
F/YR23/0370/O

**Applicant: Mr Tony Byrne
March East Developments Limited**

**Agent : Mr Leslie Short
Artisan PPS Ltd**

Land To The South Of, Barkers Lane, March, Cambridgeshire

Erect up to 130no dwellings (outline application with matters committed in respect of access)

Officer recommendation: Grant

Reason for Committee: Number of representations received and Town Council's recommendation contrary to officer recommendation.

Government Planning Guarantee

Statutory Target Date For Determination: 27 July 2023

EOT in Place: Yes

EOT Expiry: 01.11.2024

Application Fee: £17366

Risk Statement:

This application must be determined by 1st 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 6.7 hectares of agricultural land located at the south east of March and forms part of the south east March strategic allocation, identified through policy LP9 of the Fenland Local Plan (2014) which seeks to deliver around 600 dwellings and supporting infrastructure.</p> <p>1.2 Policy LP7 sets out that a Broad Concept Plan (BCP) for allocations must be agreed and for future proposals within the site conforming to the BCP. Policy H1 of the March Neighbourhood Plan aligns with Local Plan, identifying this area of March as allocated housing land. A BCP for this site allocation was approved by the Council in June 2023.</p> <p>1.3 The application has undergone several revisions following discussions with consultees to address matters mainly in respect of transport impacts and mitigation, drainage and biodiversity.</p> <p>1.4 Whilst detailed matters of layout, scale, appearance and landscaping are reserved for future consideration, an indicative layout plan is provided which</p> |
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denotes that the development site would rely on Barker's Lane for vehicular access, with pedestrian/ cycle connectivity to the wider allocation.

- 1.5 It is recognised that the development will result in some unavoidable landscape harm, however this is localised and inevitable given the development plan allocation. In addition, the character of Barker's Lane will change through the amendments to this road to accommodate vehicular access to and from the application site, and through the introduction of a dedicated 3m wide footway/ cycleway. Whilst this will, to a degree set to partially erode the rural character of this part of Barker's Lane through both an intensified use for motor vehicles and the general appearance to this lane, the approved BCP does broadly identify this infrastructure improvement to support the wider site allocation.
- 1.6 In order to ensure that traffic through Barkers Lane is limited however, the proposal is to restrict vehicular permeability through the wider allocation i.e., only pedestrian, cycle and emergency vehicle access from and to the site from the wider allocation would be permitted and would be expected to be secured under future reserved matters.
- 1.7 A package of mitigation has been agreed by the applicant, with a mixture of financial contributions and direct delivery of transport infrastructure. Full financial contributions are not possible due to the Council's known viability constraints.
- 1.8 However, the applicant has provided substantial evidence to indicate that the site will provide for 100% affordable homes, with a recognised registered provider and house builder confirming their involvement in this scheme. Having regard to the Council's historic inability to meet affordable housing targets, the benefits of this is afforded significant weight (subject to final confirmation of the affordable housing offer) and completion of a S106 agreement. Notwithstanding, the application confirms it will achieve a minimum of 20% affordable housing.
- 1.9 As such, whilst some harm will ensue to the open and rural character of the site and, in part, to the rural qualities of the first 120m of Barker's Lane, and in acknowledging the general lack of vehicular connection to the wider allocation, it is considered that the proposal, in taking into account the weight afforded to the benefits of the scheme – in particular the affordable housing offer would, on balance amount to sustainable development and would accord with the development plan taken as a whole. There are no material considerations worthy of sufficient weight that indicate that a decision should be made other than in accordance with the development plan.
- 1.10 The application is therefore recommended for approval.

2 SITE DESCRIPTION

- 2.1 The site comprises approximately 6.7Ha of agricultural land located at the south east of March and forms part of the south east March strategic allocation, identified through policy LP9 of the Fenland Local Plan (2014).

- 2.2 Three other parcels of land (outside of the scope of this application) fall within the allocation area (See planning history section below).
- 2.3 To the north the site's boundary is formed, in the main by Barker's Lane (Public Right of Way), beyond which lies the Neale-Wade Academy and existing residential development which back onto Barker's Lane. Barkers Lane has a number of established trees and hedges that provide part boundaries to both the residential and the school. There is a secondary gated access to the school. Apart from the school entrance the Lane is of rural lane character.
- 2.4 To the west, in the main, the site is adjacent to the rear gardens of existing dwellings which front Wimblington Road.
- 2.5 The main part of the site is relatively flat (the topography shows an area slightly lower with ground rising slightly to the east/south-east but then falling again in the south-eastern corner. There are hedgerow and a ditch on the eastern and southern boundaries (The ditch on the eastern boundary is just outside the site).

3 PROPOSAL

- 3.1 The application is in outline form for the use of land for residential development of up to 130 dwellings with only the detail of the access for approval at this time. Matters of Layout, Scale, Appearance and Landscaping are reserved for future consideration.

Access

- 3.2 The General Arrangement Plan (DR-C-0103: P02) shows the committed access off Barkers Lane. The proposed amendments to Barker's Lane have been modified during negotiation of the scheme, to reduce its initially proposed urban appearance and to cater for 20mph speeds in view of its wider use being connected to a public Byway. The site access spurs from Barkers Lane via a spine road which leads through the site. The spine road is also served by a continuous pedestrian/ cycle path which connects to and extends along Barker's Lane, cutting behind a group of established trees at the junction with Wimblington Road, to tie into the wider Wimblington Road network. An access into the Byway is maintained and would cater for agricultural vehicles, as well as maintaining access for pedestrians, cyclists and equestrian.

Indicative Layout

- 3.3 An outline Masterplan (4405-03K) indicates how the quantum of development and associated infrastructure could be arranged across the site and essentially comprises the main spine road serving secondary, shared-surface streets and tertiary private roads serving pockets of dwellings. The primary road through the site shows two connecting points to link to the adjacent land within the allocation to the east and south, to parcels of land outside of the applicant's control. These are proposed to be prioritised for pedestrian and cycle movements, with drop-bollards preventing general vehicular access, except for emergency vehicles. In essence therefore, the scheme is designed to allow only motorised traffic from the application site onto Barker's Lane, but with continuous pedestrian and cycle links throughout the site, connecting to the wider allocation and Barker's Lane.
- 3.4 The main areas of open space and landscaping are located at the north of the site, including an area of land reserved for future sports pitch provision for the Neale Wade Academy, should the school require this land for expansion in the future. A large area of surface water attenuation is also proposed at the north of

the site, with further SuDS features located along the eastern and western boundaries.

Housing

- 3.5 The proposal initially is for the scheme to deliver a minimum of 20% affordable housing. The approach has recently been amended suggests a scheme of 100% affordable housing is now anticipated, to be delivered by a recognised registered housing provider. The precise mix of affordable dwellings is to be agreed but is anticipated to comprise a mix of social rented and shared ownership dwellings.
- 3.6 The application is supported by the following key documents and plans;
- Location plan: 4405-01 H
 - Masterplan: 4405-03 K
 - Planning/ Design and Access Statement
 - Flood Risk Assessment and Drainage Strategy
 - Access General Arrangement Plan: 22354-MA-XX-XX-DR-C-0103: P02
 - Isle of Ely Way mitigation: 22354-MA-XX-XX-DR-C-0102 P01
 - Transport Technical Note (Including Mill Hill Roundabout mitigation): TN06
 - Transport Assessment 22354: TA01 REV B
 - Arboricultural report/ tree protection plan LS2002-11
 - Landscape Proposal LS2002-22A
 - Contaminated Land Report
 - Ecology Report and baseline habitats
 - Biodiversity Net Gain report
 - Health Impact Assessment
- 3.7 Full submitted plans and associated documents for this application can be found at: <https://www.publicaccess.fenland.gov.uk/publicaccess/>

4 SITE PLANNING HISTORY

Reference	Description	Decision
F/YR16/0345/SC	Screening Opinion:- Residential Development (up to 600 dwellings)	Not EIA development. Unlikely to result in significant environmental impacts.
F/YR12/0123/SC	Screening Opinion:- Residential Development (400 dwellings approx)	Determined not EIA development
F/YR10/0021/SC	Screening Opinion:- Residential (up to 960 dwellings) with associated landscaping, sports pitches, open space and infrastructure	Determined not EIA development
<i>Other relevant applications</i>		
F/YR23/0696/O	Outline planning permission (all matters reserved, except for access) for up to 425 dwellings (including affordable housing), formation of 2 x accesses, and a dropped kerb (for 38 Wimblington Road), safeguarded land for grass playing fields, public open space, landscaping, community garden, community orchard, children's play areas, sustainable drainage infrastructure, retention of informal parking area, all other associated infrastructure, and demolition of an existing dwelling (40 Wimblington Road).	Planning Committee resolution to grant subject to completion of S106 agreement and finalising planning conditions. 21.08.2024
F/YR23/0426/F	The formation of 2 x accesses at Wimblington Road/Lambs Hill Drove junction and land at 40 Wimblington Road and associated highways works, and relocation of an access involving the formation of a dropped kerb at 38 Wimblington Road	Application withdrawn 18.08.2023
F/YR23/0461/F	Formation of an access and associated highway works	Pending Consideration
F/YR24/0456/O	Erect up to 50 x dwellings involving the demolition of existing dwelling and outbuildings (Outline application with all matters reserved)	Pending Consideration

5 CONSULTATIONS (summarised)

- 5.1 **March Town Council - 3 Oct 2023**
Recommends refusal on highway grounds
- 5.2 **March Town Council – 16 May 2023**

Objection: Concerns raised over flooding and drainage; safety of users of Barkers Lane (notes that Barratt & David Wilson Homes adjacent ruled out using Barkers Lane; archaeological requirements must be observed and implemented.

5.3 **CCC Highways (Development Management) – 16 Oct 2024**

The revised site access works along Barker's Lane as shown on the drawing 22354-MA-XX-XX-DR-C-0103 GA Revision P02 are acceptable, provided that there is no motor vehicle link between this development site for up to 130 dwellings and the remainder of the local plan allocation, bar emergency vehicle connections. Pedestrian and cycle connectivity between parcels is essential as it will allow pedestrians and cyclists from this development to travel southwards towards Wimblington via the neighbouring development site. I would recommend that any access and movement parameters are updated accordingly.

Should vehicular connectivity to the full allocation site be desirable, the carriageway will need to widen to 5.5m with further widening around the bend, as per previous iterations of the highway design.

As previously stated, part of these highway works include widening of Barker's Lane into land currently outside of the highway boundary. The LPA need to be satisfied that this land is included in the redline boundary and appropriate notice has been served on the impacted landowners.

The proposed mitigation works at the junction of the A141 Isle of Ely Way and B1101 Wimblington Road / March Road as shown on 22354-MA-XX-XX-DR-C-0102 GA Revision P01 are also acceptable in highway safety terms.

Recommends Conditions and Informatives, to include;

- Adoptable Standards
- Construction Facilities
- Wheel Wash Facilities

5.4 **CCC Highways (Development Management) - 12 Aug 2024**

[Following further amendments to the red line boundary to include additional land for Barkers Lane infrastructure]

No further comments to make beyond those in response dated 23rd May 2023 or by CCC Transport Team. Considers the proposals, including the offsite mitigation, to be acceptable.

5.5 **CCC Highways (Development Management) - 3 Oct 2023**

[Following amended access details]

The proposed site access as shown on the drawing 22354-MA-XX-XX-DR_C-0100 GA Revision P08 is acceptable in principle and has been produced by the applicant in direct dialogue with the LHA.

Some works are reliant on land to the north of Barkers Lane which sits outside of the application boundary, and which will need to be dedicated to CCC; an obligation for the dedication will need to be written into the S106.

Surfacing detail to be addressed post planning as part of a detailed design exercise (S38 Agreement).

The location of the shared use path will result in the loss of some mature highway trees. While this does not constitute an objection, the LPA may wish to consider amenity implications. It is recommended that the ecology strategy for the site take the loss into account and provide suitable mitigation.

Drainage of the widened paved highway along Barkers Lane requires thought. While the drainage of the highway can be considered as part of a subsequent S278 Agreement, an acceptable solution may impact upon scheme viability and should therefore be considered by the applicant at this stage. An acceptable solution may involve disposing of highway water within their development site if a suitable alternative, which aligns with CCC specifications, cannot be accommodated. This scenario does not appear to have been considered as part of the FRA.

Recommends Conditions and Informatives, to include.

- Adoptable Standards
- Construction Facilities
- Wheel Wash Facilities

5.6 **CCC Highways (Development Management) – 24 May 2023**

Objection: The proposed development is unacceptable in highway safety terms. Insufficient width of carriageway and pedestrian/ cycle infrastructure proposed. Possibly insufficient land to accommodate adequate upgrades.

The applicant needs to demonstrate how the walking and cycle proposals for Barker's Lane tie into those on the B1101 Wimblington Road. Comprehensive vehicle tracking required, to demonstrate that safe access to the site can be achieved but also access to Neale Wade Academy can be maintained in such a way that does not disadvantage other road users.

5.7 **CCC Highways (Transport Team) - 6 Aug 2024**

[Following submission of a mitigation scheme for the Mill Hill roundabout]

Notes that the Mill Hill mitigation is an identical scheme put forward by application F/YR23/0696/O. Recommends that up to 225 dwellings could be built across the whole allocation before any mitigation is delivered at the Mill Hill roundabout. No objection subject to conditions and/ or S106 to mitigate the development.

5.8 **CCC Highways (Transport Team) - 11 Jul 2024**

[Following submission of an updated Transport Assessment dated 27 June 2024]

The allocation is for 650 dwelling and there are two live applications for 130 and 425 dwellings. This leaves 95 dwellings unaccounted for, therefore the model produced by the applicant will be slightly underestimating impacts on the network. Queries over Mill Hill Roundabout assessment (eastern arm already over capacity). The applicant will need to design a mitigation scheme for this roundabout.

Mitigation: The following mitigation is needed to support the proposals;

The proposed site access junction with a 3 metre wide shared foot/cycleway as shown in principle on drawing 22354-MA-XX-XX-DR-C-0100 GA – P17 will need to be provided.

A contribution of £1,500 per dwellings toward improvements at the St Peters Road signal junction, A141 junction with Knights End Road, Peas Hill Roundabout and the Hostmoor Avenue junction with A141.

A contribution of £96,000 towards bus service improvements to serve the site. The two closest bus stops to the site need to be provided with RTPI if they do not have them already, this will also include a commuted sum.

Each dwelling shall be provided with welcome packs which shall include free bus travel for all new residents.

Other comments: The committed development flow diagrams have not been provided for each development, therefore it's not possible to check them.

Conclusion: Addressing the above concerns will still show the development has a severe impact on the highway network that needs addressing through mitigation measures.

5.9 CCC Highways (Transport Team) - 18 Jun 2024

[Following submission of a highways Technical note dated 24 May 2024]

Plans and modelling need to be dimensioned correctly and updated

Conclusion: The application as submitted does not include sufficient information to properly determine the highway impact of the proposed development. Were the above issues addressed the Highway Authority would reconsider the application. CCC therefore requests that this application not be determined until such time as the additional information above has been submitted and reviewed.

5.10 CCC Highways (Transport Team) - 23 May 2024

[Following submission of a highways Technical note dated 18 April 2024]

Local Bus Service: Were the Highway Authority to be in a position to recommend approval, a condition would be applied to upgrade the existing bus stops closest to the site. It should be noted that it may be necessary to remove the bus layby in order to provide a shelters on the ground.

Access: Given this is a new residential development, there are no reasons why it should not be complying with national and local policy on walking and cycling. There is an existing shared use route along Wimblington Road and therefore this development should be connecting into this. Any planning application which only proposed a 2 metre wide footway on one side of the access road would receive a recommendation of objection from the Highway Authority.

Proposed Trip Generation: Agreed.

Scope of Assessment: Flow diagrams need to be provided for review. Dimensioned drawings need to be submitted for each junction showing the inputs into Junctions9.

Mitigation: The development will be expected to contribute towards highway impacts the whole allocation will have on the highway network.

Conclusion: The application as submitted does not include sufficient information to properly determine the highway impact of the proposed development.

5.11 CCC Highways (Transport Team) – 13 Jun 2023

Site Location

The nearest bus stops to the site are around 400 metres away, these stops are served by a limited bus service. There is little in the way of infrastructure at these stops, the applicant should look to provide improvements.

Local Highway Network: The first 140 metres of Bakers Lane is adopted highways, after that it turns into a byway. The applicant needs to demonstrate that they can access the site from public highway without going over the byway.

Access

The proposed layout of Bakers Lane to serve the development is not acceptable. There is inadequate road width and inadequate provision for pedestrians and cyclists,

pedestrians and cyclists should be segregated from vehicles.

the designs needs to be as follows –

- 5.5m wide carriageway
- 2m footway on one side
- 3m shared foot/cycleway on the other side

Proposed Trip Generation Evidence/ data not agreed

Scope of Assessment

The study area is acceptable. The count data needs to be submitted for review. Dimensioned drawings need to be submitted showing the inputs into Junctions9.

Conclusion

The application as submitted does not include sufficient information to properly determine the highway impact of the proposed development.

5.12 **CCC Definitive Mapping Team – 4 May 2023**

Public Byway no. 24, March, runs to the north of the proposed development site. To view the location of the Byway please view our interactive map online which can be found at <http://my.cambridgeshire.gov.uk/myCambridgeshire.aspx>. Whilst the Definitive Map Team has no objection to this proposal, the Byway must remain open and unobstructed at all times. Whilst there is existing shrubbery on the northern boundary, we remind developers that any fast-growing or new hedge or tree planting should have an off-set distance of 2m from the public right of way. This can be found in our guidance for developers: Public Rights of Way - Guidance for Planners and Developers v4 (cambridgeshire.gov.uk)

5.13 **CCC Growth & Economy – 28 Nov 2023**

Amended summary table provided (School land is still required as before)

Table 1 - S106 contributions – summary table

	Contribution	Project	Indexation date	Trigger
Early Years	£326,610* *see Table 9	New early years facility serving March	1Q2022	50% prior to 1st occupation and 50% prior to 20 th occupation
Primary	£1,132,248* *see Table 10	New primary facilities serving March	1Q2020	
Secondary	£833,349* *see Table 11	Expansion of Neale Wade Academy	1Q2020	
Libraries	£29,575	Enhancement of buildings and facilities at March library	1Q2019	100% prior to occupation of 50% of the development
Strategic Waste	N/A			

5.14 **CCC Growth & Economy – 21 Jun 2023**

Summary table provided

Table 1 - S106 contributions – summary table

	Contribution	Project	Indexation date	Trigger
Early Years	£20,713 x 15 places = £310,695	New early years facility serving March	1Q2020	50% prior to 1st occupation and 50% prior to 20 th occupation
Primary	£20,713x 52 places = £1,077,076	New primary facilities serving March	1Q2020	
Secondary	£24,014 x 33 places = £792,462	Expansion of Neale Wade Academy	1Q2020	
Libraries	£29,575	Enhancement of buildings and facilities at March library	1Q2019	100% prior to occupation of 50% of the development
Strategic Waste	N/A			

School land

The County Council has made separate representations to the applicant regarding the provision of additional land to enable the expansion of Neale Wade.

The school site is currently approximately 10.4 hectares. For 1,850 places the BB103 recommended range is 10.15 to 12.76 hectares. Due to the site analysis being high level it is currently unknown whether the school currently has the appropriate breakdown of external play areas and it is also unknown at this stage how feasible it would be to expand the site. The provision of additional capacity would require a building with a significant footprint and additional external areas and parking. Therefore, the Council would look to seek 2.36 hectares as this would mean Neale Wade's site would meet the maximum range of 12.76 hectares.

5.15 CCC Archaeology – 27 Sep 2023

Recommend that an archaeology condition be placed on any outline planning consent.

5.16 CCC Archaeology – 9 May 2023

Recommend that an archaeology condition be placed on any outline planning consent.

5.17 CCC Minerals & Waste Planning Group - 19 Oct 2023

No objection. Confirms that while the site falls partly within a Sand and Gravel Mineral Safeguarding Area, it is exempt the requirement of Policy 5 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan (July 2021) given its Local Plan allocation status.

Request that the applicant is encouraged to make best use of any sand and gravel that may be incidentally extracted as part of the development (requested to be advised through an informative).

5.18 CCC Lead Local Flood Authority - 16 Nov 2023

Reviewed the following documents:

- Flood Risk Assessment and Drainage Strategy, MJ, Ref: A001-004, Rev: B, Dated: 8th April 2023
- Response to LLFA, MJ, Ref: A001-003, Dated: 24th July 2023
- Response to LLFA, MJ, Ref: A001-004, Dated: 2nd November 2023

Based on these, as Lead Local Flood Authority (LLFA) we have no objection in principle to the proposed development. The above documents demonstrate that surface water from the proposed development can be managed through the use of a combination of swales, attenuation basins and attenuation crates, restricting surface water discharge to 0.94, 1.63, 1.48 and 1.23l/s at the four respective outfalls which amounts to a total discharge of 5.28l/s which the LLFA deems as acceptable. The flooding that occurs at SW4-4 during the 1 in 100 year +40% climate change allowance is stated to be contained without effecting any dwellings. Water quality has been adequately addressed when assessed against the Simple Index Approach outlined in the CIRIA SuDS Manual.

Conditions

1. Surface Water Scheme required to be submitted via a pre-commencement condition.
2. Construction drainage scheme
3. Survey and report on SuDS features

5.19 **CCC Lead Local Flood Authority – 11 Oct 2023**

Thank you for your re-consultation which we received on the 27th September 2023. At present we object to the grant of planning permission for the following reasons:

1. Flood Exceedance Routing

The modelling shows flooding occurring at node SW4-4 in the 1 in 100 year +40% Climate change allowance storm event. The applicant must demonstrate how the 3.137m³ of water will be contained without impacting any dwellings both on and off the proposed development.

5.20 **CCC Lead Local Flood Authority – 25 May 2023**

At present we object to the grant of planning permission for the following reasons:

1. Hydraulic Calculations Hydraulic calculations should be submitted for the 100%, 3.3% and 1% Annual Exceedance Probability (AEP) storm events, including a suitable allowance for climate change and urban creep. As the site lies within the Old Bedford and Middle Level management catchment these allowances should be 35% and 40% for the 3.3% and 1% AEP respectively. There should be no surcharging in the 100% AEP storm and no water outside the system in the 3.3% AEP storm event. Hydraulic calculations should be carried out using FSR rainfall data for the 15 and 30 minute storms and FEH rainfall data for 60 minute onwards.

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

5.21 **CCC Ecology**

[following submission of aerial tree assessment for bats]
No comments received

5.22 **CCC Ecology - 19 Apr 2024**

Seeks information re; aerial tree assessment for bats.
Proposes a Condition covering EDS (including the bat assessments)
Licence where protected species identified

5.23 **CCC Ecology - 18 Apr 2024**

Insufficient information has been provided to enable the LPA to determine the impact of the scheme on bats, which are a European protected species. It is therefore not possible for the LPA to discharge its duty to conserve European Protected Species (bats) under the Conservation of Habitats and Species Regulations and protect biodiversity under Fenland Local Plan policies LP16& LP19. We therefore recommend the application is refused until the following surveys (recommended in the Ecology Report) have been completed and submitted to the LPA: - Ariel surveys of trees T10, T11 and T13 (as well as assessment of tree T1) - Further bat emergence surveys may be required (should any evidence of roosting bats or potential niches be recorded)

5.24 **Natural England**

No comments received

5.25 **Environment Agency**

No comments received

5.26 **Middle Level Commissioners IDB - 25 Mar 2024**

Questions why a the IDB hasn't been requested to attend a meeting to discuss the site. Considers that a multi-agency meeting would have been beneficial enabling the many RMA involved to advise on its respective position thus providing comprehensive input to the proposal.

Considers that some fundamental aspects of the proposal do not meet either the Boards requirements or current guidance. Considers it appropriate to oppose both this planning application and others within the drainage sub-catchment served by Latches Fen Pumping Station until a suitable situation, that meets the Boards requirements, has been reached.

Comments provided are generally in respect of current and future evidence gathering to understand the impacts of developments within their respective catchments and in respect of general further growth of March. The Board advises that any new development must not increase flood risk or detrimentally affect or endanger people, properties, infrastructure and the aquatic environment and associated corridors.

Advises that Town End Pits and Barkers Lane has a history of flooding and for this reason is within a "wet spot" and what has been designated as an "acute drainage area". The application site is designated as an "area of concern" where collaborative working, care and diligence will be required by all parties including the District Council if adverse impacts including flooding and poor drainage are to be avoided.

Other Watercourses – Strategic Issues

Open watercourses within the site extents should be retained and provided with suitable maintenance access strip, at least 5.0m wide, to enable them to be maintained in perpetuity by an appropriate body, such as a maintenance company. These watercourses are primarily designed to provide a Standard of Protection (SoP) to serve the needs of agriculture. In the absence of any hydraulic modelling, it is considered that whilst these systems may be adequate for its current agricultural use it is unlikely to be suitable to accommodate flows from this and other developments in the area.

Any works that restricts the flow within a watercourse requires prior written approval under Section 23 of the Land Drainage Act (LDA) either by the LLFA or the Board.

The piping and filling of long lengths of open watercourses are contrary to national, local and the Boards policy.

Where the piping and filling of watercourses is permitted it will be subject to conditions which will require suitable mitigation to be provided to replace/enhance the natural environment and any storage that may be lost.

Ecology/Biodiversity

The submitted Arboricultural, Ecology, Biodiversity Net Gain and other related reports have not yet been considered by the IDB. Nutrient Neutrality is also a consideration.

On Site Water Level and Flood Risk Management Systems

The Commissioners and associated Boards would prefer and encourage more holistic solutions (to individual site drainage strategies) and it is considered that there is a suitable opportunity for the various landowners/developers to work collaboratively to provide a single facility which serves the entire area covered by the South East March (Stow Fen Meadows) Broad Concept Plan (BCP).

Hydraulic modelling and Drainage Strategy

A detailed hydraulic model together with a robust Drainage Strategy will be required as a minimum to advise whether the downstream systems have the capacity to accept increased volumes or rates of surface water run-off to ensure that it provides a suitable Standard of Protection (SoP). The Strategy must advise on whether channel improvement works are required and include details of potential solutions.

Accommodation Works

Both the current Government and also the Boards policy is that the developer pays for any accommodation works such as channel improvement. This policy is to disincentivise planning authorities from approving development in areas of flood risk and avoiding the adverse impacts on the public purse.

SuDS

Concerns have been raised about the inadequacy of SUDS systems that serve new developments and the potential impacts on their systems in the long term.

Design related issues

Concern is also raised about the insufficient consideration given to the following:

- i. The detrimental effects of surface water run-off and overland flows from the site adversely impacting neighbouring properties or other locations which may be affected by the proposed ground raising/re-shaping operations.
- ii. The layout of the development, which should be designed to facilitate access by routine maintenance access machinery to the on site water level and flood risk management systems, particularly to the attenuation ponds.
- iii. In view of the potential impermeable area created, it is suggested that the attenuation facilities shown are inappropriate, unmaintainable and in the wrong location.

- iv. The construction, design, shape, dimensions and location of the attenuation facilities are a key consideration.
- v. The integrity of the connecting watercourses between the site and the ability to transfer flows for the lifetime of the development.
- vi. The whole life funding, management and maintenance of the associated water level and flood risk management systems serving the site.

The Board will require that adequate provisions are made for the long-term ownership funding, management and maintenance arrangements for the upkeep of any water level and flood risk management system, whether on or off site, in perpetuity. These requirements may be in addition to those imposed by planning conditions or required by the LLFA and that details of the works to be carried out by the occupier/land owner, adopting authority, the Management Company or other responsible person/authority, together with the costs attached, are included in the "Owners Pack" and the Deed of Sale.

The failure to deal with these issues will increase the risk of flooding in the area endangering local residents, including adverse impacts on people's wellbeing and mental health; damage to property and infrastructure; wasteful expenditure at the public's expense to undertake remedial works and/or cause unacceptable detriment to the environment.

Funding future flood infrastructure.

Planning authorities need to consider, how developers contribute to future flood infrastructure costs associated with the complex system in the Fens that provides the development with flood benefit. This is different from a developer contribution towards management of a site's surface water discharge.

5.27 Middle Level Commissioners IDB – Consultation issued 4 May 2023

No comments received

5.28 Middle Level Commissioners IDB – Consultation issued 27 September 2023

No comments received

5.29 Anglian Water Services - 10 Sep 2024

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 Treatment

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

Used Water Network

Anglian Water is aware of concerns regarding flooding in Barkers Lane and Knights End Pumping station. Since the issues with Knights end station during the winter the station has had a full wet well clean, non-return valves have been replaced and pumps checked and replaced. A flow meter and a pressure monitor have also been installed.

Anglian Water has liaised with the applicant to establish a sustainable point of connection for the proposed development site. The required foul network connection point is manhole 5303 in The Avenue. This will avoid the constrained network in Barkers Lane and the knights end pumping station catchment. In order for the site to reach this connection point they would ideally connect into the new sewer network laid as part of the BDWH site. Whilst we appreciate delivery timeframes may not entirely align, the laying of one new main would allow for more effective maintenance in the future. We request the following foul drainage condition is applied if permission is granted:

Recommended Planning Condition: No development shall commence until a strategic foul water strategy has been submitted to and approved in writing by the Local Planning Authority, in consultation with Anglian Water. This strategy should identify the connection point to the 300mm sewer network in The Avenue. Prior to occupation, the foul water drainage works must have been carried out in complete accordance with the approved scheme. Reason: To reduce the impacts of flooding and potential pollution risk

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).

We note the applicants submitted document "Statement from applicant re planning benefits". Whilst we support the principle of betterment we cannot comment on the proposed strategy. A catchment wide understanding of surface water would need to be undertaken and analysed to fully understand if the proposal would provide betterment. As such we have no comments to make on this.

5.30 Anglian Water Services - 09 Apr 2024

If the developer wishes to approach Anglian Water for a possibility of Anglian Water to adopt their SuDS features, we strongly recommend that the applicant contacts us directly

5.31 Anglian Water Services – 2 Oct 2023

No objections. Capacity confirmed. Advice provided in respect of;
Assets affected
Wastewater Treatment
Used Water Network
Surface Water Disposal

5.32 Anglian Water Services - 6 May 2023

No objections. Capacity confirmed. Advice provided in respect of;

- Assets affected
- Wastewater Treatment
- Used Water Network
- Surface Water Disposal

5.33 Active Travel England

No comments received

5.34 Sport England

No comments received

5.35 NHS Estates – 17 May 2023

The proposed development is likely to have an impact on the services of the 2 x GP Practices operating within the vicinity of the application: Cornerstone Practice and Merchford House Surgery. Neither of these practices have capacity to take on additional patients and this development of 130 dwellings would see an increase patient pressure of circa 298 new residents which would require additional Whole Time Equivalent GP/Nurse /(Admin support) workforce to support increase in appointments as follows: GP = 0.15 / Nurse = 0.10 and Admin = 0.29 with a resulting increase on estate demand of 20.41 sqm net internal area.

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

*A developer contribution will therefore be required to mitigate the impacts of this proposal. CAPICS calculates the level of contribution required, in this instance to be **£106,621.84** (20.41sqm at £5224 per sqm).*

Payment sought prior to commencement.

Summary: no objection subject to securing contributions as set out.

5.36 East of England Ambulance Service NHS Trust – 6 Dec 2023

This application for up to 130 home development will generate another 312 residents (assuming 2.4 persons per dwelling) and will generate an anticipated additional 69 calls per annum on already constrained ambulance services which will require premises reconfiguration, extension, or re-location, need for additional ambulance vehicle provision and clinical capacity to deliver timely emergency ambulance services.

For these reasons, in order to make this development acceptable it is requested a contribution is made towards the provision Emergency Ambulance Service Infrastructure including the nearest Hub and local ambulance stations with population catchment area.

Capital Cost calculation of additional health services arising from the development proposal

<i>No Dwellings</i>	<i>Infrastructure Cost*</i>	<i>Total</i>
130	£371	£48,230

** Adjusted pro-rata for 2.4 persons per dwelling as submitted to IDP*

[Subsequently confirmed with the officer that the financial contribution is intended for upgrades and enhancements to Peterborough Hub e.g., EV charging points and associated infrastructure and/ or new ambulances.

5.37 Cambridgeshire Fire & Rescue Service – 9 May 2023

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

5.38 Cambs Police - Designing Out Crime 11 Oct 2023

Please refer to my previous comments, I have nothing further to add at this stage.

5.39 Cambs Police - Designing Out Crime 5 May 2023

Considers the proposed location and surrounding streets to be an area of low risk to the vulnerability to crime. Raises no objection and will reserve further comment until reserved matters is reviewed, but provides advice on the following matters;

- External Lighting
- Bin storage
- Cycle Storage
- Boundary Treatments
- Footpaths (Rear access)
- Landscaping
- Parking (surveillance)

5.40 Historic England

No comments received

5.41 FDC Conservation Officer

Much of the existing development surrounding the site dates from the mid to late C20. The map below shows limited development beyond the Town End core surrounding the GI listed St Wendreda's Church at the turn of the C20 with the area laid out to agricultural fields. Other than C20 ribbon development along Wimblington Road, the countryside views of Town End and St Wendreda's Church are largely unaltered from the late C19.

All efforts should be made to tie up the access with the adjacent site, using Lambs Hill Drove, which is far less sensitive in its character and would result in substantially less impact to the positive streetscape around the Town End Green and St Wendreda's

I come to the same conclusion as I did for the adjacent site in that the development will result in less than substantial harm (lower end of the spectrum) on the setting of the GI listed St Wendreda's Church. In accordance with heritage sections of the NPPF, development that has any harm (less than substantial or otherwise), should lead to a presumption for refusal, unless there are public benefits that outweigh the harm. Whilst there are heritage concerns in relation to the considered less than substantial harm, the Case Officer will need to weigh this into the planning balance of any deemed public benefits of the development.

St Wendreda's is an historic landmark and wayfinding feature of an historic settlement. It is positive to see that building frontages will address the open countryside with landscaping forming the site countryside boundary rather than the rear of dwellings and the associated close boarded fencing often proposed on edge of development sites.

From the indicatives, there appears to have been some consideration given to respecting the character of Barkers Lane, in that the development is shown to have an area of green open space with attenuation ponds and playing field, with all properties substantially set back from Barkers Lane. This is positive and in combination with the retention of the vegetation that lines the south side of Barkers Lane will retain the positive rural character of the Lane.

What is particularly objectionable in this instance is the proposal to use the first section of Barkers Lane as the main site access, with substantial junction and road widening which would substantially erode its verdant lane character. Barkers Lane has a particularly positive character that benefits the historic area around the Town End Green and the GI Listed St Wendreda's Church, depicted below.

Recommendation: objection

- Less than substantial harm on setting of GI listed Building
- Considerable detraction on the traditional lane character of Barkers Lane by way of using this as the principal access into the site.

5.42 FDC Tree Officer – 27 November 2023

The loss of the mature group on the corner is significant, they are a prominent group of high value. Whilst their arboricultural report lists them as category B, they have been assessed as individuals and I consider their group value is higher.

The hedge (G2) is mature and unmanaged but is of landscape value and will provide both nesting and foraging opportunities as well as screening to the school. The proposed landscaping as mitigation for the losses is fair but it will take 40 years to get to a similar stage to the existing trees.

I note that the proposed hedges are to be maintained and the hedge that replaces the existing hedge (G2) will be maintained as a high hedge, is there a guarantee that this will be carried out or who takes on the responsibility for this work.

[Following this response the applicant amended the access to a separate cycleway which retained the trees concerned.]

5.43 FDC Tree Officer – 6 Nov 2023

Whilst it is possible to construct a path using a cellular confinement system, this has to be set above the highest root height so they will need to demonstrate that this is possible with the existing levels and trial excavation by air spade.

The proposed access from Barkers Lane is via an existing field access and the impact on the tree group would seem to be minimal.

To the south the proposed access is not a major impact on the groups, although if it were moved further west it would avoid the Category B trees (G3) that are in better condition than group G4.

In addition, looking at the proposed landscaping a number of trees are proposed which is welcome, however, as usual no street trees are proposed despite it being within the NPPF; a development this size should be encouraging street planting.

5.44 FDC Housing – 11 May 2023

Affordable Housing required - 70% affordable rented tenure and 30% shared ownership. If the applicant chooses to provide a financial contribution rather than seek an RP partner to deliver the on-site affordable housing, the affordable housing financial contribution will be calculated in accordance with the mechanism provided in the Local Plan.

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

On sites of	Level of affordable housing
<i>Minor developments</i>	<i>Nil affordable</i>
<i>Major developments</i>	<i>25% affordable housing</i>
<i>Tenure Mix</i>	<i>70% Affordable rent 30% shared ownership</i>

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 130 number of dwellings, our policy seeks to secure a contribution of 25% affordable housing which equates to 33 affordable dwellings in this instance. Based on the provision of 20% affordable housing **26 affordable dwellings would be required in this instance**. The current tenure split we would expect to see delivered for affordable housing in Fenland is 70% affordable rented tenure and 30% shared ownership. This would equate to the delivery of 23 affordable rented homes and 10 shared ownership based on the provision of 25% affordable housing or 18 affordable rented homes and 8 shared ownership based on the provision of 20% affordable housing.*

5.45 FDC Environmental Health Services - 10 Apr 2024

I do not think that the noise impact from this additional traffic accessing the site along Barkers Lane, given that ultimately further access to the site will be provided at other locations, merits the requirement for the applicant to be required by condition to submit a noise assessment.

Based on the assumption of a two-way vehicle journey for each of the 130 dwellings per day this would equate to a total traffic flow of 260 vehicles at the specific access point. Traffic flows below 1000 per 18-hour period fall outside the parameters of the Calculation of Road Traffic Noise methodology.

5.46 FDC Environmental Health Services - 5 Oct 2023

The Environmental Health Team note and accept the submitted information and have no objection to the proposal, as it unlikely to have a detrimental effect on the local air quality.

Recommends that a number of issues are addressed from an environmental health standpoint by way of imposing conditions addressing the following.

- i) Working times restriction
- ii) Construction Environmental Management Plan (CEMP)
- ii) Unsuspected contamination

5.47 FDC Environmental Health Services – 31 May 2023

The Environmental Health Team note and accept the submitted information and have 'No Objections' to the proposal. This service would however recommend that the following two conditions be applied in the interests of protecting the amenity of existing nearby residential properties from noise and dust associated;

- i) Working times restriction
- ii) Construction Environmental Management Plan (CEMP)

5.48 FDC Open Spaces & Leisure

No comments received

5.49 FDC Assets & Major Projects

No comments received

Local Residents/Interested Parties

5.50 Objectors

Objections received from 19 residents of 16 nearby properties raising the following summarised matters:

- Flooding concerns including surface water issues
- Foul drainage issues including historic flooding and discharge of raw sewage onto Barkers Lane
- The application should be considered along with the BDWH application due to its joint impact on the public sewer issue.
- Concern of impact on ecology, concern of wild deer that frequent the site,
- Highway safety concern of speeding cars with existing junctions failing, visibility splays being compromised, creation of effectively a crossroads,

concerns of congestion during school pick-up and drop off times, made worse by the school with its staff car park accessed off Barkers Lane,

- Pedestrian safety of school children
- Insufficient buses with public transport overloaded,
- Objections to the amended access details not improving the highway issues raised.
- Impact on servicing lorries to the school,
- Access will not be wide enough to operate effectively and provide a footway,
- Consideration of what will happen if vehicles park on Barkers Lane
- Access is a blind bend increasing risk of accidents, access should be at Lambs Hill Drove (away from objector's properties),
- Concerns of overloaded infrastructure,
- Loss of quiet amenity area impacting upon mental health, an objection to the principle of development,
- No demand for development
- Noise and air pollution of increased heavy construction traffic and impact on quality of life,
- Overlooking and loss of light and privacy of properties on Sherbrooke Close, blocking of vehicular access to Sherbrooke Close,
- Overdevelopment of March,
- A previous application for caravan storage was refused for detriment to the rural character of the area,
- Unable to assess due to the application being in outline form,
- Harm to the wider character of the area, in the wrong end of the town, should build to the west of the bypass,
- The proposal is excluded from the emerging Local Plan,
- The site is too far for a sustainable commute via the train station,
- There is no need for school playing fields
- The loss of good quality agricultural land,
- The loss of trees and hedges required to enable the access to be implemented,
- Increased crime and anti-social behaviour,
- Boundary change effecting light to residents of Sherbrook Close, concern part of the green area near the pond will be lost and concern the site needs land from the school.
- Land required for Barkers Lane alterations in third party ownership

5.51 **Supporters**

One letter of support from an individual outside of Fenland district referring to the following:

- The scheme aligns with Local Development Goals, increased local employment during construction,
- It will result in improvement of the local environment,
- Likely to improve flooding concerns by introduction of drainage infrastructure and improve traffic via highway network infrastructure mitigation measures.

6 STATUTORY DUTY

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

Plan (2014), the March Neighbourhood Plan (2017) and the Cambridgeshire and Peterborough Minerals and Waste Local Plan (2021).

7 POLICY FRAMEWORK

7.1 Fenland Local Plan 2014

- LP1 – A Presumption in Favour of Sustainable Development
- LP2 – Facilitating Health and Wellbeing of Fenland Residents
- LP3 – Spatial Strategy, the Settlement Hierarchy and the Countryside
- LP4 – Housing
- LP5 – Meeting Housing Need
- LP6 – Employment, Tourism, Community Facilities and Retail
- LP7 – Urban Extensions
- LP8 – Wisbech
- LP9 – March
- LP10 – Chatteris
- 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

7.2 Cambridgeshire and Peterborough Minerals and Waste Local Plan 2021

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

7.3 March Neighbourhood Plan 2017

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

7.4 National Planning Policy Framework (NPPF)

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

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

Determining a Planning Application

7.6 **National Design Guide 2021**

Context

Identity

Built Form

Movement

Nature

Public Spaces

Uses

Homes and Buildings

Resources

Lifespan

7.7 **Emerging Fenland Local Plan**

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

LP1: Settlement Hierarchy

LP2: Spatial Strategy for the Location of Residential Development

LP4: Securing Fenland's Future

LP5: Health and Wellbeing

LP7: Design

LP8: Amenity Provision

LP11: Community Safety

LP12: Meeting Housing Needs

LP17: Culture, Leisure, Tourism and Community Facilities

LP19: Strategic Infrastructure

LP20: Accessibility and Transport

LP21: Public Rights of Way

LP23: Historic Environment

LP24: Natural Environment

LP25: Biodiversity Net Gain

LP27: Trees and Planting

LP28: Landscape

LP29: Green Infrastructure

LP30: Local Green Spaces and Other Existing Open Spaces

LP31: Open Space and Recreational Facilities

LP32: Flood and Water Management

LP33: Development on Land Affected by Contamination

LP34: Air Quality

LP39: Site allocations for March

7.8 **Supplementary Planning Documents**

Delivering and Protecting High Quality Environments in Fenland SPD 2014
DM2 – Natural Features and Landscaping Schemes

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

DM4 – Waste and Recycling Facilities

DM6 – Mitigating Against Harmful Effects

Developer Contributions SPD 2015

Cambridgeshire Flood and Water SPD 2016

7.9 Other documents of material relevance

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

8 KEY ISSUES

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

9 BACKGROUND

EIA

9.1 The strategic allocation has previously been screened for significant environmental effects under the framework of the Environmental Impact Assessment regulations, the most recent screening being in 2016. At no time was the development considered to constitute EIA development.

9.2 This latest application falls below the threshold set out for screening. Notwithstanding, in view of its relationship to the wider strategic allocation and potential for cumulative impacts, this application has been considered, nonetheless. It is concluded that while the development may result in localised impacts to the settlement, the development would not result in significant environmental effects for the purposes of EIA development.

10 ASSESSMENT

Principle of Development

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

of the March Neighbourhood Plan aligns with Local Plan, identifying this area of March as allocated housing land.

- 10.2 A BCP produced by Barratt David Wilson Homes ('BDWH') for this site allocation was approved by the Council in June 2023 (Broad Concept Plan: Vision Document Ref:P22-0602_14B). The submitted Masterplan and supporting information sets out an intention to safeguard a proportionate amount of land for potential sports pitch provision for Neale Wade Academy, located at the far north of the site and adjacent to land subject to a separate planning application by BDWH (F/YR23/0696/O) – but which also reserves a section of land for the same. Cumulatively, these parcels would provide for around 2.1Ha of land safeguarded for future sports pitch expansion for the school.

The BCP

- 10.3 The adopted Broad Concept Plan ('BCP') vision document indicates 2 primary points of access into the allocation directly from Wimblington Road which leads to a spine road through the site, connecting to parcels of housing land and supporting infrastructure. Across the site, a network of pedestrian and cycle paths permeate through and lead up to Barker's Lane, a road identified to facilitate enhanced pedestrian and cycle infrastructure, as well as maintaining vehicular access to existing dwellings, the school overflow car park and the public Byway to the east.
- 10.4 This latest planning application was submitted prior to the adoption of the BCP. Notwithstanding, Section 4.8 of the adopted BCP also refers to a potential site access point along Barkers Lane and which forms part of an access strategy put forward by the applicant of this latest application, thereby acknowledging a potential access subject to a separate planning application and which would need to be delivered by the landowner /applicant of this parcel. Therefore, whilst the earlier October 2022 BCP vision document produced by BDWH at section 4.7 refers to the discounting of Barkers Lane as a point of access (as referred to by March Town Council in their comments above), this was superseded in the adopted version, with reference made to a potential access to serve the northern parcel. As such, the principle of using Barkers Lane for an access is acknowledged albeit not identified as a primary point of access for the wider allocation in the adopted BCP.
- 10.5 The Masterplan also indicates an area of open space at the northern end of the parcel, incorporating community space, attenuation features and other areas of open space, with further SuDs features located around the site perimeters and links to the wider allocation.
- 10.6 It is considered that the proposal closely follows the BCP vision. In this regard, the principle of the development is acceptable as it aligns with the ambitions of the relevant allocations policies and the adopted BCP for this site, subject to detailed assessments of impacts etc.

Access, Highways and Transport impacts

- 10.7 Access is the only committed detail of this application. The application is also supported by a Transport Assessment. The applicant has undertaken detailed discussion with the County Council's Transport and Highways Development Management teams, with amendments to the access arrangements, highways mitigation and transport assessment agreed during the life of this application.

Access

- 10.8 Some concerns are raised regarding the proposed access and this has been raised within a number of objections by local residents, with a focus on capacity/ congestion, highway safety and visual impacts. As noted above, the adopted BCP does denote potential for an access onto Barkers Lane, albeit not one that is proposed to serve the wider allocation i.e., not a 'primary access point' as those proposed along Wimblington Road. The quantum of development that it could serve is also not defined in the BCP and therefore is to be assessed on its merits as part of this application.
- 10.9 The whole 130-dwelling scheme is proposed to rely on Barkers Lane as its sole vehicular access point, but with pedestrian and cycle links to the wider allocation and onto Barkers Lane, where a dedicated 3m wide pedestrian/ cycle way is proposed along the northern side of Barkers Lane, to link with the existing infrastructure along Wimblington Road, or into the public Byway to the east. Some widening works to Barkers Lane will be required in order to accommodate the pedestrian/cycle way and Local Highway Authority has advised that 3m is the minimum required width for this. As such, the applicant has secured a narrow section of land from the school site to achieve this having held discussions with the County Council as landowner regarding the purchase/transfer of this strip of land to highway land and the replacement planting required in the school side of the boundary. Furthermore, the proposed Barkers Lane works have been recently amended by the applicant in discussion with the LHA and is designed for a 20mph zone to reduce traffic speeds and also to reduce the need for any further widening of this road, acknowledging its secondary road and rural characteristics.
- 10.10 The Highways Authority are satisfied that the access arrangements can both achieve safe and suitable access to development, taking into account the quantum of development, accommodating sufficient visibility and encouraging non-car modes of travel by incorporating connectivity to the wider pedestrian/ cycle network along Wimblington Road and the wider allocation.
- 10.11 Whilst residents are concerned over the amount of additional traffic this development of 130 dwellings may generate, taking current Highway standards into account, the development would likely yield an additional 2 to 3 car movements per minute at peak times, which is not deemed significant. This is notwithstanding that significant pedestrian and cycle infrastructure would also be delivered which would seek to encourage non-car modes of travel. Furthermore, the BDWH adjacent has agreed to fund at least 3 years' worth of on demand bus service for the allocation which would offer further sustainable travel options for residents. The LHA has also requested a financial contribution of £96,000 to assist with the financing which, cumulatively with other contributions is aimed at securing the service for at least 5 years.
- 10.12 Concerns have also been raised about how this may affect others wishing to access Barkers Lane, with particular reference to delivery vehicles visiting the Neale Wade school and potential congestion issues this may cause. It is important to note that the proposed Barkers Lane arrangement is intended to maintain an access for all manner of traffic, including larger vehicles acknowledging that the Byway has historically been used by Agricultural vehicles and that the school must maintain access for deliveries etc. The LHA has worked with the applicant to devise a scheme for Barkers Lane and are satisfied with the general arrangement. In the absence of any objection from the LHA therefore, refusal on this basis would be unlikely to be sustainable.

10.13 As regards the impact of the highway works to Barkers Lane on existing natural features, the access shows a scheme with a separate 3-metre-wide cycleway which cuts across a triangular piece of ground on the north side of Wimblington Road which therefore avoids the group of trees near the corner of Barkers Lane/Wimblington Road. This would include a 1.5m wide footway built with tree root protection measures. The applicant has submitted a landscaping scheme which includes new hedge and tree planting on land within the school's ownership infilling between retained trees. The LHA considers the proposal to be acceptable having no highway safety concerns. A condition securing precise details of how trees and hedgerow will be protected during construction works and what replacement planting shall be undertaken can be reasonably secured via planning condition.

10.14 The LHA have responded to matters raised by the objectors stating the following:

- The junction with Wimblington Road can achieve the necessary visibility and is of acceptable geometry / layout.
- A 5.5m carriageway is acceptable for residential access provided it is not intended for commercial bus use. If the carriageway were too wide, it would help encourage faster vehicle speeds.
- All visibility splays are achievable within the highway / prospective highway.
- Crossroads should generally be avoided, but Barker's Lane and Job's Lane have an offset of approximately 17m (centreline to centreline). In light of the direction of offset, this is likely acceptable but there is merit in requesting east-west tracking for two large cars passing simultaneously to ensure the movement can be safely accommodated.
- concerns of congestion during school pick-up and drop off times, made worse by the school with its staff car park accessed off Barkers Lane; this is a matter of convenience / amenity rather than safety. Should a safety issue arise, parking can be managed through traffic regulation orders.
- Access should be a round-a-bout being impossible to emerge from Barkers Lane and turn right. Such a proposal has not been put forward by the applicant and the current proposals are acceptable.
- Highway concern increased due to approved scheme for 48 dwellings across Wimblington Road This is not relevant. The two sites won't impede on each other.
- Access is a blind bend increasing risk of accidents, access should be at lambs Hill Drove I understand that access via Lambs Hill Drove isn't an option for this site.

Other infrastructure

10.15 The proposal and the allocation as a whole has also been considered in respect of its impacts on the wider transport network around March. It is known that Peas Hill roundabout (circa 3km north west of the site) is already at or over capacity and the LHA, through the March Area Transport Study (MATS), has identified a strategic project to increase capacity. The contributions toward this have been set at £1,500 per dwelling which would be pooled toward the capital project and would be used across improvements to the St Peters Road signal junction; the A141 junction with Knights End Road; Peas Hill Roundabout; and, the Hostmoor Avenue junction with the A141. It is understood that this levy is to be applied to all major strategic allocation developments in the March area.

- 10.16 Notwithstanding this, through the adjacent scheme for 425 dwellings, it has also identified that improvements to Mill Hill roundabout (circa 1.3km south west of the site) at the north of Wimblington is required and design proposals have put forward to directly deliver this in the absence of a capital project, which would result in a widening of the approaching northbound arm, to reduce lane starvation for those turning right and into March. The LHA has suggested that the improvements should be delivered prior to 225 occupations of the wider strategic allocation. They have also agreed that the cost of delivering this scheme can be offset against the £1,500 per dwelling levy. It is considered that, given the financial contributions sought associated with transport mitigation and enhancement, the above measures are best secured via a S106 agreement, as there are other parcels within the allocation (e.g., BDWH) who may look to deliver some of the mitigation and or/ may ultimately, in combination with this application site meet the triggers requiring delivery of the mitigation. As such, a holistic approach to said mitigation is required, which is best captured in a legal agreement(s).
- 10.17 In addition, the applicant has agreed, to provide Real Time Passenger Information ('RTPI') boards to two bus stop along Wimblington Road, again subject to these not being delivered by an alternative developer. Furthermore, each property would be provided with a welcome pack (details to be agreed) which would provide advice and incentives to utilise public transport and/ or encourage sustainable travel modes.
- 10.18 Given the LHA position, it is considered there are no concerns regarding highway safety or cumulative transport impacts that would support a reason to refuse the proposal on transport grounds. In conclusion, the development demonstrates that it would be served by safe and suitable accesses and the wider development would broadly encourage and facilitate non-car modes of travel, taking into account the intention to secure a network of interlinking cycle and pedestrian infrastructure and bus infrastructure. Furthermore, projects have been identified to mitigate the transport impacts of the development which the applicant has agreed to contribute toward or deliver directly. As such, as far as transport related matters is concerned and subject to delivering the above measures, the development broadly complies with the transport sustainability aims of policy LP15 of the Fenland Local Plan, the March Neighbourhood Plan and Chapter 9 of the NPPF.
- 10.19 Notwithstanding the above, it must be acknowledged however that the scheme would be isolated from the wider allocation in respect of access via motorised vehicles, with only access for pedestrians, cycles and emergency vehicles proposed. Indeed, it is not considered that it would be appropriate to enable the wider allocation to access and egress via Barkers Lane. In general terms, this, segregation of a single aspect of the wider allocation, is not deemed to be good planning and will not provide a mixed community. Furthermore, it must be noted that this partial lack of connectivity spurs from the applicant's desire to use Barkers Lane as a sole point of access for the application site. The applicant has advised that this approach is due to their need to deliver the housing quickly and to avoid the risk of delays which may result if they were to rely on third parties to deliver the Wimblington Road access roads. To support this, they have indicated that they would be happy with a reduced timescale requirement to secure future reserved matters details, setting out a 2-year requirement, rather than the 5-year as proposed for the adjacent BDWH site. Whilst this is acknowledged and would encourage quicker delivery, and it is also recognised that the scheme would

maintain a focus for pedestrian/ cycle travel in-line with the aims of Local Plan policy LP15 and Chapter 9 of the NPPF, particularly paragraph 114 the lack of motorised vehicle connectivity to the wider allocation does weigh against the scheme.

- 10.20 The issue of the impact on the character of the area is considered below. In transport terms however, the proposal is considered to accord with Policy LP15 of the Fenland Local Plan (2014).

Landscape & Character impacts

- 10.21 Whilst detailed matters of layout, scale, appearance and landscaping are reserved for future consideration, the Master Plan and access details are considered to accord with the vision and growth ambitions of the approved BCP and Local Plan policy LP9 respectively. The application results in a density of around 20 dwellings per hectare (dph), normally considered a low density in suburban areas). However, the application proposes a large area of public open space and Suds feature which if subtracted would leave a density of around 25 dph. This would represent a generally efficient use of the land to be developed.
- 10.22 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.
- 10.23 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.
- 10.24 Notwithstanding and in respect of the proposed development, given the site would ultimately sit adjacent to existing residential development along its western boundary and new development as part of the allocation along the eastern and southern boundaries, the scheme is not anticipated to have a significant adverse impact upon the surrounding landscape. Furthermore, development at the northern part of the site, will be mostly set back, owing to the area of reserved land for school sports pitches, formal and informal open space which are proposed to occupy the northern section of the development site. As with conclusions drawn on the adjacent BDWH scheme, in the longer term, once planting is established and matured, the impacts of the development is likely to be minor at a local scale and negligible at a wider scale.
- 10.25 Whilst the local and wider landscape impacts of the main developable area of the site are considered to be minor to negligible, clearly the immediate character and appearance of Barkers Lane will alter. It is recognised that Barkers Lane currently has a semi-rural character to it, incorporating a relatively narrow carriageway by today's standards with a verdant appearance gained from the continuation of trees and hedgerow along the northern side. Furthermore, due to it currently serving only a small number of properties, the school overflow car park and linking to the rural Byway, it is in itself generally quiet in acoustic character, notwithstanding its proximity to Wimblington Road.

- 10.26 It could be argued that the proposal to widen Barkers Lane and the resulting character change is unwarranted given that two main priority access points along Wimblington Road are proposed to serve the strategic allocation and could also ultimately serve this development once delivered and capable of linking to the application site at the south.
- 10.27 As noted above, a vision of the BCP is to secure a pedestrian/ cycle route from the strategic allocation to Barkers Lane, linking to the existing network. Given that Barkers Lane is an adopted highway, maintaining this for use by motor vehicles is necessary, as is ensuring that pedestrian/ cycle conflict with motor vehicle is avoided as far as possible. As such, the provision of a dedicated pedestrian/ cycle infrastructure along Barkers Lane is inevitable and as such, reconfiguration involving some widening of Barkers Lane must follow, in order to meet the BCP aspirations. This is notwithstanding that the BCP also accepted the principle of a vehicular access onto Barkers Lane, albeit this wasn't explicitly defined.
- 10.28 As also noted above, the general arrangement scheme for Barkers Lane has been amended through discussion with officers, the LHA and the applicant in an effort to reduce the impact of the works on the character of the lane. This has ultimately resulted in less widening of Barkers Lane in comparison to the initial scheme and in one area, a narrowing to reduce traffic speeds. The proposal inevitably requires some removal/ cutting back of trees and hedges on the northern side to facilitate the road/footway/cycleway. The application is supported by an Arboricultural survey which sets out protection measures, to ensure key trees, including those protected by a group TPO, are not adversely affected by the works. Furthermore, the LHA are aware that through the provision of the infrastructure, methods to protect tree roots would need to be employed and precise details of this would need to be agreed through the S278 process. In addition, a detailed soft landscaping scheme, including long-term management strategy will be required to ensure that the impact of these works is mitigated by appropriate planting, albeit this would take some time to establish.
- 10.29 The use of Barkers Lane would intensify as a result of the development – both in respect of additional car movements; predicted to be 2-3 per minute at peak times greater than currently experienced, and through the use of the pedestrian/ cycle network which would feed the wider allocation. As such, the character would change through the introduction of the application site and the wider allocation. The development would therefore trigger a change to the character of Barkers Lane, resulting a more urban character and appearance, with more activity than is currently experienced which does, to a degree weigh negatively against the scheme, particularly given that the site could in theory be served by the agreed accesses onto Wimblington Road once delivered. This disbenefit is to be weighed in the planning balance.
- 10.30 In summary, the development site would have a limited impact on the wider landscape character of the area, particularly once the wider allocation comes forward. It must be noted that the Council, when allocating the site for housing accepted that the nature of the site would significantly change as it would be developed. This harm was considered acceptable in principle due to the benefits of providing the housing that the District needs. However, there would be some localised harm to the rural appearance and character of Barkers Lane, through the upgrade to support multi-modes of travel and the intensification of its use which carries negative weight and would be partially avoidable were the

development to rely on the accesses along Wimblington Road for vehicular traffic. This was not explicitly required through the allocation of the site. Notwithstanding this, the minor harm is considered to be outweighed by the planning benefits outlined above.

Heritage Impacts

- 10.31 The site lies on to the south-east of March and has a semi-rural, edge of settlement position forming the transition between a settlement and the open countryside. Much of the development surrounding the site dates from the mid to late C20. The map below shows limited development beyond the Town End core surrounding the GI listed St Wendendra's Church at the turn of the C20 with the area laid out to agricultural fields. Other than C20 ribbon development along Wimblington Road, the views of Town End and St Wendendra's Church are largely unaltered from the late C19.
- 10.32 The applicant's Planning Statement identifies that the March Conservation area is over 0.6 miles to the north of the site or listed buildings within close proximity. However, the BCP vision document identifies St.Wendreda's Church approximately 270 metres to the west, and due to the height of the church spire some views from the site will be available. This was included in the Opportunities and Constraints plan in the BCP vision document. Although only indicative, the Masterplan excludes any development that will impact on the lines of potential visibility of the church.
- 10.33 The Council's Conservation Officer's considers that the development will result in less than substantial harm to the historic environment, wherein such harm is to be weighed against public benefits that would accrue from the development as set out in the NPPF.
- 10.34 In this regard, the development would result in the delivery of a site allocation for housing which would assist in the district's vision for housing growth which in turn would yield social and economic benefits, helping to support local facilities and services aiding the vitality and viability of March and the wider district. Notwithstanding, the housing is proposed to include affordable dwellings (likely to be 100% affordable units) which will provide significant benefits in aiding with addressing an historic shortfall in affordable housing delivery. These benefits are deemed to outweigh the less than substantial harm to the identified heritage assets in their own right. This is subject to a final design and layout which responds positively to the wider character of the area.
- 10.35 The Council's Conservation officer has raised objection to the character harm to Barkers Lane as discussed above. Whilst this is given consideration in the overall balance, it is recognised that the objection is not based on and significant harm to the historic environment and would therefore be considered in context with the relevant design policies i.e., LP16 and H1.
- 10.36 The Archaeology team at the County Council have assessed the site location and consider it necessary to secure a written scheme of investigation to ensure that the site is fully evaluated for potential historic value prior to intrusive ground works commencing. This can be reasonably secured via planning condition.

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

Flood risk and drainage

10.38 The entire 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.

Surface Water drainage

10.39 The application is supported by a flood Risk Assessment (FRA) and site-wide drainage strategy which details the approach taken to reducing on and off-site flood risk in accordance with the requirements of the NPPF and local policy. In summary; surface water will be attenuated on site via SuDS before discharging to the on-site ditch network, ultimately discharging at a greenfield run-off rate.

10.40 Cambridgeshire County Council's Lead Local Flood Authority (LLFA) has considered the site wide drainage strategy for the development and following points of clarification and amendment are content that the principles as set out in the strategy can achieve sustainable drainage for the development and would not result in increased flood risks elsewhere, achieving greenfield run-off to essentially mimic the current drainage characteristics of the site. A condition requiring a detailed design for the surface water would be necessary and for this detail to be submitted along with the future reserved matters.

10.41 Middle Level Commissioners Internal Drainage Board ('IDB') have been consulted on the application and the applicant, the LLFA and officers met with the IDB to discuss their concerns raised. Their concerns mainly relate to wider development implications and capacity issues along their networks. More localised to the development, their concerns generally relate to capacity/discharge rates and future management and maintenance. The LLFA are content that the modelling provided and the proposed levels of on-site attenuation demonstrates that the discharge of surface water in the drainage system will be no greater in volume or flow rate than is currently experienced through the undeveloped site i.e., mimicking greenfield run-off. This is in-line with Ciria guidance and should be sufficient to address IDB concerns. The applicant also confirmed the process of seeking adoption by Anglian Water of the SuDS has commenced.

10.42 There appears to be a difference between the IDB requirements of access to maintain SuDS and that of Anglian Water. The application includes planning conditions recommended by the LLFA which have been circulated to the IDB for consideration and an offer extended to include any specific requirements they may feel necessary into this condition, but nothing further has been received. Notwithstanding, the IDB would be consulted on the final drainage scheme(s) secured via planning conditions and it is hoped that further detail on their specific requirements will be forthcoming in due course.

10.43 In summary however, given the layout is indicative only at this time and that the LLFA are satisfied with the initial proposals, subject to conditions securing detailed design, the surface water drainage strategy appears to be acceptable in principle.

Foul drainage

10.44 Anglian Water has been consulted on the application and have advise that they are satisfied that they can accommodate flows from this development. Through discussions, the applicant is proposing to install and or utilise a new foul drainage infrastructure along Barker's Lane which has been previously proposed and agreed under the BDWH scheme. The new infrastructure would head west into Wimblington Road, which will by-pass the existing infrastructure where there are known existing issues with surcharging and flooding and will instead direct flows away from this area. Anglian water has requested that the discharge point to the north at the Avenue is used. Anglian Water has sought to secure this detail via condition and subsequent consents would be required for any connection to Anglian Water's network. Further details can therefore be reasonably secured via condition and this detail would be expected to be received at reserved matters stages, once layout and any possible phasing arrangements have been agreed.

10.45 In conclusion, whilst a detailed drainage scheme is yet to be agreed, the in-principle strategy put forward by the applicant has raised no technical objections by statutory consultees and it is anticipated that a robust drainage scheme can be delivered which would adequately manage flows from the development and would not increase flooding elsewhere in accordance with Local Plan policy LP14. A detailed drainage scheme to come forward with future reserved matters can be reasonably secured via planning condition.

Residential Amenity

10.46 The detailed layout of the development is not submitted for consideration. An indicative layout is submitted seeking to demonstrate that up to 130 dwellings could be accommodated in the site.

10.47 Existing properties that abut the application site are orientated side-on to the development. The indicative Masterplan does however suggest new hedge planting and a swale on the eastern edge of the site separating the sides or rear gardens of the existing housing from the rear or side garden boundaries of proposed houses. This would give a separation from side boundary to side or rear boundary of approximately 15 metres (indicatively). Whilst Fenland has no defined separation standards, it is accepted that rear gardens should aim to be around 10 metres deep resulting in rear-to-rear separation of around 20 metres acknowledged to safeguard appropriate two-storey rear to rear separation and therefore acceptable impact on privacy. Rear to side can be less, subject to detailed concerns. In bringing reserved matters forward the applicant should be aware of this general approach. Particular concern should be given to the impact of new dwellings on their relationship with the existing adjacent dwellings to the western boundary. In terms of layout to be submitted, the applicant should be aware of maintenance buffers required to the SuDS which may ultimately impact on the residential layout and separation distances in any case.

10.48 The retention and reinforcement of existing hedgerows (again particular on the western edge of the site will be welcomed at the detailed stage which will assist in safeguarding privacy and separation concerns.

- 10.49 The general residential use of the land is not anticipated to result in significant acoustic changes once completed, with the use compatible with surrounding uses. The detailed design elements of future reserved matters will ensure that matters of lighting impacts, overlooking, overbearing and overshadowing are carefully considered, in-line with local policies. Nonetheless, local residents may observe a degree of change to the visual and acoustic character of the area as a result of the development. However, the site is allocated in the Local Plan to deliver a substantial amount of housing and therefore this change in character is inevitable, albeit it is not anticipated to result in any significant adverse impacts to existing residents.
- 10.50 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.
- 10.51 As regards the issue of traffic noise, officers sought advice from the Council's Environmental Health team, however they considered that that the noise impact from this additional traffic accessing the site along Barkers Lane, given that ultimately further access to the site will be provided at other locations, does not merit the requirement for a noise assessment. Therefore, the issue of noise is not considered to result in significant harm to the amenity of existing neighbours.
- 10.52 Concerns have also been raised over potential crime and fear of crime, resulting from the development. The police's designing out crime team has considered the application and concluded that the site falls within an area with low risk of crime and has offered advice in respect of tackling potential risks of crime through design. However there appears to be no obvious issues in respect of crime risk that cannot otherwise be addressed through detailed design
- 10.53 In summary, the development raises no immediate concerns over potential harm to residential amenity and subject to detailed design has potential to deliver a high-quality living environment for both future occupiers and existing residents. The proposal therefore complies with policy LP16(e).

Biodiversity & Ecology

- 10.54 Local Plan Policy LP16 seeks to protect and enhance biodiversity on and surrounding the proposal site and seeks to retain and incorporate natural and historic features of the site such as trees, hedgerows, field patterns, drains and water bodies. Policy LP19 seeks to take opportunities to incorporate beneficial features for biodiversity in new developments, including, where possible, the creation of new habitats that will contribute to a viable ecological network extending beyond the District into the rest of Cambridgeshire and Peterborough, and other adjoining areas. It also sets out that permission should be refused for development that would cause demonstrable harm to a protected habitat or species, unless the need for and public benefits of the development clearly outweigh the harm and mitigation and/or compensation measures can be secured to offset the harm and achieve, where possible, a net gain for biodiversity.
- 10.55 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.

- 10.56 The application is supported by a preliminary ecological appraisal (PEA) and biodiversity net gain assessment. The Council's Ecologist latest comments, raises no objection to the proposal and in further discussion has set out the requirement for a site-wide Ecological Design Strategy (EDS). The ecologist also sought to understand whether some of the trees along Barkers Lane may present roosting opportunity for bats, thereby seeking an aerial tree assessment. The applicant has since provided this information via their ecologist which concludes no bats or evidence of roosting bats was found in any potential roosting niches in the trees.
- 10.57 In conclusion, adequate protection/ mitigation measures will be required during the construction phase to ensure the necessary protection of species. In addition, mitigation and enhance for biodiversity should be secured through the detailed design, including built environment (e.g. bird/bat boxes, hedgehog fencing), hard/soft landscape scheme, long-term management and sensitive lighting scheme, informed by a site-wide Ecological Design Strategy (EDS), with a Biodiversity Management Plan provided to provide an update of the ecological survey work and demonstrate compliance with the EDS. The Council's Ecologist has provided planning conditions to address these matters.

Biodiversity Net Gain

- 10.58 The applicant considers that around 11% biodiversity net gain could be achieved through the development. It is not disputed that opportunities to secure net gain exists through this development and the development, will not result in biodiversity net loss overall, subject to securing an appropriate EDS scheme and long-term management arrangements. As such, the development in this regard accords with aims of the NPPF and Local policy.
- 10.59 The applicant has subsequently updated their net gain assumptions which has been lowered to accord with the advice provided, although the applicant has indicated their commitment to secure between 3% and 11% biodiversity net gain. The scheme, due to its timing of submission pre-dates the requirement for statutory 10% biodiversity net gain. Notwithstanding, it is generally agreed that opportunities to secure net gain exists through this development and the development overall will not result in net loss, subject to securing an appropriate scheme and long-term management arrangements. As such, the development in this regard accords with aims of the NPPF and Local policy.
- 10.60 The Council's Ecologist has set out planning conditions to address the future detailed design of the site and these are considered appropriate and will ensure broad compliance with Local Plan policies LP16 and LP19 and the aims of NPPF Chapter 15.

Community Infrastructure & Planning Obligations

- 10.61 Local Plan policy LP13 sets out that planning permission will only be granted if it can be demonstrated that there is, or will be, sufficient infrastructure capacity to support and meet all the requirements arising from the proposed development. Conditions or a planning obligation are likely to be required for many proposals to ensure that new development meets this principle. Developers will either make

direct provision or will contribute towards the provision of local and strategic infrastructure required by the development either alone or cumulatively with other developments. Where a planning obligation is required, in order to meet the above principles of infrastructure provision, this will be negotiated on a site-by-site basis. This will be required in addition to the affordable housing requirement as set out in Policy LP5.

10.62 Statutory tests set out in the Community Infrastructure Regulations 2010 (Regulation 122) requires that S106 planning obligations must be necessary to make the development acceptable in planning terms, directly related to the development and fairly and reasonable related in scale and kind to the development. S106 obligations are intended to make development acceptable which would otherwise be unacceptable in planning terms.

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

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

Viability

10.64 The Council's own Local Plan & CIL Viability Assessment (HDH, December 2019) sets out expectations of viability for sites across the district. For sites south of the A47 highway, the conclusions advise that schemes should be able to achieve 20% affordable housing and £2,000 per dwelling in financial contributions. Whilst this is lower than set out in Local Plan policy LP5 (affordable housing) it is a material consideration which the Council has previously given significant weight to, and which has been used to set the viability expectations for many other developments in the district. In applying this approach, the scheme for 130 dwellings would be seeking to secure £260,000 in financial contributions plus 20% affordable housing.

10.65 The applicant has confirmed their agreement to this provision in principle – but as noted above is now anticipating this scheme to secure 100% affordable housing.

Affordable Housing

10.66 As set out by the Council's Housing Team, based on the quantum proposed, an on-site affordable housing scheme for 26 dwellings would be expected to be secured and would provide 70% (18no.) affordable rented units and 30% (8no.) shared ownership units which would align with the Council's current housing tenure demands. The specific mix would be expected to be secured as part of the agreed scheme for the development. Subject to this, the scheme would accord with the requirements of Local Plan policy LP5.

10.67 However, the Applicant has indicated that the scheme has the potential to now come forward as 100% affordable housing which would yield significantly greater affordable units than policy LP5 would otherwise secure.

- 10.68 The Council's Housing team has confirmed that currently there are a total of 845 persons on the waiting list for affordable properties, 524 of which have a local connection, with the remainder with a preference for March. Whilst there are other schemes being built which will provide for affordable units, it is considered that cumulatively, these developments will not meet with the current demand. As such, significant weight is afforded to the proposal given the positive impact it will have in addressing this need.
- 10.69 The applicant has requested that the specific mix and tenure is not sought, as this is yet to be considered alongside site viabilities etc. it would be expected as a minimum however that the scheme would secure the equivalent of 70% affordable rent and 30% intermediate housing proportionate to total affordable offering, in order to comply with policy LP5 and current housing demand. The remainder (where greater than 20% affordables are secured) would however be negotiated having regard to the current housing need at that time, with the housing register forming a basis for this. Currently, there is a key demand for 1, 2 and 3-bedroom units. Such an approach is considered to be acceptable as the policy requirement for affordable housing would be in line with the Policy position.
- 10.70 Notwithstanding the above, due to the way funding is arranged through Homes England in supporting housing providers in bringing forward purely affordable housing developments, it is not possible to secure the requirement for 100% affordable housing explicitly in the s106 agreement. Instead, the legal agreement would be expected to set out that no less than 20% affordable housing is secured. This results in an awkward scenario where if significant weight is applied the provision of fully affordable housing schemes, no mechanism is available through the S106 to ensure that this is secured, only a compliant level of affordable units.
- 10.71 As such, the Council's Assistant Director, Mr Horn has liaised with the Housing provider and has confirmed that having had sight of the proposed schedule of accommodation at Barkers Lane, which confirms a 100% affordable scheme which intends to deliver 76 affordable rent homes and 54 shared ownership homes. Mr Horn has set out he is confident that the scheme would not come forward as anything other than 100% affordable. As such, there is a substantial degree of confidence that the scheme would be fully affordable at this time and therefore reasonable to apply significant weight to this. Alternatively, this positive weight would be tempered slightly should the scheme ultimately only realise 20% of affordable housing – but nonetheless substantial weight would be afforded to this in any case.

Healthcare

- 10.72 Requests for financial contributions have been received from both NHS and East of England Ambulance service, to provide upgraded surgery facilities (total £561,364) and enhancements to Peterborough ambulance hub (£138,975) respectively.

Education & Libraries

- 10.73 Cambridgeshire County Council as the education and libraries authority seek contributions towards;
- Early Years (£326,610),
 - Primary school (£1,132,248),
 - Secondary school (£833,349) and,

- Libraries (£29,575)

School Land

10.74 In addition, due to the anticipated need to extend the existing secondary school provision at Neale Wade Academy, the expansion would result in the loss of around 2.36Ha of existing sports pitch. As such CCC are requesting that land within the development area is reserved to offset this loss of sports pitch. The applicant is proposing to set aside 0.49Ha of land at the north of the site, which is calculated on a pro rata basis with the rest of the allocation. The adjacent BDWH parcel proposes to set aside an area of land around 1.59Ha immediately adjacent to this, meaning a total of around 2.1ha is proposed to be safeguarded. This is considered to broadly meet CCC requirements, with final details to be secured through reserved matters submission and S106 agreement. Due to the nature of the site allocation, it is not considered appropriate for each parcel of land to look to deliver land for sports pitches. This would be for reasons including remoteness from the school, practicality of managing various parcels of land and the need for the land to be able to accommodate sports provision. Therefore, it is reasonable for certain aspects to provide a greater degree of land. However, it is therefore, also reasonable for the financial contribution for these sites, towards Secondary School Education, should be at least partially offset against the overprovision of land.

Open Space

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

Transport Infrastructure

10.76 The application has undergone significant discussion with regards to transport mitigation and general requirements. The following key infrastructure is agreed to be secured;

- Financial contribution of £1,500 per dwelling for MATS scheme mitigation (£195,000)
- RTP1 signs at 2 bus stops along Wimblington Road
- Delivery of scheme to improve Mill Hill roundabout (costs to be offset against MATS scheme contribution if delivered)
- Contribution of £96,000 towards a new demand responsive bus service

10.77 The Transport financial contributions equate to £291,00 plus the cost of direct delivery works (Mill Hill roundabout costs to be deducted from the MATS contribution if delivered). The applicant has agreed to meet these costs which cumulatively would exceed the nominal £2,000 per dwelling the council would usually seek to secure, having regard to the HDH local plan viability position.

10.78 Notwithstanding, this does still leave the aforementioned education, libraries and healthcare mitigation to resolve and the applicant has advised that the total pot of £291,000 is the limit of their offer. Furthermore, Section 4.2 of the Developer

Contributions SPD sets out that for affordable housing schemes, planning obligations will not normally be sought, other than for the provision of affordable homes themselves. In other words, the SPD indicates that financial contributions will not normally be sought against affordable housing schemes of this nature. This must be balanced through against the S.106 will not definitely ensure that the scheme is affordable housing led.

- 10.79 In respect of the obligations proposed by the applicant therefore, the offer to mitigate transport impacts by providing £1,500 per dwelling toward the MATS scheme is welcomed and is considered necessary to mitigate the transport impacts of the development. The £96,000 proposed for bus service contribution is also considered necessary in order to support the strategic allocation's bus service. The monies proposed so far by the BDWH scheme would likely fund the bus provision for around 3 years and the extra proposed here would extend that provision. However, it is noted that the site sits relatively closely to existing bus stop infrastructure along Wimblington Road, with the nearest stops around 400m from the centre of the site and would not therefore be overly burdensome for residents to walk to these, particularly those residing at the northern half of the site and who may prefer to walk to these stops rather than heading south to the proposed stops in the wider site allocation.
- 10.80 It is recognised that due to viability constraints across many development sites in Fenland, there is often a shortfall in healthcare contributions. Through this application there has been a clear, identified need to expand existing healthcare facilities within March and it is felt prudent in this instance to allocate the £96,000 otherwise proposed for the bus service, in order to ensure that this development at least partially mitigates its healthcare impacts. Whilst this would then leave the matter of education, libraries and ambulance infrastructure contributions, the proposal nonetheless does offer land for school expansion (if required) and a proportionate amount of the £96,000 could be secured for the ambulance service if deemed appropriate. This is all considered in the backdrop of the developer contributions SPD which nominally would not seek to secure any such contributions on an affordable housing led scheme.
- 10.81 It is acknowledged that the scheme will not meet the whole needs of these services, however viability is a material consideration in decision making. It is an accepted point that the District has issues regarding viability and that this constraint has resulted in other sites, that have been granted planning permission, providing limited financial contributions. The shortfall in financial contributions will result in an additional burden on the existing facilities. However, the site is allocated within the current local plan and bringing forward the site results in benefits including the delivery of a significant number of affordable housing units.
- 10.82 In summary, it is concluded that the above infrastructure requirements are necessary to make the development acceptable and would meet the tests of CIL regulations in that they are, i) necessary to make the development acceptable in planning terms; ii) directly related to the development; and, iii) fairly and reasonably related in scale and kind to the development.
- 10.83 The affordable housing, financial contributions and transport infrastructure can be reasonably secured through S106 agreement and planning conditions where appropriate. If all these issues are met the application will be considered to accord with Local Plan Policy LP13.

11 SUMMARY & CONCLUSIONS

- 11.1 The policies in the NPPF when taken as a whole constitute the Government's view of what sustainable development means. Paragraph 8 of the NPPF lists the three dimensions to sustainable development; the economic, social and environment objectives, and sets out that these roles should not be undertaken in isolation. Therefore, to achieve sustainable development a proposed development should jointly and simultaneously deliver net gains across each of these key objectives.
- 11.2 To be sustainable, development must strike a satisfactory balance between the applicable economic, environmental and the social considerations.
- 11.3 Due to known viability constraints within the district, the full amount of infrastructure contributions cannot be secured. These matters are afforded moderate negative weight.
- 11.3 It is recognised that the development will result in some unavoidable landscape harm, however this is localised and inevitable given the development plan allocation. Furthermore, there will be some localised harm to the rural character of Barkers Lane, through the upgrade works necessary to support the pedestrian/cycle lane and to accommodate additional traffic from the application site. Furthermore, due the need to limit traffic flows along Barkers Lane to only the application site and existing properties, it would be necessary to restrict vehicular traffic through the site into the wider allocation. This is generally recognised as poor planning and together with the aforementioned harms carries substantial negative weight against the scheme.
- 11.4 However, in considering the positive aspects of the scheme, subject to the satisfactory completion of a S106 agreement, to ensure necessary infrastructure is secured to support this development, it is considered that:
- the principle of development is acceptable in this location and broadly compliant with the Development Plan and the NPPF,
 - the proposed parameters of development are acceptable and demonstrate the site can appropriately accommodate the development as described,
 - the proposed development will contribute to the creation of a mixed community across the strategic allocation, including potentially a full provision of 130 affordable homes, or at least an expected level of affordable dwellings where there is currently a significant unmet need, and with a commitment to accelerate the delivery of this through a shortened reserved matters timescale,
 - it will promote healthy, active lifestyle through green space and recreation facilities,
 - it will maximise opportunities for use of public transport, walking and cycling
 - it will minimise pollution,
 - it will manage flood risk and drainage effectively,
 - it will result in no significant harm to heritage assets, with public benefits of the scheme outweighing the less than substantial harm identified.
 - it will have no significant adverse impacts on features of landscape or ecological value,
 - the loss of agricultural land is limited and justified in this instance

- it will provide some mitigation and infrastructure to meet the needs generated by the development.

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

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

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 S.106 legal agreement and planning conditions to the Head of Planning; and,
 2. Following the completion of the S.106, application F/YR23/0696/O be approved subject to the draft planning conditions set out Appendix 1; or,
 3. The Committee delegates authority to refuse the application in the event that the Applicant does not agree any necessary extensions to the determination period to enable the completion of the S106 legal agreement or on the grounds that the applicant is unwilling to complete the obligation necessary to make the development acceptable.

Appendix 1 - Proposed Draft Conditions

1	<p><i>Reserved Matters</i> 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><i>Reserved Matters timing</i> Application for approval of the Reserved Matters shall be made to the Local Planning Authority before the expiration of 2 years from the date of this permission.</p> <p>Reason - To ensure compliance with Section 92 of the Town and Country Planning Act 1990.</p>

3	<p><i>Commencement</i></p> <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><i>Quantum</i></p> <p>The residential elements of the development shall not exceed 130 dwellings (Use Class C3).</p> <p>Reason - For the avoidance of doubt and to ensure a satisfactory standard of development.</p>
5	<p><i>Barkers Lane Access – Arboricultural method statement</i></p> <p>The access works as detailed on plan 'Site Access – General Arrangement Plan' reference 22354-MA-XX-XX-DR-C-0103: P02 (hereinafter referred to as 'the access works area') shall not commence until an arboricultural method statement has been submitted to and approved in writing by the local planning authority. The scheme shall include but shall not be limited to the following information;</p> <ul style="list-style-type: none"> i) An updated arboricultural and impact assessment for existing trees and hedgerow within the access works area including details of any removal and pruning ii) Details of tree protection measures iii) Details of any intrusive groundworks in and around any root protection areas including methods of any ground-breaking iv) Details of any replacement planting to mitigate the loss of any vegetation within the access works area. v) Details of long-term management and maintenance of any retained, replaced or new planting within the access works area. <p>Reason: In the interests of visual amenity and biodiversity protection in accordance with policies LP16 of the Fenland Local Plan, 2014.</p>
6	<p><i>Conformity</i></p> <p>The reserved matters required under condition 1 shall be in broad conformity with the Master Plan (Drawing No. 4405-03 K), save for minor variations where such variations do not substantially deviate from these details.</p> <p>Reason: For the avoidance of doubt and to ensure that the details of the development are acceptable to the Local Planning Authority.</p>
7	<p><i>Archaeology</i></p> <p>No development shall commence until the applicant, or their agents or successors in title, has implemented a programme of archaeological work, that has been secured in accordance with a Written Scheme of Investigation (WSI) that has been submitted to and approved by the Local Planning Authority in writing. For land that is included within the WSI, no development shall take place other than under the provisions of the agreed WSI, which shall include:</p> <ul style="list-style-type: none"> a. the statement of significance and research objectives; b. The programme and methodology of investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works; c. The timetable for the field investigation as part of the development programme; d. The programme and timetable for the analysis, publication & dissemination, and deposition of resulting material and digital archives. <p>Reason: To safeguard archaeological assets within the approved development</p>

	<p>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 (MHCLG 2019).</p>
8	<p><i>Surface Water Strategy</i></p> <p>The reserved matters as required under condition 1 shall include a detailed design of the surface water drainage of the site. Those elements of the surface water drainage system not adopted by a statutory undertaker shall thereafter be maintained and managed in accordance with the approved management and maintenance plan. The scheme shall be based upon the principles within the agreed Flood Risk Assessment and Drainage Strategy, MJ, Ref: A001-004, Rev: B, Dated: 8th April 2023 and shall also include:</p> <ul style="list-style-type: none"> a) Full calculations detailing the existing surface water runoff rates for the QBAR, 3.3% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) storm events; b) Full results of the proposed drainage system modelling in the above-referenced storm events (as well as 1% AEP plus climate change), inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep, together with an assessment of system performance; c) Detailed drawings of the entire proposed surface water drainage system, attenuation and flow control measures, including levels, gradients, dimensions and pipe reference numbers, designed to accord with the CIRIA C753 SuDS Manual (or any equivalent guidance that may supersede or replace it); d) Full detail on SuDS proposals (including location, type, size, depths, side slopes and cross sections); e) Site Investigation and test results to confirm infiltration rates; f) Details of overland flood flow routes in the event of system exceedance, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants; g) Demonstration that the surface water drainage of the site is in accordance with DEFRA non-statutory technical standards for sustainable drainage systems; h) Full details of the maintenance/adoption of the surface water drainage system; i) Permissions to connect to a receiving watercourse or sewer; j) Measures taken to prevent pollution of the receiving groundwater and/or surface water <p>Reason: To ensure that the proposed development can be adequately drained and to ensure that there is no increased flood risk on or off site resulting from the proposed development and to ensure that the principles of sustainable drainage can be incorporated into the development, noting that initial preparatory and/or construction works may compromise the ability to mitigate harmful impacts in accordance with Policy LP14 of the Local Plan.</p>
9	<p><i>Construction Drainage</i></p> <p>No development, including preparatory works, shall commence until details of measures indicating how additional surface water run-off from the site will be avoided during the construction works have been submitted to and approved in writing by the Local Planning Authority. The applicant may be required to provide collection, balancing and/or settlement systems for these flows. The approved measures and systems shall be brought into operation before any works to create buildings or hard surfaces commence.</p> <p>Reason: To ensure surface water is managed appropriately during the construction phase of 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 having regard to Policy LP14 of the Local Plan.</p>

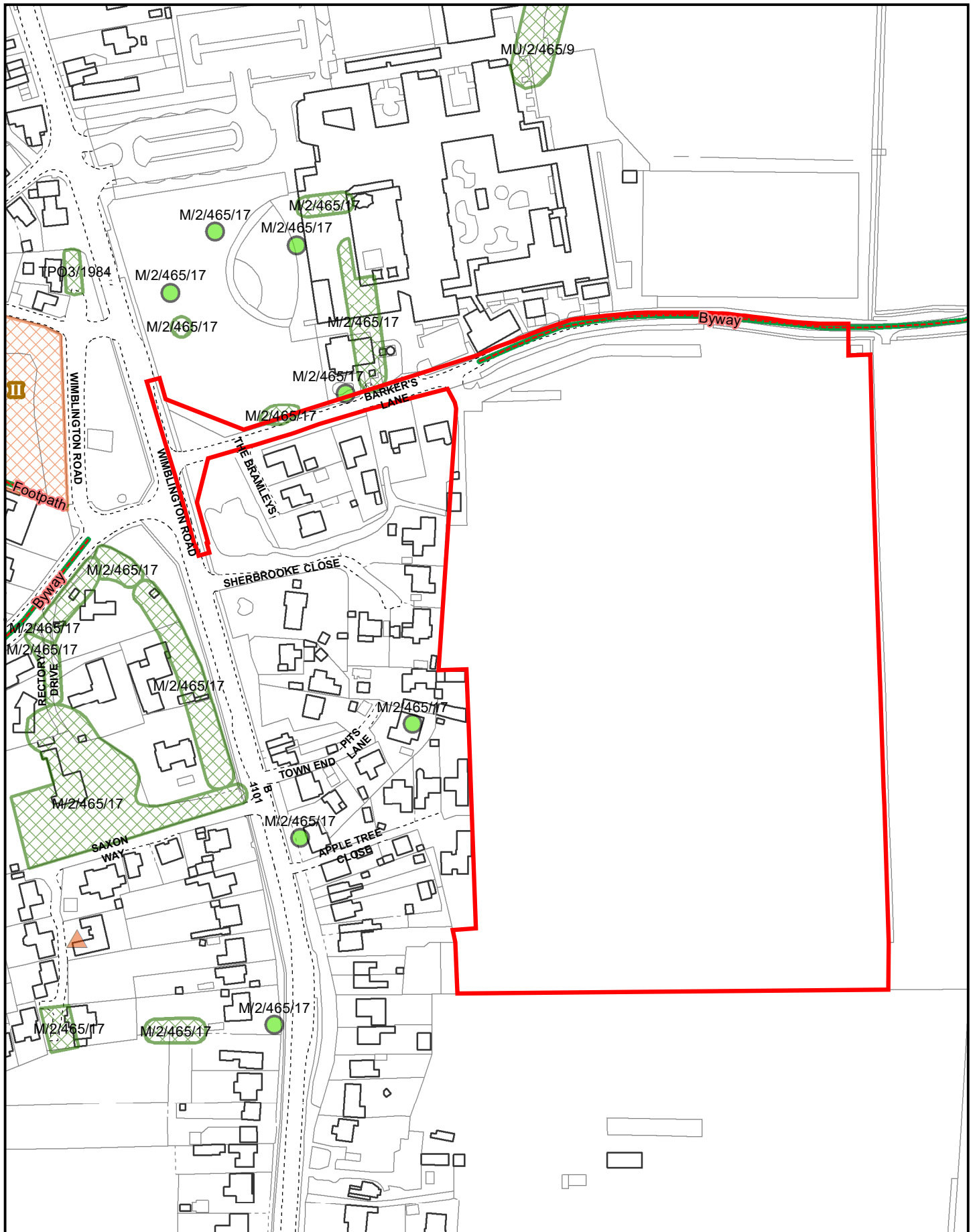
10	<p><i>Drainage Completion</i></p> <p>Upon completion of the surface water drainage system, including any attenuation ponds and swales, and prior to their adoption by a statutory undertaker or management company; a survey and report from an independent surveyor shall be submitted to and approved in writing by the Local Planning Authority. The survey and report shall be carried out by an appropriately qualified Chartered Surveyor or Chartered Engineer and demonstrate that the surface water drainage system has been constructed in accordance with the details approved under the planning permission. Where necessary, details of corrective works to be carried out along with a timetable for their completion, shall be included for approval in writing by the Local Planning Authority. Any corrective works required shall be carried out in accordance with the approved timetable and subsequently re-surveyed by an independent surveyor, with their findings submitted to and approved in writing by the Local Planning Authority.</p> <p>Reason: To ensure the effective operation of the surface water drainage scheme following construction of the development in accordance with Policy LP14 of the Local Plan.</p>
11	<p><i>Foul Drainage</i></p> <p>The reserved matters as required under condition 1 shall include a strategic foul water strategy. This strategy should identify the connection point to the 300mm sewer network in The Avenue. Prior to occupation, the foul water drainage works must have been carried out in complete accordance with the approved scheme.</p> <p>Reason: To prevent environmental and amenity problems arising from flooding and to provide a satisfactory means of sanitation in accordance with Policies LP2, LP14 and LP16 of the Fenland Local Plan, 2014.</p>
12	<p><i>EDS</i></p> <p>No development shall take place until a site wide ecological design strategy ('EDS') addressing mitigation, compensation, enhancements and restoration for (breeding bird, badger, reptiles and habitat loss) has been submitted to and approved in writing by the local planning authority.</p> <p>The EDS shall include the following (unless otherwise agreed in writing by the Local planning Authority):</p> <ol style="list-style-type: none"> a) Purpose and conservation objectives for the proposed works. b) Review of site potential and constraints. c) Detailed design(s) and/or working method(s) to achieve stated objectives. d) Extent and location/area of proposed works on appropriate scale maps and plans. e) Type and source of materials to be used where appropriate, e.g. native species of local provenance f) Delivery of measurable Biodiversity Net Gain, (including Biodiversity Gains Plan and Habitat Mitigation and Monitoring Plan). f) Timetable for implementation demonstrating that works are aligned with the proposed phasing of development g) Persons responsible for implementing the works, such as Ecological Clerk of Works h) Details of initial aftercare and long-term maintenance i) Details for monitoring and remedial measures. j) Details for disposal of any wastes arising from works. <p>The EDS must include off-site compensation measures (if required). The EDS shall be implemented in accordance with the approved details and all features shall be retained in the manner thereafter in perpetuity.</p>

	<p>Reason: To ensure biodiversity is protected and enhanced in accordance with policies LP16 and LP19 of the Fenland Local Plan, 2014.</p>
<p>13</p>	<p><i>CEMP</i></p> <p>No development shall take place (including demolition, ground works and vegetation clearance) until a Construction Ecological Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority.</p> <p>The CEMP shall incorporate recommendations of the Ecological Impact assessment and must include the following:</p> <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: To ensure biodiversity is protected in accordance with policies LP16 of the Fenland Local Plan, 2014.</p>
<p>14</p>	<p><i>LEMP</i></p> <p>A landscape and ecological management plan (LEMP) shall be submitted to and be approved in writing by the local planning authority prior development proceeding above slab level. The content of the LEMP shall include the following:</p> <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>
15	<p><i>Lighting</i></p> <p>Each reserved matters submission shall be supported by a "lighting design strategy for biodiversity" in accordance with ILP Publications' "Guidance Note 8 Bats and artificial lighting" to be approved in writing by the Local Planning Authority.</p> <p>The strategy shall:</p> <ol style="list-style-type: none"> a. identify those areas /features on site that are particularly sensitive for bats and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging; and, b. show how and where external lighting will be installed (through the provisions of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places. <p>All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy. Under no circumstances should any other external lighting be installed without prior consent from the Local Planning Authority.</p> <p>Reason: To ensure biodiversity is protected in accordance with policies LP16 of the Fenland Local Plan, 2014.</p>
16	<p><i>CMP</i></p> <p>No development shall commence until a Construction Management Plan (CMP) has been submitted to and approved in writing by the Local Planning Authority. The CMP shall include the consideration of the following aspects of construction:</p> <ol style="list-style-type: none"> a) Construction programme; b) Contractors' access arrangements for vehicles, plant and personnel including the location of construction traffic routes to, from and within the site, details of their signing, monitoring and enforcement measures; c) Details of a temporary facilities area clear of the public highway for the parking, turning, loading and unloading of all vehicles visiting the site during the period of construction; d) Details of restricted Construction hours; e) Details of restricted Delivery times and collections; f) Noise impact assessment methodology, mitigation measures, noise monitoring and recording statements in accordance with the provisions of BS 5228-1:2009+A1:2014 Code of Practice for noise and vibration control on construction and open sites; h) Vibration impact assessment methodology, mitigation measures, monitoring and recording statements in accordance with the provisions of BS 5228-2:2009+A1:2014 Code of Practice for noise and vibration control on construction and open sites. Details of any piling construction methods / options, as appropriate; i) Dust mitigation, management / monitoring and wheel washing measures in accordance with the provisions of Control of dust and emissions during construction and demolition, and road sweepers to address depositing of mud on immediate highways; j) Use of concrete crushers; k) Prohibition of the burning of waste on site during demolition/construction; l) Site artificial lighting including hours of operation, position and impact on neighbouring properties; m) Drainage control measures including the use of settling tanks, oil interceptors and bunds.

	<p>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> <p>The approved CMP shall be adhered to throughout the construction period and must demonstrate the adoption of best practice.</p> <p>Reason: In the interests of protecting highway safety and residential amenity in accordance with policies LP2, LP15 and LP16 of the Fenland Local Plan, 2014.</p>
17	<p><i>Fire Hydrants</i> No development above slab level 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 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><i>Contaminated Land</i> 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><i>Management of Estate Roads</i> Prior to the occupation of the first dwelling, full details of the proposed arrangements for future management and maintenance of the proposed streets shall be submitted to and approved in writing by the Local Planning Authority. The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an Agreement has been entered into unto Section 38 of the Highways Act 1980 or a Private Management and Maintenance Company has been established.</p> <p>Reason: To ensure satisfactory development of the site and to ensure estate roads are managed and maintained thereafter to a suitable and safe standard, in accordance with policy LP15 of the Fenland Local Plan, adopted May 2014.</p>
20	<p><i>Travel Plan</i> 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. The travel plan should be active for a year post occupation of the last dwelling.</p> <p>Reason: To encourage sustainable modes of travel in accordance with policy LP15 of the Fenland Local Plan, 2014.</p>

19	<p><i>Welcome Pack</i></p> <p>Prior to the first occupation of any dwelling, a welcome pack detailing sustainable travel for each dwelling shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>The welcome pack shall include the following unless otherwise agreed in writing by the Local Planning Authority;</p> <ul style="list-style-type: none"> i) bus vouchers for use with the relevant local public transport operator, ii) Bike vouchers, iii) Other such incentives for sustainable travel where evidence supports this. <p>The approved welcome packs shall be issued to occupiers upon occupation of each dwelling.</p> <p>Reason: To encourage sustainable modes of travel in accordance with policy LP15 of the Fenland Local Plan, 2014.</p>
20	<p><i>Approved Plans</i></p> <p>The development hereby permitted shall be carried out in accordance with the following approved plans and documents</p> <ul style="list-style-type: none"> • Site Location Plan 4405-01H • Site Access – General Arrangement Plan 22354-MA-XX-XX-DR-C-0103: P02 • General Arrangement Lambs Hill Drove 22354-MA-XX-XX-DR-C-7060 P01 • General Arrangement Wimblington Road 22354-MA-XX-XX-DR-C-0102 P01 • Tree Survey & AIA March 2024 5426 (Rev F) • Flood Risk Assessment and Drainage Strategy (Rev E) (29.11.23 update)



Created on: 21/10/2024

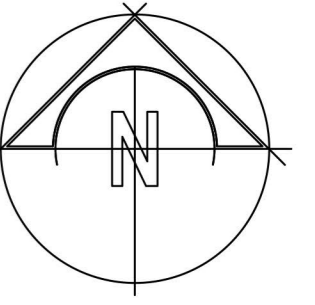
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 Use only figured dimensions. If in doubt, ask.
 All dimensions are to be checked on site.
 Any discrepancies should be reported immediately to the Architect.



Key

- 1 Potential LEAP neighbourhood park
 - 2 Proposed new vehicle access to site - See supporting highways engineers drawings for all details relating to highways and pedestrian cycle routes etc.
 - 3 Potential onward connection to any future development.
- Visibility Splay (as per Highways engineers drawings)



Key

- Application site boundary
- Existing Surrounding Buildings
- Private Rear Garden Area
- Public Open / Green Space
- Principal Highway / Road
- Secondary Highway / Road
- Private Drive
- Car Parking Spaces
- Pedestrian Footpaths
- Existing Tree Planting (indicative only)
- Proposed Tree Planting (indicative only - to be designed and specified by Landscape Architect)
- Proposed Hedge / Shrub Planting (indicative only - to be designed and specified by Landscape Architect)
- Primary Site Access

Housetypes

- A 2 Bedroom Semi-Detached House 40
- A 2 Bedroom Mid-Terraced House 07
- B 3 Bedroom Semi-Detached House 14
- B 3 Bedroom Mid-Terraced House 04
- C 3 Bedroom Semi-Detached House 18
- C 3 Bedroom Mid-Terraced House 01
- D 3 Bedroom Detached House 06

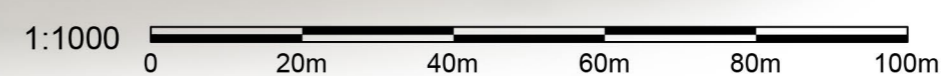
Number

Housetypes

- E 3 Bedroom Detached House 04
- F 4 Bedroom Semi-Detached House 06
- G 4 Bedroom Detached House 04
- H 4 Bedroom Detached House 04
- J 2 Bedroom Bungalow 08
- K 2 Bedroom M4(3) Bungalow 02
- L 1 Bedroom Maisonette 12

Number

130 Units



DATE	REV	DESCRIPTION	AG	DRAWN
22.05.24	K	Indicative layout amended	JK	
27.03.24	J	BNG amendments	JK	
16.01.24	I	Highways amendment	JK	
05.10.23	H	Pump station amended	JK	
24.08.23	G	Highways amendment	AG	
01.08.23	F	Red line amended	AG	
26.04.23	E	Notes Amended	AG	
24.03.23	D	House Types added	AG	
01.03.23	C	Drainage info from consultant added	AG	
22.12.22	B	Visibility Splay added	AG	
21.12.22	A	Minor amendments to notes	AG	

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Project
 Proposed Residential Development at:
 Land off Bakers Lane,
 March, Cambs

Client
 March East Developments Ltd

Drawing Title
 Proposed Masterplan - Indicative Layout

Drawing Status
 Planning

Scale 1:1000 Paper Size A1 Date Dec 2022 Drawn /
 Drawing Number 4405-03 Drawing Rev K

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