity of these roundabouts increasing vehicle queues by a maximum 4 vehicles in the AM peak and 5 vehicles in the PM peak.

Mitigation

The following mitigation package is proposed to be delivered as part of the proposals:

- Relocate the existing 30mph speed limit on the immediate east of the Dandelion Drive roundabout to the east of Drybread Road.*
- New 2m wide footway on the northern side of Eastrea Road along the site frontage.*
- Relocation of the uncontrolled pedestrian refuge island crossing on Eastrea Road between the BDW and Aldi accesses.*
- New uncontrolled pedestrian refuge island crossing on Eastrea Road east of the Aldi access.*
- Relocate the westbound bus stop to a point east of the Aldi access with an extension of the proposed footway on the southern side of Eastrea Road to connect with it.*
- Widen the existing footway on the northern side of Eastrea Road between Dandelion Drive and Sir Harry Smith Community College to 2m in width where existing provision is below this.*
- Upgrade the existing crossing points at the Gildenburgh Crescent, Victory Avenue, and Coronation Avenue, and Lattersey Close junctions with Eastrea Road to include tactile paving.*
- Narrow the bell-mouth and remove the pedestrian refuge island at the Coronation Avenue junction with Eastrea Road.*
- Residential Travel Plan.*

Given the limited space available for physical improvements to increase capacity at the major junctions on the A605 within Whittlesey, the above mitigation package focuses on improvements to the surrounding active travel and public transport networks to encourage a modal shift to sustainable travel modes to reduce the impact of the development on the surrounding highway network. The proposed mitigation measures look to improve access for active travel modes to key facilities within Whittlesey from the site i.e. local facilities, bus services, and the railway station.

The developer has incorporated the additional works requested into their Eastrea Road improvement scheme (narrow the bell-mouth and remove the existing pedestrian refuge island at the Eastrea Road/Coronation Avenue junction to reduce vehicle speeds entering and egressing the junction and further enhance the crossing provision here for pedestrians. Tactile paving will also be delivered across Lattersey Close). The Coronation Avenue junction works have been subject to bus tracking which suitably demonstrates that buses will still be able to safely navigate the junction post-delivery of the narrowing works.

The above mitigation package is considered reasonable, proportional, and satisfactory to mitigate the impact of development traffic on the local network. Mitigation focuses on improving the local network to achieve sustainable travel to and from the site by non-car modes. The above mitigation package complies with both para 114 of the NPPF (2023) and Policy LP15 within the current adopted Fenland Local Plan (2014).

Travel Plan

The Travel Plan as submitted is broadly acceptable (Travel Plan V1: First Issue dated 7th July 2023). The targets set out within the document are agreed. The Travel Plan will, however, need to be updated to incorporate the up-to-date information at the time of implementation should this application be approved. The detailed Travel Plan will therefore be secured as a pre-occupation condition should approval be given.

Conclusion The Highway Authority do not object to the proposals subject to the following: (This being three conditions relating to the mitigation measures highlighted as updated in the Highways DM response of 03.10.2024)

27.03.2024 - reconsultation response

The proposed changes to Coronation Avenue need tweaking. The refuge island should be removed, and the entire crossing further narrowed so that it's formed as a simple priority junction with 8m radii

13.02.2024 - reconsultation response

Response concludes that the Transport Assessment as submitted does not include sufficient information. Making reference to the issues highlighted in the response, they note the Highway Authority would reconsider the application.

06.10.2023 - initial response

Response concludes that the Transport Assessment as submitted does not include sufficient information. Making reference to the issues highlighted in the response, they note the Highway Authority would reconsider the application

5.16 Natural England 23.09.2024 - latest response

Thank you for providing an updated Habitats Regulations Assessment (HRA) for the Eastrea Road proposals. We do not wish to make any further comment, however, and leave it to the Local Planning Authority (LPA), as competent authority, to produce their own HRA decision.

30.08.2024 - reconsultation response

This letter follows our previous responses dated 3 October 2023 (ref 450202), 17 May 2024 (ref 475356), and an email to the Case Officer dated 13 June 2024. You should refer back to these for more detailed advice.

We note that the submitted Habitats Regulations Assessment (HRA) has not been produced by your authority, but by the applicant. As competent authority, it is your responsibility to produce the HRA and be accountable for its conclusions.

To meet the requirements of regulation 63 of the Conservation of Habitats and Species Regulations 2017 (as amended), we advise you to check the submitted 'Report to Inform a Habitats Regulations 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 or decision notice, 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.

We advise that, as part of your HRA, the 'In-combination Assessment' will need to be revised as the submitted report has not followed the appropriate procedure for this stage. Plans and projects cannot be dismissed because they have no Likely Significant Effects alone – it is precisely these projects that need to be taken into consideration in order to look for insignificant effects that could be of greater significance when added together. Where there is a likelihood of significant effects in combination, or effects in-combination cannot be ruled out, the project should be taken forward to Appropriate Assessment as an in-combination project. Further advice can be found in Defra's guidance to LPAs, Habitats regulations assessments: protecting a European site.

Please note that if your authority is minded to grant planning permission contrary to the advice in this letter, you are required under Section 28I (6) of the Wildlife and Countryside Act 1981 (as amended) to notify Natural England of the permission, the terms on which it is proposed to grant it and how, if at all, your authority has taken account of Natural England's advice. You must also allow a further period of 21 days before the operation can commence.

Other advice

Natural England advises that all environmental impacts and opportunities need to be fully considered and that relevant local bodies are consulted.

Further general advice on consideration of protected species and other natural environment issues is provided at Annex A.

17.05.2024 - reconsultation response

SUMMARY OF NATURAL ENGLAND'S ADVICE FURTHER INFORMATION

REQUIRED TO DETERMINE IMPACTS ON DESIGNATED SITES

As submitted, the application could have potentially significant effects on Nene Washes SSSI, SPA, SAC and Ramsar site. Natural England still 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) (to be produced by your Authority)*
- A completed Biodiversity Checklist (the submitted checklist is blank)*
- Preliminary Ecological Appraisal (PEA) (this is not on the planning portal)*
- Assessment of potential impacts on mobile species outside the SPA & Ramsar site, including winter bird desk and/or field surveys (this is not on the planning portal)*

Without this information, Natural England may need to object to the proposal. Please re-consult Natural England once this information has been obtained.

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

03.10.2023 - initial response

SUMMARY OF NATURAL ENGLAND'S ADVICE FURTHER INFORMATION REQUIRED TO DETERMINE IMPACTS ON DESIGNATED SITES

As submitted, the application could have potentially significant effects on Nene Washes SSSI, SPA, SAC and Ramsar site. 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 SPA & Ramsar site, including winter bird desk and/or field surveys*
- A completed Biodiversity Checklist (the submitted checklist is blank)*
- Preliminary Ecological Appraisal (PEA)*
- Assessment of recreational pressure and identification of mitigation measures*
- Further SuDS details, and amendments in relation to peat soils*
- Mapping of peat area and alteration of site plans to avoid development on peat*
- Agricultural Land Classification (ALC) survey report*

Without this information, Natural England may need to object to the proposal.

Please re-consult Natural England once this information has been obtained.

5.17 CCC Ecology Officer - 27.09.2024

Scheme Design & Biodiversity

The proposal will include the retention hedgerows and provision of biodiversity corridors, as well as areas of public open space that have the potential to provide enhancements for biodiversity as part of the scheme. However, a biodiversity net gain assessment has not been provided and therefore, it remains unclear whether the current scheme will result in net gain in biodiversity value of the site, in accordance with Fenland Local Plan 2014 policies LP16 and LP19. We suggest this issue is addressed as part of Ecological Design Strategy to secure a well-designed scheme that is capable of securing on-site net gains in biodiversity. If this is not possible, the EDS will need to consider addressing any residual losses off-site.

Preliminary Ecological Appraisal – potential impacts and mitigation/compensation

The Preliminary Ecological Appraisal highlighted the scheme is within the Impact Risk Zone for Nene Washes SSSI, SAC, SPA and Ramsar site. Please see Habitat Regulations Assessment section at bottom of letter. The Preliminary Ecological Appraisal highlighted potential for impact of the scheme on Lattersey Field LNR and Bassenhally Pit SSSI which are potentially hydrologically connective to the site. We have reviewed the drainage scheme and comments from Lead Local Flood Authority and are satisfied that adequate protection measures can be secured through detailed drainage design (secured through

suitably worded conditions). The Preliminary Ecological Appraisal identified potential badger setts on the site. The level of impact on these setts is unclear at this stage, however, it is likely that a licence will be required to impact the setts (e.g. damage / destroy). We recommend the applicant be required to submit the relevant licence to the LPA (secured through suitably worded conditions). In addition, further details of proposed badger mitigation / compensation will need to be secured through suitably worded condition, as part of Construction Ecological Management Plan and Ecological Design Strategy. The Preliminary Ecological Appraisal also identified potential impacts to other protected species (e.g. reptiles, amphibians and nesting birds) and detailed mitigation should be secured as part of the Ecological Design Strategy / Construction Ecological Management Plan.

Proposed Conditions

In light of the above, the proposal is acceptable on ecology grounds, providing that the biodiversity compensation / mitigation and enhancement measures recommended within the Preliminary Ecological Appraisal, as well as those set out above, 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*
- f. Submission of Protected species licence (e.g. badger) relevant to the individual parcel(s).*

Habitats Regulations Assessment Stage 1 (screening)

We welcome the submission of the Report To Inform A Habitats Regulations Assessment Version 2. The latest version of this document provided additional information regarding in-combination effects, to help address the Natural England's comments of 30 August 2024, as follows:

"We advise that, as part of your HRA, the 'In-combination Assessment' will need to be revised as the submitted report has not followed the appropriate procedure for this stage. Plans and projects cannot be dismissed because they have no Likely Significant Effects alone – it is precisely these projects that need to be taken into consideration in order to look for insignificant effects that could be of greater significance when added together. Where there is a likelihood of significant effects in combination, or effects in-combination cannot be ruled out, the project should be taken forward to Appropriate Assessment as an in-combination project".

We are broadly satisfied 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.

In line with Natural England's recommendation, we have given greater consideration off in-combination effects to consider all plans / proposal, including those where likely significant effects alone were not identified. We are satisfied there will be no cumulative likely significant effect on Nene Washes SAC/SPA/Ramsar.

We therefore recommend that the proposal is unlikely to result in a Likely Significant Effect on Nene Washes SAC/SPA/Ramsar site and therefore, an Appropriate Assessment is not required.

5.18 Local Residents/Interested Parties

Objectors

31 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 a result of too many access points, need for bypass as congestion in the Town already;
- Lack of existing infrastructure which is already at capacity and new required, such as schools, doctors, dentists, etc. Lack of amenities for new residents;
- Development too big, already too many houses in Whittlesey and no more needed;
- Proposals contrary to NPPF, Local Plan and Neighbourhood plan;
- Environmental impact on wildlife, noise and light pollution, construction disruption;
- Impact on countryside views;
- Lack of public transport for new residents;
- Development leading to further encroachment to the village of Eastrea and loss of gap between settlements;
- Devaluation of existing properties.

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 9 - Coalescence of Villages
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, visual effects and coalescence of settlements
- 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 application cited in fact relates to land to the south of Eastrea Road and it is only Eastrea Road itself where the permission overlaps the site of this current application. The application site is unallocated for any development purposes within the adopted Local Plan.
- 9.2 Land to the immediate west of the site forms the eastern 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 249 dwellings on an unallocated site on the edge of the market town of Whittlesey, accordingly it must be assessed against policies LP3 and LP4 of the adopted Local Plan. Policy LP3 sets out a Spatial Strategy, 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 east 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 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 made from two points into the site from the existing public highway. The principal access serving up to 200 dwellings would be along the Eastrea Road A605 frontage where the site adjoins the road, A secondary access serving no more than 50 dwellings is proposed off Drybread Road, which would be improved from the site entrance to the A605 junction (thereby resulting in a combined amount of up to 249 dwellings).
- 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 both access points as well as updated

iterations to the Transport Assessment 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 they have no objection to the application noting that the sufficient detail of highway improvement works has been submitted to enable them to work with the developer as part of the S278 process to deliver these works and as they do not need further details to be submitted through planning. Their initial 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
- Management of Estate Roads
- Wheel wash facilities

- 10.16 With regards to the comments of the Transport Assessment Team, the latest response notes that the junction capacity assessments included within the Transport Assessment are agreed and that both site access junctions are anticipated to operate within capacity under all future year assessment scenarios. Other junctions within the vicinity of the n are all anticipated to operate within capacity under all future year assessment scenarios.
- 10.17 The TA Team have also considered the consequence of the proposed development on other junctions in the Whittlesey area. They note that whilst the A605/ B1093 Cemetery Road roundabout is anticipated to operate over capacity at 0.87 RFC and 0.90 RFC on the A605 Eastrea Road (East) arm in the AM peak during the 2029 and 2034 future year with Development scenarios, the development is not anticipated to cause detriment to capacity at the roundabout increasing vehicle queues by a maximum 3 vehicles in the AM peak.
- 10.18 With regards to both A605/ Kings Dyke roundabouts, these roundabouts have been recently built and whilst the modelling does show some issues in the future year scenarios, the Highway Authority consider that the modelling does not necessarily reflect the day-to-day flows on that road. Whilst the Highway Authority acknowledge the modelling results for the A605/ Kings Dyke roundabouts, they do not consider that mitigation is required at these roundabouts given it is considered that the issues highlighted are a result of the A605 link capacity rather than the roundabouts themselves. The development is not anticipated to cause detriment to capacity of these roundabouts increasing vehicle queues by a maximum 4 vehicles in the AM peak and 5 vehicles in the PM peak.
- 10.19 The TA Team's response lists the following mitigation package is proposed to be delivered as part of the proposals:
- Relocate the existing 30mph speed limit on the immediate east of the Dandelion Drive roundabout to the east of Drybread Road.
 - New 2m wide footway on the northern side of Eastrea Road along the site frontage.

- Relocation of the uncontrolled pedestrian refuge island crossing on Eastrea Road between the BDW and Aldi accesses.
- New uncontrolled pedestrian refuge island crossing on Eastrea Road east of the Aldi access.
- Relocate the westbound bus stop to a point east of the Aldi access with an extension of the proposed footway on the southern side of Eastrea Road to connect with it.
- Widen the existing footway on the northern side of Eastrea Road between Dandelion Drive and Sir Harry Smith Community College to 2m in width where existing provision is below this.
- Upgrade the existing crossing points at the Gildenburgh Crescent, Victory Avenue, and Coronation Avenue, and Lattersey Close junctions with Eastrea Road to include tactile paving.
- Narrow the bell-mouth and remove the pedestrian refuge island at the Coronation Avenue junction with Eastrea Road.
- Residential Travel Plan.

The TA Team considers the above mitigation package is reasonable, proportionate, and satisfactory to mitigate the impact of development traffic on the local network. Mitigation focuses on improving the local network to achieve sustainable travel to and from the site by non-car modes. The above mitigation package complies with both para 114 of the NPPF (2023) and Policy LP15 within the current adopted Fenland Local Plan (2014).

- 10.20 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. The conclusion reached by the TA Team is that they do not object to the proposals subject to conditions requiring the provision and implementation of a Travel Plan, and the implementation (prior to first occupation) of the Site Access and Eastrea Road Enhancement Works and the Eastrea Road Footway Improvements Works, as submitted with the application.
- 10.21 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, visual effects and coalescence of settlements

- 10.22 Whilst detailed matters of layout, scale, appearance and landscaping are reserved for future consideration, the Proposed Site Layout submitted sets out an indicative layout of the site.
- 10.23 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.

- 10.24 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.
- 10.25 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 an Aldi foodstore and housing, and to the west of the site comprising the area subject to the Strategic Allocation. As a consequence, the level of impact on the character of the area is accepted within that surrounding context.
- 10.26 As described in Section 2 of this report, there are no hedgerows or trees along Drybread Road along the eastern boundary of the site or further along Drybread Road to the north. Therefore, there are extended views over the flat agricultural landscape across the site from Drybread Road, but there are also longer views of the application site that can be seen from the A605 on the edge of the village of Eastrea to the east. Views into the site from the south are limited on account of the row of houses along the northern side of Eastrea Road on the eastern side and also as there is a well established hedgerow here. To the west of the application site looking eastwards, views into the site are restricted by the homes recently constructed as part of the Strategic Allocation in the Local Plan.
- 10.27 In relation to visual setting, receptors groups most likely to be affected by the proposal include residential receptors adjacent to the site to the west and south and also from public viewpoints from the north and east from users of both Drybread Road and the A605 towards Eastrea. The proposed development would alter the outlook for adjacent residential receptors. 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. Residential amenity is considered as a key issue below and as part of this matters of scale and any potential visual dominance/ overbearing would be matters of be addressed through detailed design.
- 10.28 With regards to public views from the north and east, beyond the agricultural field forming the application site, these are dominated by the eastern extent of existing residential development recently built to the west given the absence of landscaping along the rear boundaries of these properties. As such the opportunity, therefore, exists with the proposal to provide a more robust landscaped edge along Drybread Road and the northern edge of the application site, to what would then become part of the eastern extent of the town Whittlesey.

This can be factored into the layout, open space provision and landscaping when considering any reserved matter details should outline permission be granted.

- 10.29 Whilst the proposed development could be designed to facilitate a better landscaped edge to the north and eastern side of this part of Whittlesey, concerns by neighbours have been raised regarding the eastward direction that the development would take towards the village of Eastrea and a coalescence of the two settlements. This is matter that has been considered as part of the Whittlesey Neighbourhood Plan. Policy 9 of this Plan notes the intention that the village of Eastrea and Whittlesey should have a distinct separation and to this end the Plan identifies a 'Green Buffer' gap where any development proposals in these gaps would need be accompanied by evidence of the visual impact of the proposed scheme concerning the gap, including any impact on nearby heritage assets. The Green Buffer between Eastrea and Whittlesey is identified in the Plan with this showing as covering fields north and south of Eastrea Road. With regards to the fields north of Eastrea Road, the Buffer includes those to the east of Drybread Road. As the proposed development is to the west of Drybread Road, and with regard to the opportunity for landscaping on the Drybread Road of the site, it is considered that the harm to the setting and identity of these distinct areas and their coalescence is acceptable.
- 10.30 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 ability to direct open space and landscape buffer to towards the north and east of the application site (via reserved matters approval) would allow for a more sensitive edge to this eastern part of Whittlesey and would not compromise the desire to limit the coalescence of the Town with the village of Eastrea. With the application being to the immediate east of the Strategic Allocated site and to the north of other recently development to the south, the site would be in character with these adjacent areas and can be seen as forming a logical rounding off of the existing settlement edge on the eastern side of Whittlesey. The proposal is therefore considered to be in accordance with Local Plan policies LP3, LP12, LP16 criteria (d) and part f.ii. of Policy 1 and Policy 9 of the Neighbourhood Plan.

Flood risk and drainage issues

- 10.31 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.
- 10.32 The application is supported by a Flood Risk Assessment (FRA) and site-wide Drainage & Maintenance 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.
- 10.33 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 the submitted documents demonstrate that surface water from the proposed development can be managed through the use of swales, permeable paving and attenuation basins, restricting surface water

discharge to 1.4l/s/ha required by the Feldale Internal Drainage Board. 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. The use of attenuation basins and the inclusion of a bio-diversity pool enhances amenity, biodiversity and water quality. Water quality has been adequately addressed when assessed against the Simple Index Approach outlined in the CIRIA SuDS Manual. The LLFA recommend three planning conditions be attached to any permission granted.

- 10.34 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. Observations are given that under Byelaws, a 9-metre maintenance strip will be required from the top of the ditch along the northern boundary of the site as well as recommending a narrower 3 metre strip for the ditch along western boundary. Now known, both of these requirements can be secured at any reserved matters stage.
- 10.35 With regards to foul water disposal that would result from the 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. However, with regards to the Used Water Network, the response notes that within the Drainage & Maintenance Strategy that whilst the proposed connection as detailed in the submitted documents is acceptable in principle, there are capacity constraints within the network. Consequently, the full development may lead to an unacceptable risk of flooding and/or pollution. Anglian Water advise they will need to plan effectively for the proposed development if permission is granted and will need to work with the applicant to ensure any infrastructure improvements are delivered in line with the development. Further analysis will be required to establish the extent of network reinforcement that may be required to accommodate the full development, and they will need to engage with the applicant throughout this process to understand timescales. Anglian Water therefore request a condition requiring phasing plan and/or an on-site drainage strategy.
- 10.36 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

- 10.37 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.
- 10.38 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 northwestern 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.

- 10.39 In relation to the residential amenity of existing residents, there are older dwellings in direct proximity to the proposed site on the northern side of Eastrea Road at the south eastern corner of the application site. These properties have long gardens and beyond this is a track serving the rear of the properties. From the rear of the properties to the application boundary, the distance is approximately 35 metres, a more than sufficient distance and likely to be larger from any dwellings that might be developed if consent is granted. There are more recently built dwellings along parts of the application sites western boundary, being hoses completed as part of the Strategic Allocation in the adopted Local Plan. The rear gardens of these properties back on to the application site boundary and the layout of the proposed development at reserved matters stage would have to take account of their proximity in coming to an acceptable layout to ensure mutual amenity standards. Furthermore a 3-metre maintenance strip along this boundary as discussed above would further increase the distance between existing and proposed new properties.
- 10.40 Whilst the Council's Environmental Health Team have not commented on the application, the nature and scale of the proposed development, the issues of primary concern during the construction phase would likely be the potential for noise, dust and possible vibration to adversely impact on the amenity of the occupiers at the nearest residential properties. As such, it is recommended that any permission would require 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.
- 10.41 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, existing 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.
- 10.42 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.
- 10.43 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

- 10.44 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.
- 10.45 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.
- 10.46 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 and as a minimum, no net loss to biodiversity. The County Council's Ecologist response notes that the proposal would include the retention hedgerows and provision of biodiversity corridors, as well as areas of public open space that have the potential to provide enhancements for biodiversity as part of the scheme. However, they state that a biodiversity net gain assessment has not been provided and therefore, it remains unclear whether the current scheme will result in net gain in biodiversity value of the site, in accordance with Fenland Local Plan 2014 policies LP16 and LP19. Therefore, they advise that this issue should be addressed as part of Ecological Design Strategy to secure a well-designed scheme that is capable of securing on-site net gains in biodiversity. If this is not possible, the EDS will need to consider addressing any residual losses off-site.
- 10.47 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:
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
- f. Submission of Protected species licence (e.g. badger) relevant to the individual parcel(s)

- 10.48 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) in order to determine the significance of these impacts and the scope for mitigation.
- 10.49 A report to inform a Habitat Regulations Screening Assessment was submitted by the applicant on 16th August 2024 and revised report issued on 6th September 2024, which aimed address Natural England's concerns in relation to the 'In-combination Assessment' part of the report.
- 10.50 In their latest response Natural England state that they do not wish to make any further comment to that made in their earlier response of 30 August 2024 and leave it to the Local Planning Authority (LPA), as competent authority, to produce their own HRA decision and the LPA 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.
- 10.51 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 Report to inform a Habitat Regulations Screening Assessment – Version 2. Noting that the latest version of this document provided additional information regarding in-combination effects.
- 10.52 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 is broadly satisfied 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. In line with Natural England's recommendation, we have given greater consideration off in-combination effects to consider all plans / proposal, including those where likely significant effects alone were not identified. We are satisfied there will be no cumulative likely significant effect on Nene Washes SAC/SPA/Ramsar. We

therefore recommend that the proposal is unlikely to result in a Likely Significant Effect on Nene Washes SAC/SPA/Ramsar site and therefore, an Appropriate Assessment is not required.

- 10.53 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

- 10.54 Local Plan policy LP5 states Local Plan on sites of 10 or more dwellings, 25% of the dwellings as affordable houses and that for 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.
- 10.55 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.
- 10.56 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 50 dwellings would be expected to be secured and would provide 70% (35no.) affordable rented units and 30% (15no.) 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.
- 10.57 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 5.3) showing the numbers of households registered for affordable rent (but can be taken as indicative to the demand for affordable ownership as well).
- 10.58 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. Thus, the provision of 50 affordable dwellings through the proposals would assist in 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.

10.59 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.

10.60 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

10.61 Requests for financial contributions have been received from both NHS and East of England Ambulance service, to provide upgraded surgery facilities (total £328,893.) and in respect of an impact on the Whittlesey Ambulance Station (£74,700) respectively.

10.62 *Education*

Cambridgeshire County Council as the education authority seek contributions towards;

- Early Years - £491,049
- Primary Education - £1,818,700
- Secondary Education - £1,590,939

Open Space

10.63 The scheme will be expected to provide a variety of formal and informal open spaces throughout the site as well as play provision in accordance with Local Plan policy requirements. 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 play provision, it is not considered necessary to seek off-site contributions in this instance.

Transport Infrastructure

10.64 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;

- Relocate the existing 30mph speed limit on the immediate east of the Dandelion Drive roundabout to the east of Drybread Road.
- New 2m wide footway on the northern side of Eastrea Road along the site frontage.
- Relocation of the uncontrolled pedestrian refuge island crossing on Eastrea Road between the BDW and Aldi accesses.
- New uncontrolled pedestrian refuge island crossing on Eastrea Road east of the Aldi access.
- Relocate the westbound bus stop to a point east of the Aldi access with an extension of the proposed footway on the southern side of Eastrea Road to connect with it.
- Widen the existing footway on the northern side of Eastrea Road between Dandelion Drive and Sir Harry Smith Community College to 2m in width where existing provision is below this.
- Upgrade the existing crossing points at the Gildenburgh Crescent, Victory Avenue, and Coronation Avenue, and Lattersey Close junctions with Eastrea Road to include tactile paving.
- Narrow the bell-mouth and remove the pedestrian refuge island at the Coronation Avenue junction with Eastrea Road.

10.65 It is proposed to share the circa £498,000 across the education and healthcare requirements on a proportionate, pro-rata basis, which would work out as follows, based on a quantum of 249 dwellings;

Provider	% of Total contributions	Amount proposed based on 249 dwellings (£498,000)
NHS Estates	8%	£39,840
EEAST (Ambulance)	2%	£9,960
Early Years	11%	£54,780
Primary school	42%	£209,160
Secondary school	37%	£184,260
		£498,000

10.66 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 in paragraph 10.55 above.

10.67 In summary, the provision of 50 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, 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

- 10.68 With regard to the protection of any affected heritage assets, the Historic Environment Team notes that despite the constraints of the trial trenching program they feel they have enough information to make recommendations on the application. Whilst they do not object to development from proceeding in this location, they consider that the site should be subject to a programme of archaeological investigation 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.
- 10.69 The application site is 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.
- 10.70 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.
- 10.71 Although Natural England has been consulted 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.
- 10.72 Natural England's initial response requested a map of the location of peat soils across the site on the basis that new development should avoid peat soils to leave this important carbon sink intact and prevent release of CO₂ into the atmosphere. Mapping suggests there is some limited potential for areas on the eastern edge of the application site. A comprehensive programme of archaeological trial trenching has been undertaken to support the application. This shows that peat was not located in any of the trenches and thus is not present on the application site.

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. The final positioning of the dwellings within the site and the requirement for open space and landscaping could allow for existing open views across the site from the north and east to be screened in a way that the existing edge of the settlement is not. 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. In addition, the site 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 west as well as other recent development to the south of Eastrea Road.
- 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,
 - 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, andwhilst 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/YR23/0705/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> <p>Reason: To ensure compliance with Section 51 of the Planning and Compulsory Purchase Act 2004.</p>

4	<p>Quantum The residential elements of the development shall not exceed 249 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 Proposed Site Plan (Drawing reference 830-40_PL_SP01 Rev B) insofar as this defines the two separate vehicular accesses from Eastrea Road and Drybread Road which shall not linked together by any internal roads other than an emergency access link.</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 until the applicant has implemented a programme of archaeological work that has been secured in accordance with a Written Scheme of Investigation (WSI), which has been submitted to and approved by the Local Planning Authority in writing. For land that is included within the WSI, no development shall take place other than under the provisions of the agreed WSI, which shall include:</p> <ul style="list-style-type: none"> a. The statement of archaeological significance and research objectives; b. The programme, methodology and timetable of fieldwork and public engagement, and the nomination of a competent person(s) or organisation to undertake the agreed works; c. Implementation of fieldwork; d. A Post-excavation Assessment report and Updated Project Design to be submitted within six months of the completion of fieldwork; e. An analytical archive report to be completed within two years of the completion of fieldwork and submission of a draft publication report (as necessary); f. Preparation of the physical and digital archaeological archives for deposition at accredited stores approved by the Local Planning Authority. <p>REASON: To safeguard archaeological assets within the approved development boundary from impacts relating to any demolitions or groundworks associated with the development scheme and to ensure the proper and timely preservation and/or investigation, recording, reporting, archiving and presentation of archaeological assets affected by this development, in accordance with national policies contained in the National Planning Policy Framework (DLUHC 2023).</p>
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 prior to any development taking place. Those elements of the surface water drainage system not adopted by a statutory undertaker shall thereafter be maintained and managed in accordance with the approved management and maintenance plan.</p> <p>The scheme shall be based upon the principles within the agreed Revised Drainage and Maintenance Strategy prepared by Stafford Infrastructure Engineering dated 25th September 2023 and shall also include</p> <p>a) Full calculations detailing the existing surface water runoff rates for the QBAR, 3.3% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) storm events; b) Full results of the proposed drainage system modelling in the above-referenced storm events (as well as 1% AEP plus climate change), inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep, together with an assessment of system performance; c) Detailed drawings of the entire proposed surface water drainage system, attenuation and flow control measures, including levels, gradients, dimensions and pipe reference numbers, designed to accord with the CIRIA C753 SuDS Manual (or any equivalent guidance that may supersede or replace it); d) Full detail on SuDS proposals (including location, type, size, depths, side slopes and cross sections); e) Site Investigation and test results to confirm infiltration rates; f) Details of overland flood flow routes in the event of system exceedance, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants; g) Demonstration that the surface water drainage of the site is in accordance with DEFRA non-statutory technical standards for sustainable drainage systems; h) Full details of the maintenance/adoption of the surface water drainage system; i) Permissions to connect to a receiving watercourse or sewer; i) Measures taken to prevent pollution of the receiving groundwater and/or surface water.</p> <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 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 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.

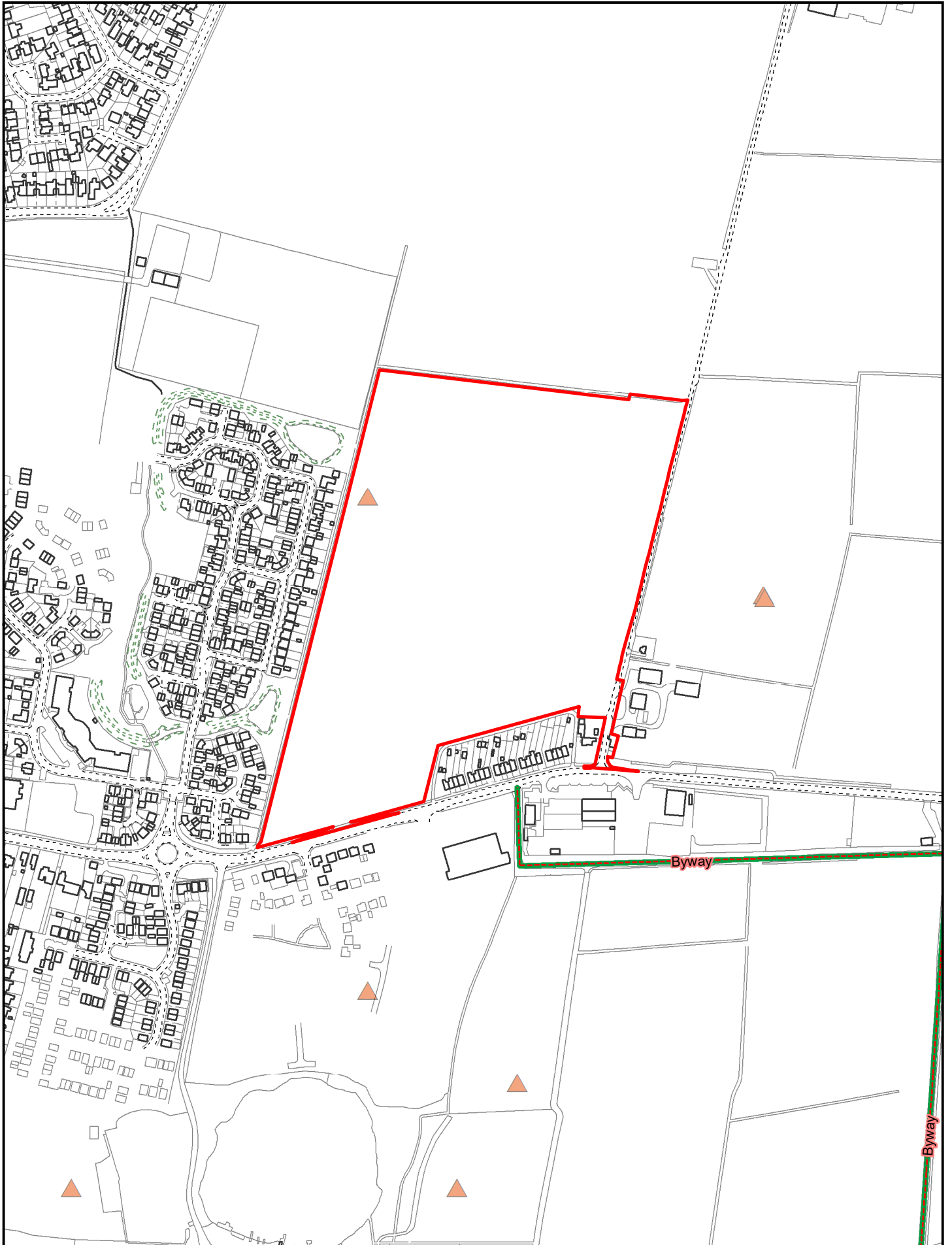
	<p>The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.</p> <p>Reason: Fenland Local Plan 2014 policies LF16 & LF19 (to protect and enhance biodiversity)</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,

	<p>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> <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>

	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.
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. B) An estimate of the likely quantity of material(s) that can be extracted. C) If possible, an estimation of the mineral resource(s) within the site. 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>Protected Species Licence</p> <p>Ground works or vegetation clearance works within 30m of potential badger setts identified in the Preliminary Ecological Appraisal shall not in any circumstances commence unless the local planning authority has been provided with either:</p> <p>a) a licence issued by the relevant licensing body pursuant to Protection of Badgers Act 1992; or b) a statement in writing from the relevant licensing body or suitably qualified ecologist to the effect that it does not consider that the specified activity/development will require a licence</p> <p>Reason: Fenland Local Plan 2014 policies LP16 & LP19 & Conservation of Habitats and Species Regulations 2017 (as amended) (to protect biodiversity)</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</p>

	<p>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 Prior to first occupation, the developer shall be responsible for the provision and implementation of a Travel Plan to be agreed in writing with the Local Planning Authority. The Travel Plan shall include suitable measures and incentives inclusive of bus vouchers and/or active travel vouchers to promote sustainable travel. The Travel Plan is to be monitored annually with all measures reviewed to ensure targets are met.</p> <p>Reason: To encourage sustainable modes of travel in accordance with policy LP15 of the Fenland Local Plan, 2014.</p>
22	<p>Site access and Eastrea Road Enhancement Works Prior to first occupation, the developer shall deliver the Site Access and Eastrea Road Enhancement Works as shown on the drawings C21015-JCT-SA-001 Rev E and C21015-JCT-SA-002 Rev D.</p> <p>Reason: In order to meet the requirements of the Local Highways Authority to mitigate the impact of development traffic on the local network in accordance with policy LP15 of the Fenland Local Plan, adopted May 2014 and NPPF paragraph 114.</p>
23	<p>Eastrea Road Footway Improvements Works Prior to first occupation, the developer shall deliver the Eastrea Road Footway Improvements Works as shown on the drawing C21015-TA-MIT-001 Rev D.</p> <p>Reason: In order to meet the requirements of the Local Highways Authority to mitigate the impact of development traffic on the local network in accordance with policy LP15 of the Fenland Local Plan, adopted May 2014 and NPPF paragraph 114.</p>
24	<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>
25	<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>
26	<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>
27	<p>Approved Plans The development hereby permitted shall be carried out in accordance with the approved plans and documents:</p>



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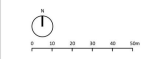
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B Red line revised 23.08.23
 A Landscaping along eastern boundary 20.07.23 revised

Rev	Description	Date
B	Red line revised	23.08.23
A	Landscaping along eastern boundary	20.07.23

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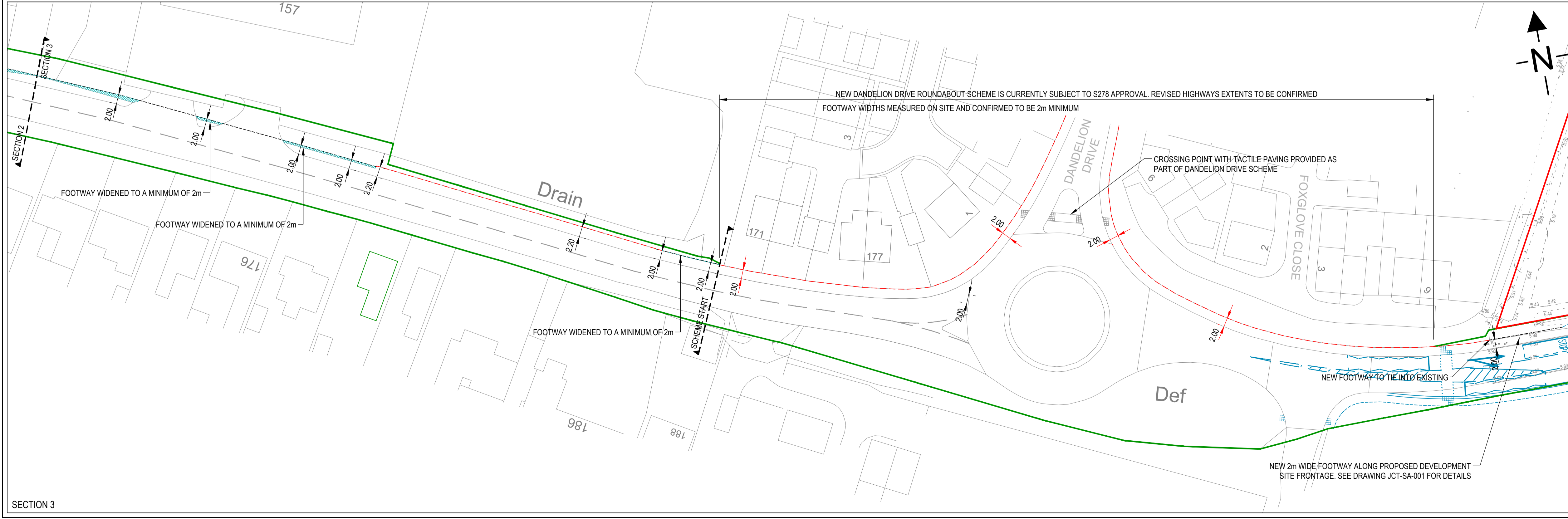
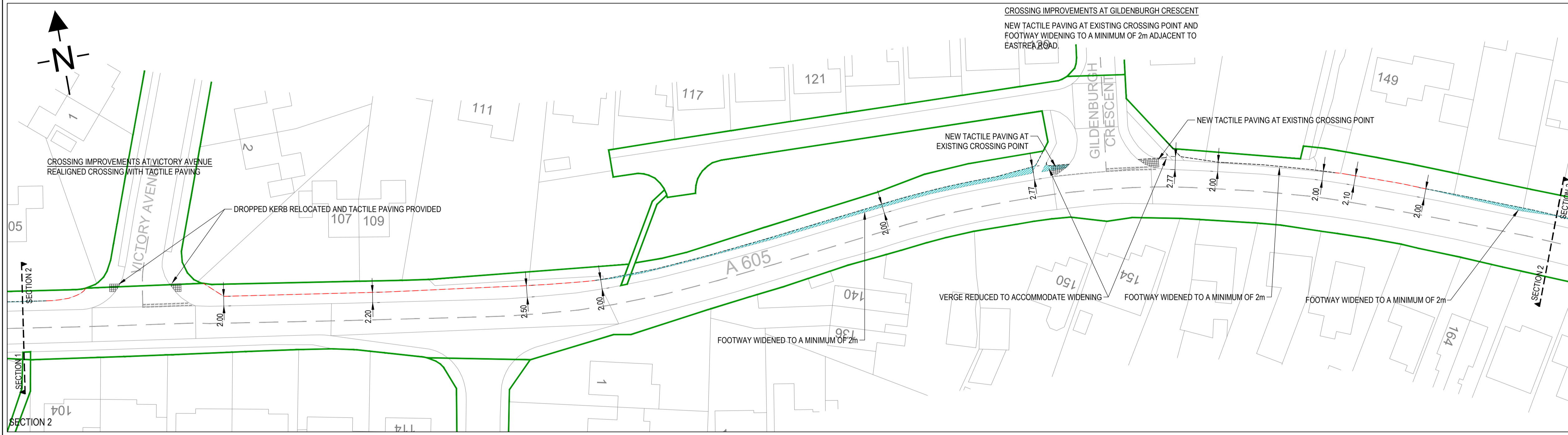
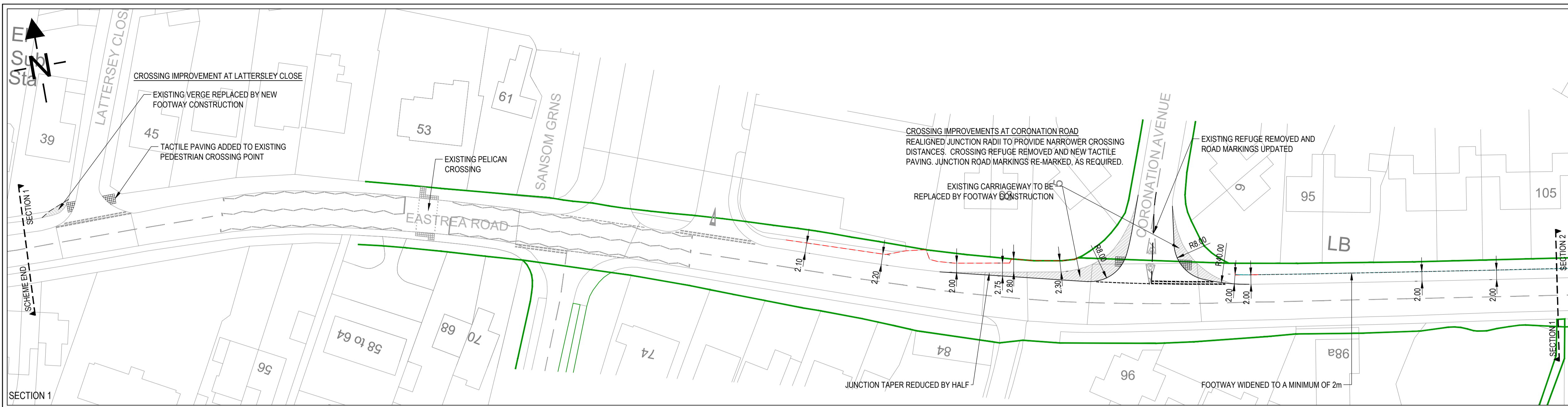
Client
 Rose Homes (EA) Limited
Project
 Land off Eastrea Road
 Whitby

Drawing
 Proposed Site Plan

Scale @ A1 Date
 1:1250 05/07/23

Drawn By Checked By
 WW LMS/ MJB

Job Number Status Purpose of Issue
 830-40 PL Discussion
Drawing No. 830-40_PL_SP01 **Rev** B



- THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
- THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.

- NOTES:
- SCHEME PROPOSALS ARE BASED ON OS MAPPING. ALL DIMENSIONS REQUIRE CONFIRMATION.

KEY:

HIGHWAY BOUNDARY	
SITE BOUNDARY	
BARRATT HOMES/ SUPERMARKET APPROVED SCHEME	
FOOTWAY WIDENING TO 2m REQUIRED	
FOOTWAY WIDTH EQUAL OR GREATER THAN 2m	

REV	DESCRIPTION	DATE	BY	AUTH
D	REFUGE AT CORONATION AVE REMOVED.	02.04.24	AMP	SM
C	UPDATED FOLLOWING CCC COMMENTS (FEB 2024)	12.03.24	AMP	SM
B	UPDATED FOLLOWING CCC COMMENTS (MAR 2023)	24.05.23	AMP	SM
A	UPDATED FOLLOWING CCC COMMENTS (SEPT 2022)	24.01.23	AMP	SM

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CLIENT
ROSE HOMES

PROJECT
**EASTREA ROAD,
WHITTLESEY**

TITLE
**PROPOSED EASTREA ROAD
FOOTWAY IMPROVEMENTS**

DRAWN AMP	AUTHORISED SM	SCALE 1:500	SHEET SIZE A1	DATE 08.09.22
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PROJECT NO. C21015	DRAWING NO. TA-MIT-001	REV D
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