

AGENDA

PLANNING COMMITTEE

WEDNESDAY, 28 JUNE 2023

1.00 PM

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

Committee Officer: Jo Goodrum
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- 1 To receive apologies for absence.
- 2 Previous Minutes (Pages 3 - 32)

To confirm and sign the minutes from the meeting of 26 April 2023.
- 3 To report additional items for consideration which the Chairman deems urgent by virtue of the special circumstances to be now specified
- 4 To receive Members declarations of any interests under the Local Code of Conduct or any interest under the Local Code of Conduct or any interest under the Code of Conduct on Planning Matters in respect of any item to be discussed at the meeting.
- 5 22/0098/PREAPP
Adoption of South East March Broad Concept Plan (Pages 33 - 196)

To consider adoption of the Broad Concept Plan.
- 6 F/YR22/0633/F
Hook Drove Poultry Farm, Hook Drove, Wimblington
Erect 1 no dwelling (3-storey, 4-bed and living accommodation/farm office in roof space) with detached double garage with storage above, in association with poultry farm (Pages 197 - 224)

To determine the application.

- 7 F/YR23/0252/O
Land East of 12 Eastwood End, Wimblington
Erect 1no dwelling (outline application with all matters reserved) (Pages 225 - 236)

To determine the application.

- 8 F/YR23/0077/O
Land South of Ferry Farm London Road and accessed off Stocking Drove, Chatteris
Erect up to 6no dwellings (outline application with all matters reserved) (Pages 237 - 248)

To determine the application.

- 9 F/YR22/1405/F
Land South West of 241 North Brink, Wisbech
Change of use of land for the siting of 4 x mobile homes for use as holiday accommodation (Pages 249 - 260)

To determine the application.

- 10 F/YR22/1137/F
Land West Of 70-71 South Green and fronting Fieldside, Coates
Erect single storey 1-bed dwelling and formation of a new access (Pages 261 - 272)

To determine the application.

- 11 F/YR23/0230/O
Land South East of Tall Trees, Station Road, Wisbech St Mary
Erect up to 3 x dwellings with garages (outline application with all matters reserved) (Pages 273 - 284)

To determine the application.

- 12 F/YR23/0310/O
Land South West of The Hollies, Hospital Road, Doddington
Erect up to 3 x dwellings (outline application with all matters reserved) (Pages 285 - 300)

To determine the application.

- 13 Items which the Chairman has under item 3 deemed urgent

Members: Councillor D Connor (Chairman), Councillor I Benney, Councillor Mrs M Davis, Councillor Mrs J French, Councillor P Hicks, Councillor S Imafidon and Councillor C Marks,

PLANNING COMMITTEE

WEDNESDAY, 26 APRIL 2023 - 1.00 PM



PRESENT: Councillor D Connor (Chairman), Councillor I Benney, Councillor M Cornwell, Councillor Mrs M Davis (Vice-Chairman), Councillor Mrs J French, Councillor C Marks, Councillor Mrs K Mayor, Councillor N Meekins, Councillor P Murphy, Councillor M Purser, Councillor R Skoulding and Councillor W Sutton.

Officers in attendance: Nick Harding (Head of Planning), David Rowen (Development Manager), Nikki Carter (Senior Development Officer), Stephen Turnbull (Legal Officer), Jo Goodrum (Member Services & Governance Officer) and Helen Moore (Member Services and Governance Officer)

P137/22 **F/YR22/1032/O**
LAND WEST OF PRINCESS AVENUE, MARCH
ERECT UP TO 125 X DWELLINGS WITH ASSOCIATED INFRASTRUCTURE,
DRAINAGE AND LANDSCAPING (OUTLINE APPLICATION WITH MATTERS
COMMITTED IN RESPECT OF ACCESS)

Nick Harding presented the report to members and drew attention to the update report which had been circulated.

The committee had regard to its inspection of the site (as agreed in accordance with the Site Inspection: Policy and Procedure (minute P19/04)) during its deliberations.

Members received a presentation in accordance with the public participation procedure, from Mr. Peter Bimson, an objector. Mr Bimson stated that he is a resident of Princess Avenue, owning a property that borders St Thomas' cut and he has previously written a letter of objection, which prompted a response from the applicant, which are both available to members. He expressed his gratitude to the applicant for their response as it did allay a number of his fears that were raised in his initial objection.

Mr Bimson expressed the opinion that in principle he has no great objection to a development of a site thereof but as a neighbour he would obviously prefer there was not one and the reason he is here today is to draw members attention to matters relating to the proposed drainage strategy, which he feels warrants some more detailed scrutiny. He advised that he has no expertise in these matters and is reliant on information gathered through the LLFA and also supplied by the applicant.

Mr Bimson referred to a photograph on the presentation screen, with the point marked one being the location of St Thomas' cut which is an excavated drainage ditch that holds water and controls its discharge northwards and downstream off the site and number two is the existing watercourse which is fed by St Thomas' cut and ultimately this is the main route of discharge away from the proposed development as well as the existing site. He expressed the view that St Thomas' cut stores water and controls the discharge away from the site and is bordered to the east by 5 properties and to the west is bordered by the existing landowner of the proposed development site, with the LLFA initially raising objection to the proposed development in part due to issues of riparian ownership and responsibilities of the maintenance of this cut as they pointed out that where maintenance is shared then the ability of the waterway to function as intended is dependent upon every party undertaking their responsibilities.

Mr Bimson showed views of the cut when it was first excavated in 2002 following the completion of the existing development and showed an image of the Land Registry search identifying a narrow

strip of land representing the west bank of that drainage ditch and it is an unregistered piece of land, although it is his understanding that it is the property of the existing landowner. He showed a view of the cut today, which has become overgrown, and of particular note is the west bank of the watercourse has a number of very mature trees that have grown, which are now taller than the houses that are next to it and this would be under riparian responsibility of the existing landowner, with the residents such as himself having responsibilities on the east side and have taken various degrees of measures on maintaining part of the ditch.

Mr Bimson stated that his objection to the current proposed drainage strategy is in part a result of the applicant's response to his previous letter of objection where they stated that "the watercourse is not mapped to forward in the current landowner's title proposed development site in this location and as such they have no obligation to maintain flows through the watercourse or to maintain it". He stated that having consulted with the LLFA his understanding is that the proposed development will border the west of St Thomas' cut and, therefore, the current landowner shares riparian ownership and responsibilities to maintain that side of the waterway and since the existing development has been completed the current landowners has not undertaken any maintenance of their riparian obligations and, in his view, a development of this scale is going to be demanding of the current drainage features and the future maintenance regime of St Thomas' cut he believes is going to be very important.

Mr Bimson asked that if members decide to grant the application that due consideration is given to imposing the strict conditions that has been proposed by the LLFA in the letter of 27 March. He displayed another photo showing the north where it all feeds into and it does not appear to be under any significant maintenance and people are placing objects into the ditch in order to use it as a thoroughfare, which he believes borders a public park and he is unclear whose responsibility of the maintenance of this ditch is but thinks it is March Town Council but he would ask that all these features are going to be dependent upon this and committee considers rejecting the application unless it is satisfied these issues have been fully considered and should committee be minded to grant the application then the strict conditions be imposed to mitigate risks.

Members asked questions of Mr Bimson as follows:

- Councillor Mrs French asked why Mr Bimson thinks the St Thomas cut drain belongs to March Town Council as she has no recollection being on the Town Council for many years. Mr Bimson responded that it was suggested by a representative of the LLFA as the area borders a public park. Councillor Mrs French stated that it may belong to Fenland District Council but not March Town Council.
- Councillor Cornwell added the area shown in the slide he believes is at the bottom of The Avenue recreation ground and that is the responsibility of Fenland District Council so it does not look like Fenland District Council has been undertaking its riparian responsibilities.
- Councillor Sutton made the point that riparian maintenance and responsibilities is a grey area where residents do not know they are responsible for and asked when Mr Bimson recognized that it was partly his responsibility for the maintenance? Mr Bimson responded that he was one of those residents who was unaware of the riparian ownership until this application came up, he knew the residents had a moral responsibility to maintain the ditch because that is clearly the function it has and they have taken responsibilities to do this as the east bank has been maintained by all of the residents to varying levels of degree but he readily accepts that he had no understanding of riparian ownership prior to this application which it is why, in his view, it has become important when assessing this application as it would appear the existing landowner has not maintained their riparian responsibilities either.
- Councillor Mrs Mayor referred to Mr Bimson saying he was not aware until submission of this application but asked that when he purchased his property did his solicitor not explain this to him as she has been in a similar situation and was made aware at the time of her house purchase. Mr Bimson responded that he is not disputing that he has responsibilities but he was not advised or made aware at any time during the purchase of his property. He stated that he purchased the house new and has revisited the paperwork and deeds that he

has and there is no mention of riparian ownership and he feels they were deterred from maintaining the ditch because the developer placed a 6 foot fence on the boundary and to gain access to the other side you had to go into the adjacent field which is someone else's property so he has lowered the fence and put in a gate so he can access it.

Members received a presentation, in accordance with the public participation procedure, from Simon Atha, the agent. Mr Atha thanked officers for their engagement and dialogue during the application process and for the well-reasoned and justified committee report. He expressed the view that they have sought to positively engage with and respond to comments received throughout the application process and have taken on board advice from the case officer and worked closely with consultees to overcome any issues that have been raised.

Mr Atha expressed the opinion that Richborough Estates are one of the country's most successful strategic land promoters who specialize in delivering residential developments alongside house builders and development partners and seek to take a proactive engagement with local councils, communities and stakeholders to create sustainable developments that respond positively to each local area. He stated that this outline application is seeking permission for the principle of development for up to 125 dwellings with means of access from Princess Avenue and matters of detail such as layout, appearance, scale and landscaping are reserved for future consideration.

Mr Atha stated that the application seeks to provide for 20% of the dwellings to be affordable, which equates to 25 in total and this would be split between 70% affordable rent and 30% shared ownership tenures following agreement with the Council's Affordable Housing Officer. He made the point that the site has been allocated as part of the west of March strategic allocation in the adopted Local Plan and in addition the west of March Broad Concept Plan (BCP) was approved by this committee in July 2021 and seeks to accommodate 2,000 new homes in addition to new schools, green infrastructure and a local centre.

Mr Atha referred to Paragraph 9.1 of the report and that their proposals are fully in accordance with the adopted BCP with access being served off Princess Avenue and officers have identified at Paragraph 9.2 of the report the benefits of the proposal, the provision of housing on an allocated site which has been tested against the NPPF and is considered to be sustainable. He expressed the opinion that this proposal would make a strong contribution towards the Council's future five year housing land supply, particularly through the provision of much needed affordable housing.

Mr Atha stated that they are proposing to deliver a package of Section 106 contributions as part of the application that is reflective of the Council's own viability assessment towards education, libraries, off-site formal open space and the provision of health care facilities. He referred to highway improvements and advised they have agreed in principle with the County Highways Transport Team to deliver in full as part of the development an upgrade to the High Street and St Peters Road junction to relieve existing problems with traffic congestion and they consider this to be a significant benefit to the proposals.

Mr Atha expressed the view that on site the development would deliver a pedestrian and cycle link to the wider strategic allocation and its proposed services and facilities and there would be an extensive amount of on-site open space proposed with a play area and landscaping that would deliver a biodiversity net gain in excess of 10%. He stated that they have prepared detailed technical surface water drainage proposals that provide for a significant amount of sustainable urban drainage features across the site that would manage all of the surface water flows from the new development.

Mr Atha expressed the opinion that they have carefully noted and responded to concerns raised by local residents on Princess Avenue and in regard to the existing drainage ditch along the eastern boundary of the site he believes the drainage proposals would lead to a managed and considerably lower discharge rate into the cut than the existing run-off that can freely flow from the

field into the cut at times of peak rainfall at present. He stated that they intend to work with existing local residents to secure their agreement as the riparian landowners to clear and maintain this ditch to ensure it is free from blockages and provides effective drainage to the existing housing and the proposed development and made the point that the LLFA have raised no objection to the proposals and are fully happy with the surface water drainage strategy.

Mr Atha reemphasized for clarity that members are only being asked to assess the principle of residential development at this stage with means of access from Princess Avenue and matters such as the appearance, scale and landscaping are to be considered at a future reserved matters stage. He made the point that the case officer and statutory consultees are satisfied that the illustrative layout submitted will meet the requirements of national and local planning policy in creating a high quality and sustainable development.

Members asked questions of Mr Atha as follows:

- Councillor Mrs French expressed surprise about reference to High Street and St Peters Road junction as that is part of the MATS and she has sat on this committee since 2017, with this corner already being agreed and the business case is on-going so she is not sure how the applicant is getting involved. Mr Atha responded that they are agreeing to deliver that upgrade scheme in full as part of their development rather than paying the County Council through a Section 106 Agreement so they would deliver that junction upgrade directly prior to the occupation of 26 dwellings on this site, which would be rather than local taxpayers and County Council funding it which he feels is a real benefit as it would assist existing problems that are known to be here. Councillor Mrs French expressed the view that she does not think Mr Atha is correct as St Peters Road and the High Street is what is called medium-term, it is going to a business case now and this development will not be completed until whatever year and that corner needs urgent attention within the very near future so she cannot carry any weight to this. Mr Atha stated this is an outline application and if this were to be approved there is no reason why a reserved matters application could not come forward on the site within the next 8-12 months and then once the pre-commencement conditions are discharged a developer could be on site delivering the site within the next 2 years so those junction upgrade works could take place as a result of this development within a 2-3 year period, which he believes is going to be considerably sooner than what is envisaged over the medium-term within the MATS work that has been undertaken.
- Councillor Mrs French referred to 125 dwellings which would equate to 300-500 people and only £5,944 is being offered to the National Health when it asked for £75,126.86 and she thinks this is shocking. Mr Atha responded that it is noted the contribution that has been requested from the NHS and they have been working closely with Council officers over the obligations that have been sought and the Council has adopted a viability position statement in respect of what is deemed to be an acceptable viable amount of obligations that development in this area can deliver and it is the Council who have said it is £2,000 per dwelling, which they are happy to deliver and are more than happy to continue talking to officers through the Section 106 process to look at the viability further.
- Councillor Sutton expressed the view that he is struggling to understand why Councillor Mrs French has got a problem with Section 106 money being spent on any road because time and time again members are complaining about not getting infrastructure benefits from developments and residents are always saying the area is not getting a fair share and he would welcome this improvement. He referred to Mr Atha's presentation where he said they were willing to clear and maintain the cut and he spent about 3 hours researching this application as flooding is a big issue around March and the wider area and he did notice and Mr Bimson alluded to it that the company initially refused to take ownership of the strip of land because they do not own it and would not maintain it. He stated that he would struggle to support this application if this is the case because clearly over a number of years this cut has been neglected and it remains to be seen whether the scheme put forward will actually reduce the amount of water in it and is capable of taking more. Councillor Sutton

asked if the applicant would take ownership of the land, register it in their name and he would like assurance that the applicant would go down this route and make sure it is cleaned out in total at their cost and make sure this included in the management plan. He asked about the 3.5-metre maintenance strip on the other ditches as it is crucial these ditches are maintained to prevent flooding. Mr Atha responded that the road junction improvements that are being proposed to the High Street and St Peters Road they are proposing to deliver those works in full as part of this development as they recognize it will provide benefits to existing residents as well as proposed residents of this scheme. He referred to the cut and flooding issues and they have rightly recognized Mr Bimson and his neighbours concerns and are more than happy to get in touch with those residents and offer as part of the development to clear out and maintain the cut to a point where it is clear and the residents are happy. He made the point that they do not own it so it can only be undertaken with the resident's permission but would imagine that if a developer is going to come forward and offer to do that work for them at no cost to them they would be happy for it to be undertaken as it relieves them of their obligation. Mr Atha asked for a plan to be displayed showing the surface water drainage strategy to show what they are proposing in terms of SUD features, which shows how far SUDs have come on in the last 20 years, the run-off rates will be better than existing situation which will be controlled by a hydro break into the cut and the LLAF are satisfied with these proposals.

- Councillor Sutton asked for more assurance about what they are going to do about the piece of land that as yet has not been registered and he was asking for it to be registered to the applicant, which gives them an obligation to upkeep the maintenance. Mr Atha responded he will definitely look at the land ownership and title matter and if they can register that land and take it into their ownership and put it forward as part of the management company then there will be a riparian obligation on the management company to maintain it. He stated he cannot promise this today categorically but they will do their best to acquire this piece of land but if they cannot acquire the land they will definitely talk to the residents about undertaking maintenance as they recognize there is an issue here and want to deal with it positively.
- Councillor Mrs Davis asked that as this is an outline application can members have a guarantee that when it comes to reserved matters that those 25 affordable properties will still be there? Mr Atha responded that they have been through very carefully with officers to discuss and agree what the affordable need is in this area and the feedback received is there is very much a need for rented properties as there is a waiting list in March so they have increased the rented offer to 70% of those affordable properties. He stated that what Richborough do as a land promoter when the eventual house builder comes forward they work carefully with them through the sale of the land to make sure the obligations that are being put forward in the Section 106 commit the eventual developer to delivering, it is part of their reputation and credibility to deliver what has been promised. Mr Atha stated they are happy the scheme is viable in its current format at 20% affordable housing and he can see no reason why this should be lowered at a later date as it is based on the Council's own viability assessment, but if it was it is the committee's remit to not accept the application at that time.
- Councillor Cornwell stated St Thomas cut is a medieval drain which links to the original settlement at the town end of March and took the water down towards the river and even now St Thomas' cut leads into the river and he asked if Middle Level had been engaged with the calculation of the flow of water, there may be balancing systems in place but there will still be an increase of water that is coming off that field into the system and that will have two issues, it has to go through a very restricted drain under the cricket field which is a much smaller drain than the existing St Thomas' cut and the amount of water going out into the river is likely to increase so is Middle Level Commission happy to take those extra flows. Mr Atha responded flows will decrease on the site going into the cut and the LLFA has agreed with the position, because the idea is following SUDs principles that it is attenuated and stored on site and then it soaks away slowly from the SUD basins that were shown on the plans into the ground slowly over time. He expressed the view that when there is a peak

rainfall period, the 1 in 100 year event, the basins will fill and water will be released at 5 litres a second and discharge into the cut but the principle is that it is stored and the run-off reduced going into the cut in normal day to day usage. Mr Atha stated that they are aware that it is culverted under the sports ground where it goes into a 300mm pipe and then it goes into Anglian Water storm sewer at Boundary Close eventually ending up in the river. He stated that in terms of outfall and flows, the LLFA and the IDB are happy there will be less flows going through the system than there is at present so there will be betterment.

- Councillor Cornwell referred to the water levels percolating down to the temporary stores and asked how far down is it going down as this is a clay island and eventually it will finish up on the lower levels and fall into drainage authority system. Mr Atha responded that inevitably yes as it is the amount of permeability of the ground and how high the water table is at that point and clearly in the Winter months the water table is higher and in Summer months it is lower so the idea is that it is stored so it releases slowly over time and the SUD schemes that have been put in place he believes are fantastic and do work in alleviating existing problems. Councillor Cornwell stated that he has his doubts on some of it and especially the relationship at lower levels off the island to the effect on the Internal Drainage Board but Fenland District Council pays roughly half of the annual drainage costs but acknowledged that he might be a little bit skeptical.
- Councillor Connor asked that if this application is successful he would like a pre-commencement condition during the construction phase that a road sweeper and a wheel wash should be on site at all times as he has experienced problems on other sites with this issue. Mr Atha responded that he could assure members of this and condition 4 will require full details of a construction environment management plan to be submitted prior to the commencement of the development that will include wheel washing, road sweeping and the frequency of that regime, which is common practice for any reputable developer to make sure the highway is cleaned.
- Councillor Meekins referred to Councillor Sutton mentioning that the land on one side of the cut is unregistered and that the applicant is going to clear the cut and then hand it back to whoever buys the houses as a riparian owner of the drain and asked if this was correct? Mr Atha responded that there is two ways that they could go about it, the first is they would try to agree a programme of clearance work with the residents so the cut is as it was when it was first cleared. He stated that alternatively, which is Councillor Sutton's point, they would go away and try to register that piece of land so it would come under their ownership and there is then the riparian responsibility on half of the ditch as they still would not own all of it and they would have future maintenance obligations that would be put into a management company who would oversee all the land and drainage responsibilities with a programme of work through the Section 106 Agreement over frequency of mowing, the frequency of strimming and clearing back vegetation. Councillor Meekins questioned that the other side of the ditch would still be the responsibility of the residents? Mr Atha responded legally those residents own it and they are unable to take land owned by others but things have moved on now and best practice is you put it into a management company so all the residents collectively fund the ongoing maintenance and management of drainage features. Councillor Meekins asked if the existing owners could be part of this deal as it did not look a very wide drain to him to be cleaning half of it? Mr Atha responded that he does not believe they could come into the new arrangement because they still have legal obligations and they own part of this drain so they cannot right the wrongs of the past but only try to manage and alleviate the situation that is there and they cannot have something that does not work for the future residents either. Councillor Meekins queried how half of a drain can be cleaned out? Mr Atha responded that it is not necessarily about cleaning and dredging the drain it is about clearing the banks back, cleaning the vegetation out and the LLFA and IDB have also both got responsibilities in terms of enforcement capabilities to require landowners to do this but matters are being strayed into that are beyond planning.
- Councillor Murphy stated that he hopes the roads will be cleaned properly, providing an example of where the Council's road sweeper had been sent out to clean the road. Mr Atha responded that Richborough Estates are responsible house builders and developers who

have a good track record of maintaining and delivering developments with as minimal impact as possible on existing local residents and there is the existing housing estate off Princess Avenue with residents who should be subject to minimal disruption whilst this development gets built out, which is why a condition exists and is enforceable.

- Councillor Sutton asked if there was the possibility that when the management company is formed whether those residents that back onto the cut would be invited to be a part of this company. Mr Atha expressed the opinion that this is quite difficult to happen in practice but he does not know the full details of how the management company would be structured but it is something that could be looked into but it may not be something that existing residents would want.

Nick Harding referred to some of the questions and answers given by the agent as follows:

- in terms of the Section 106 Agreement the agent gave a good summary of what the situation is and that the Section 106 ask from the various organizations is the size of a cake but the viability position of the development in the Fenland is only one third or a quarter of that cake, so that is all that can be realistically asked for to make the development viable and that is the way this has been operated for many years, although there has been a change slightly to the £2,000 pounds per property situation that exists today but that has come off the back of the latest viability advice that the Council got when it was preparing the first draft of the Local Plan.
- in terms of the road improvement scheme that is included in the MATS proposal, Councillor Mrs French is right in that there potentially could be the situation whereby who is going to do the improvements first, this development company or the County Council/Combined Authority, so if the Combined Authority get to do this first then the Section 106 would have the ability for a contribution to be made that ordinarily the developer would have spent on delivering the MATS scheme to refund the County Council/Combined Authority who have forward funded that improvement that was to be provided by the developer.
- in relation to the maintenance of the cut which was discussed greatly in the questioning, as has been explained the developer does not have any direct legal responsibilities for doing it and the fact they are going to try and do that out of goodwill is something that the Council cannot require as part of the planning consent. He advised that there is a group of owners out there who should be maintaining the ditch and they should not be potentially seen as holding new development to ransom because they are not fulfilling their legal responsibilities for maintenance.
- officers did consult the IDB on the application proposal but did not receive a response but the agent stated they have had some background discussions with the IDB so there is no concern there from an objection in principle from the IDB and if IDB consent is required for a discharge then that is a separate legal process to planning.
- from the planning permission perspective, the Council cannot require an applicant to go and acquire this additional slither of land that sits on the bank of the cut, it cannot require them to maintain land that is not theirs and it cannot require them to invite third parties to join forces in terms of maintenance because that is nothing to do with planning.

Members asked officers questions as follows:

- Councillor Meekins asked who is responsible for policing the riparian owners in keeping these ditches clear because from the photos shown earlier people are not keeping the ditch clear. Nick Harding responded that it is the residents.
- Councillor Cornwell stated in view of the photograph and the state of St Thomas' cut that sits at the end of the Council's own recreation field, he wonders if the Council should play its part in clearing this out and a request should be made to the relevant team.

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

- Councillor Mrs Mayor stated she has had personal experience of riparian ownership and stated it is not easy and not a lot of people know about it and that is the problem, and unless it is explained to people properly they get away with it. She referred to a developer actually

saying to her they were going to fill the ditch in and bring its boundary to her boundary to which she objected and what happened in the end is an engineer from a drainage board devised a scheme for the developer and they cleaned the ditch from their side as her side was clear, they arranged proper piping of that ditch, put inspection chambers in it and put a fence up down where the middle of the ditch.

- Councillor Mrs French stated that she is delighted someone is prepared to put their hand in their pocket with regard to the highway junction improvement but the point she was trying to make is how long is it going to take as MATS is ready more or less and she is not prepared to wait 10 years. She made the point that this site has been allocated for several years and does not think the development can be argued, but the biggest issue is drainage and what she does not want to see happen is the situation in Birchwood Avenue, Butt Avenue and Brewin Avenue, which has taken about 15 years to sort out as a dyke was filled in by the developer and every time there is a flooding issue in 2014 and 2020 these particular three streets flooded repeatedly and fortunately she has been pushing this through County Council and last week County Council have started the work at a considerable amount of money. Councillor Mrs French expressed the view that she does not want to see the same thing happening in the future on this site as it is a possibility it could, with the Cricket Club having a strategy document drawn up and the photographs they have are absolutely horrendous and some of the owners of the dyke were not aware of their responsibility. She advised the other area where there are great problems is Gaul Road, Ellingham Avenue and Sycamore, with this work having been agreed through the County Council to be undertaken, but she does not want to see in 15 years' time that the people living in Princess Avenue and the new houses are going to be flooded the way March was badly flooded in 2020. Councillor Mrs French stated she could not support this application at this time and would like it to be deferred until this riparian dyke issue is resolved because it only takes one resident to hold things up then it does not happen.
- Councillor Mrs French referred to another question she asked to which she has not heard an answer to regarding why only £5,944 for the NHS as this application is going to create about 500 additional residents in the town, and queried where are the doctors, where are the dentists, when £75,000 was asked for and only £5,944 has been offered.
- Councillor Purser agreed with the comments of Councillor Mrs French as his biggest concern is finding out who is responsible for the dyke because the dyke is there for a reason, and should not be filled in.
- Councillor Mrs French added she was quite disappointed that the LLFA at County Council has not picked this one up earlier as the County Council has been working hard on this issue since 2020 when March suffered from the floods and March was supposed to be fully mapped where the dykes are. She stated that she will be following this up with Enforcement at the LLFA.
- Councillor Sutton stated that he is fairly satisfied with the answers he has been given and there has been good discussion around the water issue, which, in his view, is the only issue although he recognizes that residents are worried about extra traffic in Princess Avenue but he is not sure this will increase so that it is a major problem and the LLFA have agreed the drainage strategy, so he feels happy to go with officer's recommendation.
- Councillor Mrs French expressed the view that it needs to be established who owns the riparian dyke, it is certainly not March Town Council, so Fenland District Council needs to be approached to see if they are responsible. She made the point that she has no objection to the principle of development but the flooding issues must be sorted now.
- Councillor Purser expressed concern about the local amenities and other services in the town being overrun, although he recognizes this is not a material planning consideration.
- Nick Harding stated in terms of the Section 106 situation there is only so much money available that the developer is able to contribute if the development goes ahead and that is a point of principle the Council has agreed and it has determined applications previously using the £2,000 per house rule on developments south of the A47 and zero pounds for all development North of the A47 so that is established and it is not the applicants choice as to how much money goes to the NHS, what officers have said is how much is being asked by

whoever and then just giving them a pro-rata amount with the pot available as a Council members can decide where the money is best spent but the amount the developers have to pay is a finite amount and it is what it is. He stated, on the issue of the drainage, members have seen the updated report from the LLFA and as mentioned the Council cannot be held to ransom by the absence of maintenance by third parties downstream from this development and it needs to be borne in mind that the amount of water going into that system will be significantly less than it is now and this problem that lies in the hands of many cannot be solved through the planning system.

- Councillor Cornwell stated he would like this plan to be deferred until the water and flood risk is sorted out as at the moment he is undecided.
- Councillor Sutton stated if the plans go back to the LLFA then they would come back and say everything is okay as before and he feels this would be a waste of time.
- Councillor Murphy stated it sounds like members are talking themselves out of this development and this will be stopping any future development in March.
- Councillor Mrs French stated the concern is about flooding and she feels it needs to be deferred.
- Councillor Sutton stated he was happy for all the money to go to the NHS but then there will be no money in the pot for potholes, education, etc.
- Nick Harding stated if different members wish to put more money into the NHS then that is down to members, but an application could not be reasonably refused on the basis that the £250,000 is insufficient. He stated that the application cannot be deferred or even refused for the reason of trying to find out who owns land downstream from this development because it is irrelevant to the determination of the application.

Proposed by Councillor Sutton, seconded by Councillor Murphy and agreed that the application be APPROVED as per officer's recommendation.

(All members present declared, in accordance with Paragraph 2 of the Code of Conduct on Planning Matters, that they had been lobbied on this application)

**P138/22 F/YR22/1156/O
LAND NORTH OF 96A TO 100 WESTFIELD ROAD, MANEA
ERECT UP TO 26 X DWELLINGS, INVOLVING THE FORMATION OF A NEW
ACCESS (OUTLINE APPLICATION WITH MATTERS COMMITTED IN RESPECT
OF ACCESS)**

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

The committee had regard to its inspection of the site (as agreed in accordance with the Site Inspection: Policy and Procedure (minute P19/04)) during its deliberations.

Members received a presentation, in accordance with the public participation procedure, from Matthew Hall, the agent. Mr Hall reminded members that they would remember this application previously when it was refused in June 2022 for the same proposal with 3 reasons for refusal. He stated that since this time the applicant has provided an ecology survey and submitted a Heads of Terms Section 106 Agreement for the site and, therefore, as David Rowen has said two of the reasons for refusal have been removed.

Mr Hall made the point that Manea is a growth village within the Local Plan and where the dwellings are to be sited is all in Flood Zone 1, with there being no technical objections to this application. He expressed the opinion that the proposal conserves all the trees on site and along the frontage of the entire site there is a footpath continuing through to Manea.

Mr Hall referred to one of the key reasons for refusal and was raised as a concern with members was the lack of affordable housing and the Heads of Terms on the previous application being carried out by others. He stated that the submitted Heads of Terms was agreed with Mr Harding in September 2022 and this reason for refusal has been removed and he displayed a map on the presentation screen showing the site and another area highlighted in blue, also recommended for refusal, which was approved by members last year against officer's recommendation which extends back to Darcey Lode, is in Flood Zone 1 and has a footpath across the frontage of the site and between the two sites there is various other residential developments that are set back from Westfield Road.

Mr Hall displayed a location plan of the area and referred to the area to the south, which was a former grain store being a brownfield site which was also approved for a number of dwellings and there have been various approvals down Fallow Corner Drove so this area looking at the map is quite well built up. He reiterated that two of the previous reasons for refusal have been removed, the dwellings are all in Flood Zone 1, Manea is a growth village, a draft Heads of Terms has been submitted which has been agreed with Mr Harding, there are no technical objections, he considers it abuts the built up form of Manea and since the previous application was refused another application shown on the presentation screen was approved by members which also extends to the back of Darcey Lode.

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

- Councillor Benney made the point that when this application came before members previously members were not happy with the ecology and the Section 106 Agreement and the committee have just had a considerable debate on a Section 106 Agreement on the previous application and drainage, but this site is in Flood Zone 1, there is 20% affordable housing on offer, £2,000 per unit contribution and he thinks the emerging Local Plan is bringing in more money than he has seen on this committee for a long time. He feels this application will bring much-needed homes, including affordable, to Manea, which is a growth village and it needs the growth, having lost a shop in the last few months, and this is what brings sustainability to a village. Councillor Benney expressed the view that to say this is in the open countryside when you have Glebe Close one side and there is another house on the corner, this is just filling in a piece of land that is suitable for development and it provides good local need for the area. He does not consider this as building in the open countryside, he is pleased the ecology report has been submitted, he welcomes the 106 contributions that the applicant has agreed to supply and feels this is a good application, which he will support.
- Councillor Sutton made the point that two of the objections have been resolved but the third one has not been addressed because it is unaddressable as it was agreed previously this was out in the countryside and he cannot see how this has changed. He stated that he voted against the other area that was approved as referred to by the agent for the same reasons and he can remember Councillor Mrs Davis saying the difference to that site and this site is that one was closer to the village and he feels she is right. Councillor Sutton expressed the view that the same reasons for refusal exist as before and it is clearly in the open countryside.
- Councillor Benney made the point that as much as Councillor Sutton voted against it previously he voted to approve it and this committee has got different makeups and different members, with every week there being different people sitting on the committee and different answers. He feels that if members want consistency, if the other one was approved in Westfield Road the committee should be consistent with this one.
- Councillor Cornwell stated that he can understand where the recommendation is coming from and would have gone along with this line if the other development had not been already approved. He feels the developments are so close together and he does not see why one should get approval and not the other and it seems sensible to him.
- Nick Harding drew members attention to the one reason for refusal which is the same as it was on the last application so this application needs to be determined on the basis of what

is different now compared to when the previous application was determined. He stated that the agent has referred to the development that was approved contrary to officer recommendation just up the road so members have got to consider whether or not that represents a significant enough change in circumstances to render the reason for refusal on this scheme as no longer appropriate and it needs to be identified why does it make a difference. Nick Harding reminded members that in the Code of Conduct on Planning Matters the fact that there has been a significant change in the membership of the Planning Committee does not justify inconsistency between current and past planning decisions.

Proposed by Councillor Sutton, seconded by Councillor Mrs Davis to refuse the application, which was not supported by a majority vote.

Proposed by Councillor Benney, seconded by Councillor Skoulding and agreed that the application be APPROVED against officer's recommendation with authority delegated to officer's to formulate conditions and that a Section 106 Agreement be entered into.

Members did not support officer's recommendation of approval of planning permission as they feel that since the application for this site was refused previously another application has been submitted which changes the definition in terms of where members perceive the boundary of Manea to be.

(Councillor Murphy declared that he knows a partner of the applicant personally and took no part in the discussion and voting thereon)

(Councillor Marks registered, in accordance with Paragraph 14 of the Code of Conduct on Planning Matters, that he is a member of Manea Parish Council but takes no part in planning)

(Councillor Benney declared that he knows the agent for this application and he has undertaken work for him and also worked with him on the Growing Fenland project at Chatteris and he also went to school with the applicants, but he is not pre-determined and will approach the application with an open mind)

**P139/22 F/YR21/0855/F
7 WISBECH ROAD, MARCH
ERECT 18 X DWELLINGS WITH ASSOCIATED GARAGES, PARKING AND
LANDSCAPING, AND THE FORMATION OF AN ACCESS, INVOLVING THE
DEMOLITION OF EXISTING OUTBUILDING**

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

The committee had regard to its inspection of the site (as agreed in accordance with the Site Inspection: Policy and Procedure (minute P19/04)) during its deliberations.

Members received a presentation, in accordance with the public participation procedure, from Peter Humphrey, the agent. Mr Humphrey expressed the view that this is a non-controversial application, amendments were made with a previous officer and since then everything has been acceptable. He stated that the only thing he would like to make a point of is that the application has taken 86 weeks for a 12 weeks application and whilst he knows that there is negotiation and officers are busy he has still got to wait to get the approval and clear conditions, which might be another 12 weeks before they can start.

Members asked questions of Mr Humphrey as follows:

- Councillor Benney asked why there is no Section 106 Agreement on this application? Mr Humphrey responded that if you sat in his position a Section 106 would not be offered as if

the Council have not asked for one they are certainly not going to offer one but the viability does show that nothing can be offered. Councillor Benney expressed the view that on the number of houses being proposed here it is unsatisfactory that the Council is not getting any money out of it and asked if a Section 106 was asked on this proposal? Mr Humphrey responded that not that he is aware of. Councillor Connor agreed with the comments of Councillor Benney.

- Councillor Mrs French asked if the applicant had any money that could be applied to a Section 106? Mr Humphrey responded no but made the point that the application stands as it is without any Section 106 contributions.
- Councillor Connor made the point that it is within his gift to say that he could. Mr Humphrey responded that it is if the client instructs him to do so.
- Councillor Mrs Mayor asked if Mr Humphrey was prepared to make a Section 106 contribution towards the NHS? Mr Humphrey responded that it depends upon how much the request is. Councillor Mrs Mayor referred to Page 56 where it mentions £15,500. Mr Humphrey responded that he is sure the client would pay that.
- Nick Harding asked for an apology stating that the application was submitted with a viability assessment so given that was submitted in the first place and it was checked to see whether it was all right and proper, why would officers ask for a Section 106 Agreement given that officers were satisfied with the results so he believes the agent has been misleading. Mr Humphrey agreed that the viability assessment was submitted with the application which said there was no money available which is why he answered Councillor Mrs French in the manner he did and it was asked again by another councillor and the viability shows there is no money available to make any contributions at all. Nick Harding asked if Mr Humphrey was going to apologise or not as, in his view, he cannot stand there as an agent not being untruthful to committee. Mr Humphrey apologised to the Head of Planning.

Members asked questions of officers as follows:

- Councillor Benney asked why no money was requested under a Section 106, although he can see that a viability report was submitted but it is only £2,000 a unit for March and why is this money not being asked for from developers. David Rowen referred to Section 5.15 of the report, which he read out, and as Mr Humphrey alluded to viability information has been submitted that has been assessed and the conclusion of that is that the application for development cannot deliver any Section 106 contributions. Councillor Benney acknowledged this but stated that it does seem wrong.
- Councillor Cornwell wondered whether there were lessons to be learnt from this so that if an applicant comes and proves that there is no money available the Council goes back to them and asks if they are 100% certain because it looks as if in some instances there is money available so there could be something wrong with the Council's viability checks.
- Councillor Mrs Mayor referred to 5.15 of the report and made the point that this was stated on 5 May 2022, which is 50 weeks ago and things could have changed since then. David Rowen responded that in reference to things changing since May last year, build costs have gone up considerably so he does not believe there would be any real change in the viability situation.
- Councillor Sutton made the point that the agents have a process to go through that is nationally agreed and officers check this and this should go to an independent to check these figures but it does seem rather odd that on a development of 18 dwellings £2,000 per dwelling cannot be managed. He stated that he knows of a development that did a viability assessment and the selling price in the assessment was £156,000 per dwelling and when the properties got built some of them sold for £250,000 so he is wondering whether there should be some kind of timeline in place whereby if they are not built out in a certain time then that viability is reassessed because on that development of around 15 dwellings the selling price was very much different to the viability test result and whilst he understands that is more work for officers the area needs to be getting as much free infrastructure as it can, although, in his view, £2,000 is too low but he is sure there is room in the system to

challenge it more robustly. David Rowen responded that the review of build costs and sales values is done as part of the viability assessment so if the sale value that has been quoted for a certain property is well below market value that is the issue that should be getting picked up as part of the assessment review. He stated that in terms of putting review mechanisms in place that is very difficult to do where there is an application saying it is unviable as why would the Council and the applicants enter into an agreement to review something that has already been assessed as being unviable, however, a review mechanism can be incorporated where you have got a viability where there is a Section 106 Agreement which may have demonstrated for example that only 10% affordable housing could be delivered and this may need to be reviewed 5 years down the line potentially on larger schemes to see whether 15% or 20% could be delivered.

- Councillor Skoulding expressed the view that from the comments it looks like this application might be rejected and asked if there is any chance that the agent can be asked to come back and to ascertain whether he would submit a Section 106 as he has already waited a long time for this application to be determined. David Rowen responded that the agent indicated that his client may be willing to pay the £15,000 NHS contribution but ultimately if it is the resolution of the committee to go down that route then committee can propose this, with the usual caveat that if a Section 106 Agreement is not progressed within a certain period of time then it is potentially refused. The Legal Officer added that committee need to be careful to distinguish between as what may be offered as a 'gift' and what may be required to remediate the effects of the development so if officers have looked into the viability and concluded there is no legal requirement for payments to be made, members cannot then go to the agent and say yes we will have your £15,000 extra that you have offered unless officers are satisfied that £15,000 is necessary to enable the development to proceed but reading the report the officers have assessed it on the basis that they cannot require any payment to mitigate the development so it would be contrary to the CIL regulations for the Council to accept this extra money as things currently stand. Nick Harding stated that if members forget the viability situation for a moment, consultation was undertaken with a number of statutory consultees who came back and said they need x amount of money to mitigate the development and here is our evidence to justify that request so in normal circumstances those asks would be included in a Section 106 Agreement but in this particular application it is a situation whereby the applicant has submitted the site specific viability exercise which has concluded that no contributions of any sort can be provided and then today the agent has said that a hit would be taken on the profit in order to make a £15,000 contribution to spend on the NHS or anything the committee chooses it be spent on provided that it is asked for by the consultee identified in the report and from that point of view he would consider this passes the CIL regulations. The Legal Officer agreed that, what has been said is that notwithstanding that the scheme is not viable, therefore, no payments can be justified the applicant offers to pay a contribution towards a necessary mitigation and it is regarded as such then it probably can be accepted.
- Councillor Cornwell queried that as a committee the Portfolio Holder could be asked to revisit the whole question of viability and comes back to the committee at a later date as he does not think anything can be done about this application and feels the committee is going around the houses.
- Councillor Mrs French agreed with the comments of Councillor Cornwell, making the point that this application is for 18 dwellings which equates to 50-60 people who are all going to need doctors and she thinks without contributions for developments over 9 dwellings it is going to be a mockery and the district is going to end up with no contributions at all. She feels that committee needs to be very careful that this is not setting a dangerous precedent for the future.

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

- Councillor Sutton stated that he has no problem with the development in principle but share members concerns about the viability and he cannot see where there is anything specific to this site that would increase the costs such that nothing can be offered when just an hour

ago there was lots on offer on another application, although it remains to be seen whether that will be delivered. He made the point that Councillor Mrs Mayor asked a direct question of Mr Humphrey on whether the £15,552 could be found and he replied in the affirmative that he believes his client would do this so he believes it would be remiss of the committee to not at least try to get that contribution, which he assumes would be to approve subject to either a unilateral agreement or a Section 106 Agreement, with a unilateral agreement being quicker and Mr Humphrey did express his disappointment with the length of time taken to determine this application and it is known that the planning department is not in the best health due to various reasons.

- Nick Harding stated that in regard to the Section 106 he would ask that flexibility is included in that agreement given his experience of how well things work out when it comes to draw downs and requests for money to go towards health service improvements so that if a health service improvement proposal that is acceptable does not come forward in a timely manner then that money can be diverted to any of the other asks that are listed in the committee report.

Proposed by Councillor Sutton, seconded by Councillor Mrs French and agreed that the application be APPROVED as per officer's recommendation, subject to entering into a Section 106 Agreement for a contribution of £15,552.

(Councillors Connor, Mrs French, Purser and Skoulding declared, in accordance with Paragraph 14 of the Code of Conduct on Planning Matters, that they are members of March Town Council but take no part in planning)

**P140/22 F/YR22/1190/FDC
LAND NORTH OF 84 UPWELL ROAD ACCESS FROM SMITHS DRIVE, MARCH
ERECT A DWELLING (OUTLINE APPLICATION WITH MATTERS COMMITTED IN
RESPECT OF ACCESS)**

Nikki Carter presented the report to members.

The committee had regard to its inspection of the site (as agreed in accordance with the Site Inspection: Policy and Procedure (minute P19/04)) during its deliberations.

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

- Councillor Cornwell expressed the view that officers have carefully considered this, they have taken into account strict planning rules just as would occur with any private applicant and have reached a recommendation, which he believes is the right one.
- Councillor Sutton agreed with the comments of Councillor Cornwell. He feels that there are some sites that are just not developable because if you go single-storey at this location it would be out of keeping with the street scene, if it is two-storey then there is overlooking issues to the rear and he feels the best use for this is the same usage as it has had in the past and that is for a car park.
- Councillor Skoulding stated that on looking at the site he thought it was a little bit tight but went again the next day looking at No.58 and that plot is smaller and so is every plot along that road and, in his view, it is a lot larger plot than the houses in the surrounding area so is of the view that something could be built on here.
- Councillor Cornwell stated that the point is that it is a single-storey and everything around it is not single-storey so he does not feel it is all about the plot size, it is the proposal's relationship to the surrounding area, which is important to consider as well as the committee would do for any other application.
- Councillor Skoulding stated that his comments are not in relation to it being a Fenland District Council application but on its own merits he feels the car park where it stands is a big space and something can be built here.

- Councillor Sutton agreed with Councillor Skoulding that the site is big enough for development but the question is the street scene and a bungalow does not fit in and with a two-storey there are other issues so it is one of those plots that is almost impossible to develop and it should not be any different due to its being a Fenland District Council application.
- Councillor Marks expressed confusion about street scene as 80A is a bungalow that was built in the back recently and he has sat in the dentist chair looking out across and he cannot see that it would be detrimental to the street scene.
- Councillor Sutton reiterated that it is clearly a single-storey between a built up two-storey area so it is clearly out of keeping with the rest and to compare it with the one to the rear of 80, which is nowhere near it. He feels to suggest that a bungalow would be placed here and not affect the street scene is perverse and ridiculous.
- Councillor Murphy stated that on site visit he did say there was plenty of room to put a dwelling on this site but after further reflection he feels it should be left as a car park as it is now, there were six cars parked there and putting in a bungalow will be out of kilter with everything else and the six cars will be parked on the road creating more chaos.
- Nikki Carter stated that this would be seen in the context of the two-storey dwellings on Smiths Drive and the two-storey property of 84 Upwell Road and also the site opposite has got planning permission for a two-storey dwelling showing this area on the presentation screen.
- Councillor Marks stated that this puts a different perspective on the application as if the site opposite is being developed which also contains a car park and members should have been informed of this.
- Councillor Murphy stated that on site visits the other car park is not used as a car park, it is just a piece of land that is vacant so it would not remove any more car parking from the streets as it is a separate piece of land which is cordoned off that is going to be developed in its totality.
- David Rowen stated that the application in front of members is not being recommended for refusal on the basis of a loss of car parking. He stated that in relation to the two-storey development on the site to the west of the application site that is a two-storey dwelling and, therefore, if anything reinforces the two-storey character of Smiths Drive in this location and would have the effect of obscuring the bungalow at 80A further from the street scene of Smiths Drive, which reinforces the reason for refusal in front of committee.

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

(Councillor Benney declared that he is a member of Cabinet and as this is a Fenland District Council application he would take no part in the discussion or voting thereon)

(Councillor Mrs French declared that whilst she is a Cabinet member of Fenland District Council she was not aware of the application and is not pre-determined and would approach the application with an open mind)

(Councillor Murphy declared that whilst he is a Cabinet member of Fenland District Council he is not pre-determined and would approach the application with an open mind)

(Councillors Connor, Mrs French, Purser and Skoulding registered, in accordance with the Code of Conduct on Planning Matters, that they are members of March Town Council but take no part in planning)

P141/22 **F/YR23/0113/PIP**
LAND NORTH OF 10 PRIMROSE HILL, DODDINGTON
RESIDENTIAL DEVELOPMENT OF UP TO 9 X DWELLINGS (APPLICATION FOR
PERMISSION IN PRINCIPLE)

Nikki Carter presented the report to members and drew attention to the update report that had been circulated.

The committee had regard to its inspection of the site (as agreed in accordance with the Site Inspection: Policy and Procedure (minute P19/04)) during its deliberations.

Members received a presentation, in accordance with the public participation procedure, from Peter Humphrey, the agent. Mr Humphrey displayed a map of the emerging Local Plan showing the site outlined in blue and stated that this is a PIP application and from the draft policy map June 2022, accepting that it is a draft and carries no weight, it does show the thinking of the policy makers who are planning officers that they could see that the village could extend in this manner with the red shaded area in the corner of this site. He stated that the Environment Agency has no objections providing flood mitigation measures are incorporated and a sequential and exception test is completed at the technical stage.

Mr Humphrey expressed the view that it is all about location and land use, making the point that Doddington is a growth village and this land is clearly adjacent to the existing developed footprint, which is in accordance with LP12A that allows development adjacent to existing villages. He stated that the site access will be within the 40mph speed limit, with details to be agreed with highways at the technical stage.

Mr Humphrey stated that the land is grade 3 the lowest quality of land that could be built on and hence it has been set out to grass and trees. He displayed a flood risk map and expressed the opinion that whilst the planning officers state the site is partly within Flood Zone 2/3, this is not being disputed and they are happy that development can be made on the other two-thirds of the site, with attenuation within the Flood Zone 2 and 3 area, they do not have to build within the Flood Zone.

Mr Humphrey expressed the view that this application can deliver a quality scheme similar to that already delivered on Benwick Road just past Hospital Road in Doddington, which has been built out and shows what can be done when such applications are supported.

Members asked questions of Mr Humphrey as follows:

- Councillor Mrs French referred to the proposal being for up to 9 dwellings and the development not making effective use of land and assumes that these are executive homes being proposed. Mr Humphrey responded that they are.

Nick Harding made the point that the plan showed by the agent was not the correct plan so no part of the application site is within the settlement boundary as per the consultation that took place on the draft Local Plan.

Members asked questions of officers as follows:

- Councillor Cornwell stated that he thought he had heard that this was in the 60mph limit and asked if this is correct? Nikki Carter responded that the speed limit changes alongside the site and the majority of the site is within 60mph limit but because of the type of application it has not been clarified at this stage where the access will be, however, highways have indicated that on the basis of information they have received they cannot be sure that a safe access can be achieved.

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

- Councillor Sutton stated that he can see that the application does have some merits but he feels that with the Local Plan in its infancy there is still much better areas in Doddington that can be brought forward at this stage. He feels it is a balance as he was born and bred in Doddington and cannot say he is overly keen on the way it has expanded but that has brought its benefits because to get the services you need the people to be using them but on this occasion he would go with officer's recommendation and he also notes that Doddington Parish Council are against it.
- Councillor Cornwell stated that it has been a long time since he has seen such a long response from a Parish Council, it has obviously looked at it very carefully and they do not seem to be happy with the proposal so he feels committee should take notice of this.
- Councillor Benney made the point that there has been development along Benwick Road in Doddington and on the opposite side of the road on the bend to this proposal committee approved an application which had an officer's recommendation for refusal. He can see both sides of the argument but feels this proposal does have merit and to say it is in a boundary when Fenland does not have any boundaries at the moment. Councillor Benney expressed the opinion that he would like to see more details or maybe a change of the speed sign so the access is not on a 60mph limit but feels it would bring 9 very nice executive homes to the area and he likes to see nice big houses where you come into a village.
- Councillor Connor stated that he disagrees with Councillor Benney's comments, it is out of the village footprint, it is on a 60mph road and very rarely has he seen a Parish Council go so severely against a development and as Councillors Cornwell and Sutton have intimated committee should support the officer's recommendation. He made the point that the other development that was approved for 9 dwellings was on the other side of the road and a lot nearer to the village than this proposal so he feels the officers have got the recommendation correct.
- Councillor Mrs French expressed her disappointment that on a PIP there is not sufficient information as members could have a better discussion on the proposal if it known for example where the access is. She supports the building of executive homes as there is going to be a reservoir built and executive people moving into the area but it is just lack of information on a PIP.
- Councillor Mrs Davis expressed concern over the speed limit, the 60mph limit comes along part of the site and then just as you get to the village gate it changes to 40mph and if you put executive houses on here you are talking up to 4 vehicles and they are coming onto this road at the change of speed so she feels it is in the wrong place and is worried that highways have said they do not have enough information to even know whether they have got enough of a visibility splay. She cannot support the application as it is.

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

(Councillors Connor and Mrs Davis registered, under Paragraph 14 of the Code of Conduct on Planning Matters, that they are District Councillors for Doddington and Wimblington and do attend Doddington Parish Council meetings but take no part in planning)

**P142/22 F/YR23/0188/O
LAND SOUTH OF 30 EASTWOOD END, WIMBLINGTON
ERECT A DWELLING (OUTLINE APPLICATION WITH ALL MATTERS
RESERVED)**

Nikki Carter presented the report to members.

The committee had regard to its inspection of the site (as agreed in accordance with the Site Inspection: Policy and Procedure (minute P19/04)) during its deliberations.

Members asked questions of officers as follows:

- Councillor Meekins asked about the accuracy of the recording of objection and support letters as it says there are 19 letters of objection and then it says 27 letters of support but the number on the report is 40 so is it 27 or 40 letters of support because this is a significant difference. David Rowen responded that he is assuming that the 27 letters of support is the accurate number and there has been a mathematical or typographical error in terms of the split of where those letters are from, it says 16 of letters were from March and 16 from Chatteris but he is guessing that one of those is possibly 6.
- Councillor Cornwell questioned that this application is exactly the same as the application that came in before and was refused? Nikki Carter confirmed this to be correct.

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

- Councillor Mrs Davis stated that there is a pending application for the opposite side of that field, behind she believes 12C, so it will set a precedent as stated in the officer's report.
- Councillor Sutton made the point that there have been some more objections very recently and the total now is 51, 23 in objection and 28 in support. He stated that most of the objections are on Eastwood End and lots of the support are not in the vicinity. Councillor Sutton feels that officers have got the decision correct as it is not in keeping with the area and whilst each application is looked at on its own merits it would set a very dangerous precedent should this be approved.

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

(Councillor Marks declared that he has business dealings with the applicant so took no part in the discussion and voting thereon)

(Councillor Mrs Davis registered, in accordance with Paragraph 14 of the Code of Conduct on Planning Matters, that she is Chairman of Wimblington Parish Council, but takes no part in planning)

(Councillor Connor registered, under Paragraph 14 of the Code of Conduct on Planning Matters, that he is a District Councillor for Doddington and Wimblington and does attend Wimblington Parish Council meetings but takes no part in planning)

**P143/22 F/YR22/0493/O
LAND NORTH AND EAST OF GOOSETREE HOUSE, SELWYN CORNER,
GUYHIRN
ERECTION OF UP TO 2 SINGLE-STOREY DWELLINGS INVOLVING THE
DEMOLITION OF EXISTING OUTBUILDINGS (OUTLINE APPLICATION WITH ALL
MATTERS RESERVED)**

Nikki Carter presented the report to members.

The committee had regard to its inspection of the site (as agreed in accordance with the Site Inspection: Policy and Procedure (minute P19/04)) during its deliberations.

Members received a presentation, in accordance with the public participation procedure, from Shanna Jackson, the agent. Mrs Jackson stated that the scheme is before committee with a recommendation of approval and they have worked closely with officers to achieve this. She expressed the view that the development will infill the gap to the north and east of the existing dwelling at Goosetree House to reflect the form and pattern of development which characterises Selwyn Corner.

Mrs Jackson made the point that the indicative drawings show that two modest dwellings of a scale and character which reflect the surroundings can be achieved on site and each dwelling will be provided with at least one third of the plot as dedicated private garden space and two parking spaces each. She expressed the view that two parking spaces can also be provided for the host dwelling as well as a central turning area in order that all properties can turn so that they enter and exit Selwyn Corner in forward gear, with the existing access to the site being used and this has been acknowledged as an acceptable arrangement by officers.

Mrs Jackson stated that the site lies within Flood Zone 3 and a Flood Risk Assessment has been provided to demonstrate that the scheme will be technically safe from flooding. She advised that a sequential test has been carried out which confirms that there are no other sites available to accommodate this development and this has been acknowledged as acceptable within the committee report.

Mrs Jackson expressed the view that the application complies with policies of the development plan and the proposal will bring forward two new dwellings within a sustainable location which will contribute to the ongoing vitality of Guyhirn. She requested that members support officer's recommendation of approval of planning permission.

Members asked questions of officers as follows:

- Councillor Cornwell stated that the access looks very narrow and asked if it meets the standards? David Rowen drew Councillor Cornwell's attention to 5.4 of the officer's report and the comments of the Highway Authority who is not raising any concerns or objections to the application from that perspective. Councillor Cornwell acknowledged this but his question is about the actual access which is not on a road, the access to the property may be acceptable but he is talking about the section that goes alongside the existing structure to actually get to the site which is not a highway. David Rowen stated that the dimension shown on the plans is 3.475 metres.

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

- Councillor Skoulding agreed that it does look cozy but, in his view, that is the nature of everything around it so he cannot see a problem himself.
- Councillor Benney stated that the previous application was just refused for backland development and this is backland, it seems to him to be crammed and overdevelopment, with it backing onto everybody's land.
- Councillor Cornwell stated that was his interpretation when he visited the site that it was a little bit small, enclosed and had a narrow entrance but when you do get into Selwyn Corner the whole built area follows that system and has been developed piecemeal over time. He stated that he was told at the visit it meets all the amenity standards so maybe because of where it is and the way the area is set out then perhaps it is acceptable but it certainly would not be attractive for him but could be to others so on this basis he could support it.
- Councillor Sutton expressed the view that it is cozy and if it had been anymore cozy he would have been struggling to support it but members were assured on the site visit that it meets the amenity area standards on both dwellings, they are small but there is a market for small places and he feels this is nothing like the Eastwood End proposal as Eastwood End is linear all the way across and whereas this is like a compact hamlet and he feels that it fits in quite well with the area.

Proposed by Councillor Meekins, seconded by Councillor Skoulding and agreed that the application be APPROVED as per officer's recommendation.

P144/22 **F/YR22/0640/O**
LAND WEST OF BROADLANDS, WHITEMOOR ROAD, MARCH
ERECT UP TO 3NO. DWELLINGS (OUTLINE APPLICATION WITH ALL MATTERS
RESERVED)

David Rowen presented the report to members.

The committee had regard to its inspection of the site (as agreed in accordance with the Site Inspection: Policy and Procedure (minute P19/04)) during its deliberations.

Members received a presentation, in accordance with the public participation procedure, from Peter Humphrey, the agent. Mr Humphrey stated that this site is part grassland, part approved overflow car park and, therefore, as officers have said part brownfield and feels it is well related to the town of March as looking at the 2014 Local Plan it can be seen that it is next to the built form so it clearly shows it is abutting the urban area and, in his view, Policy LP12d is met. He expressed the opinion that the application will comply with the interpretation of Policy LP16d as it will make a distinct demarcation between development and the open countryside, with the existing landscaping still acting as a boundary between the two.

Mr Humphrey made the point that the application sits next to and opposite a new dwelling so, in his view, these three new dwellings will fit into place. He stated that it was proposed to remove the conifers and replace them with native species but the client is happy to take a condition to ensure the conifers are left should officers and committee so wish. Mr Humphrey requested that the site be deemed acceptable and asked for members support.

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

- Councillor Skoulding stated that he cannot see any problem with the proposal, apart from the sequential test, as there are houses opposite it and he would have thought this would be the boundary of the town.
- Councillor Mrs French agreed with Councillor Skoulding as other development has been allowed in this area and it is a brownfield site so she is not sure why it has not passed the sequential test.
- Councillor Cornwell expressed the view that if you know March it is an elsewhere location, it is not part of the town there are a few businesses here but most of the businesses are in this location as it is the best place for them and as far as he is concerned it is an elsewhere location.

Proposed by Councillor Mrs Mayor, seconded by Councillor Cornwell to refuse the application which was not supported by a majority at the vote.

Nick Harding reminded members in regard to reasons if going against the officer's recommendation that one of the key ones has to be how has the sequential test been passed. He stated he has had a skim read of the applicant's submission and it appears that the search has been restricted to sites that have been available for sale which falls short of what the requirement is in the Council's Flood Water SPD, but he might be wrong and if he is then he would provide an apology. Nick Harding subsequently did provide an apology to Mr Humphrey as sites have been included and been discounted and officers have disagreed with those sites that are being discounted.

Councillor Mrs French proposed that the application be approved against officer's recommendation as she feels that it does comply with policy LP16d as it does make a positive contribution to the local distinctiveness and character of the area, it enhances the local setting and responds to and improves the character of the local built environment, it does comply with LP12d as it is not considered to be an elsewhere location and is part of March and in relation to the sequential test it is felt this is the right site for this development and sites in March are hard to find that are suitable

for this type of development.

The Legal Officer stated that the position is that the Code of Conduct on Planning requires a proposer to provide reasons for going against a recommendation and although some reasons have been heard from Councillor Mrs French he is of the view, as is Nick Harding, that those reasons are very flimsy but ultimately it is a matter for the committee to take the view whether it is happy to proceed with those reasons with the clear risk that if that decision is challenged that the permission may be overturned, which will involve costs against the Council.

Councillor Meekins asked if the application could be withdrawn for the applicant to provide a sequential test. Councillor Connor stated that there is a sequential test but it has failed.

Councillor Sutton requested that Councillor Mrs French withdraws her proposal as she cannot come up with appropriate reasons because there is not one that would stand the test of lawfulness. Councillor Mrs French stated that she was not prepared to withdraw her proposal.

Proposed by Councillor Mrs French, seconded by Councillor Benney that the application be approved against officer's recommendation but this was not supported by a majority at the vote.

Proposed by Councillor Sutton, seconded by Councillor Cornwell to refuse the application, which was not supported by a majority with the use of the Chairman's casting vote.

Proposed by Councillor Mrs French, seconded by Councillor Benney and agreed that the application be APPROVED against officer's recommendation with the use of the Chairman's casting vote, with authority delegated to officers to formulate conditions.

Members do not support officer's recommendation of refusal of planning permission as they feel that it does comply with policy LP16d as it does make a positive contribution to the local distinctiveness and character of the area, it enhances the local setting and responds to and improves the character of the local built environment, it does comply with LP12d as it is not considered to be an elsewhere location and is part of March and in relation to the sequential test it is felt this is the right site for this development and sites in March are hard to find that are suitable for this type of development.

(Councillors Connor, Mrs French, Purser and Skoulding registered, in accordance with Paragraph 14 of the Code of Conduct on Planning Matters, that they are members of March Town Council but take no part in planning)

(Councillors Mrs Davis and Marks registered, in accordance with Paragraph 2 of the Code of Conduct on Planning Matters, that they had been lobbied on this application)

**P145/22 F/YR22/0783/F
LAND NORTH OF 20 EASTWOOD INDUSTRIAL ESTATE, EASTWOOD END,
WIMBLINGTON
CHANGE OF USE FROM AGRICULTURAL FIELD TO A BUILDER'S YARD (B2)
INCLUDING THE SITING OF A PORTACABIN OFFICE, AND ERECTION OF
AGGREGATE BAYS AND A 2.4M PALISADE FENCE, AND THE FORMATION OF
A SWALE (PART RETROSPECTIVE)**

David Rowen presented the report to members.

The committee had regard to its inspection of the site (as agreed in accordance with the Site Inspection: Policy and Procedure (minute P19/04)) during its deliberations.

Members received a presentation, in accordance with the public participation procedure, from Victor Aveling, a supporter. Mr Aveling stated that he said he would speak in support of the application as he probably knows more about this site than anyone as it was part of Eastwood Farm, which he farmed for many years and eventually Fengrain decided it would be a nice place for them to build a grain store as it was central for their members and the soil type is ideal as it has a very good bearing capacity. He stated that the application was approved, which was before the Isle of Ely Way was constructed and Fengrain used the old railway line as an access so they could get to the Manea Road.

Mr Aveling advised that eventually when the Isle of Ely Way was constructed several people came to him asking if they could buy some land for a small industrial use and he approached Fenland and the Industrial Development Officer thought it was a very good idea stating that it was an ideal site to have industry that you would not want alongside residential accommodation and consequently over the years several plots have been sold. He felt that there should be a decent pre-planting scheme to screen the site and he employed a firm of landscape architects to design it, with quite a lot of trees being planted and the ones adjacent to the site are a wide mixture of native trees.

Mr Aveling expressed the view that the footpath is the other side of the trees and was surprised by the comments of officers regarding the footpath as you cannot see anything through these trees. He expressed the opinion that on the refusal reasons for planning permission at an earlier date he did know a little bit about it as Mr Lefevre of Data Shredders came to him and said he had been refused could he help or give advice and he asked three councillors to speak with him and when they heard what Mr Lefevre actually wanted to do they thought it was a good idea and they said the reason for refusal was the application was for lorry parking and the site would contain 200 lorries and this was not wanted, which seemed logical as no one wants 200 lorries parked there, and the Council at that meeting said if another application was submitted it would be looked at probably very differently to the first one but Mr Lefevre decided he had enough of planning and would leave things as they were.

Mr Aveling stated that he cannot see that this is an open agricultural site, it is just to the north of the industrial area, it is surrounded by trees on two sides and the industrial estate on the other side so, in his view, it cannot be called open countryside. He feels it is a logical extension of the existing industrial area and stated that he has got no personal financial interest at the present time except that he owns the access road which is more of a liability than an asset.

Members asked questions of Mr Aveling as follows:

- Councillor Marks asked if that the road that Mr Aveling owns is a private and concrete road. Mr Aveling confirmed this was correct and that he has done everything the Planners have asked him to do.
- Councillor Meekins referred to the location map and expressed the view that it looks pretty open on three sides and then the industrial units to the south. Mr Aveling responded that there is a thick belt of trees to the north and west. Mr Meekins questioned that trees are part of the countryside. Mr Aveling responded that they were planted as a screen to the industrial area. Councillor Meekins stated that looking at the map he can see the trees by the industrial area and the site where this application appears to be it is just trees shielding a field in his view. Mr Aveling reiterated that the trees were originally planted here to shield the whole of the industrial area, the basis being that you do not put trees just at the edge of one plot you put them further away and provide a decent screen and now they are mature. Councillor Meekins reiterated that it still looks like they are trees surrounding a field and he has always thought trees surrounding a field are in the countryside.
- Councillor Cornwell agreed that from the plan it does appear that they are trees surrounding open land but it is known that there is no open land there where the trees surround. Mr Aveling responded that he does not own it and has not done so for many years but he understands that the applicant has undertaken some work on the land without

planning permission and he is applying retrospectively but whether the land had no development or not it was surrounded by the trees that shade the industrial development.

- Councillor Connor expressed the opinion that a retrospective planning application has to be given the same weight as any other.
- Councillor Mrs French asked Mr Aveling if he could remember what year these trees were planted? Mr Aveling responded about 1990.
- Councillor Skoulding expressed the opinion that the trees have been put in a straight line which indicates screening, if the trees had been dotted about you could understand saying that is a field or whatever but these have been deliberately put in a straight line.
- Councillor Marks asked that when the trees were put in in 1990 was it future proofing for the industrial area? Mr Aveling responded that there was industrial development that has expanded slowly.

Members received a presentation, in accordance with the public participation procedure, from Matthew Hall, the agent. Mr Hall stated that the applicant has been self-employed in business in Fenland for over 20 years, all of this in construction and the applicant presently employs 12 people in the business which is both on-site construction, deliveries and yard work, with the activities generally being 6 days a week. He made the point that the applicant has a number of plant including JCBs, mini-diggers, lorry grabbers, trailers, front loaders, company vans, dumpers and teleporters.

Mr Hall advised that a previous application at this site was refused in 2018 for storage and distribution, however, this was for a greater number of vehicle movements from the site including the weighbridge and was not this applicant. He expressed the view that this proposal is for a builder's yard which is considerably less vehicle movements and at present the applicant has advised him that he has got three lorries that run from this site and there would be storage of various aggregates, ballast and topsoil, with the material's used on the applicant's own construction sites with the remainder being delivered locally to other sites.

Mr Hall stated that a full drainage design has been provided and the LLFA has been consulted and raised no objection. He referred to the officer's report which advises the nearest Listed Building is approximately 450 metres away from this site and the proposal would be neutral.

Mr Hall made the point that an ecology survey has been provided and accepted and the applicant is happy to carry out any landscaping required through any planning conditions. He referred to Mr Aveling mentioning that there are a number of trees that surround this site, some of which are subject to Tree Preservation Orders and all of the trees and hedges around this site are to be maintained and the officer's report even confirms these would not be affected by the proposal.

Mr Hall expressed the view that members will be aware that between this site and the main A141 bypass between March and Chatteris there is a substantial tree line, all of which is to be maintained and some of it is even outside of this application site when travelling along the A141 in either direction you are unable to see this site. He displayed a photo taken on Saturday showing the applicant's existing yard at Whittlesey Road in March West, that site is in Flood Zone 3 and the site in Eastwood End is in Flood Zone 1, with the site at Whittlesey Road being full with sheds, various vehicles and aggregates, and all the land around this site is not owned by the applicant or any of his family members so it could be said why does he not look at expanding this yard and purchasing the land, however, it is in Flood Zone 3, the south side of this site there is a board main drain and then Whittlesey Road so it cannot be expanded that way, to the east again there is Whittlesey Road and if they were to expand in the other direction to the north approximately 90 metres away there is a line of residential properties and on the other side of Whittlesey Road there are other residential properties, with this proposal being not the sort of thing you would want near residential properties.

Mr Hall expressed the view that the site at Eastwood End abuts the existing industrial estate which is referred to in the planning officer's report, it is in Flood Zone 1, the applicant has provided full drainage design scheme with no objection from the LLFA, the site has an existing access used by the existing industrial estate that has been in existence 35-40 years and this is an ideal location for this type of business away from residential properties. He feels the applicant has been proactive in searching for a piece of land in Flood Zone 1 abutting existing industrial development.

Mr Hall stated the applicant lives approximately 2½ miles away from this site and the existing industrial estate has been in existence since the late 1980s to his knowledge prior to this the area was agricultural land, just like this site, and over a number of years the estate has expanded onto this agricultural land which is what is proposed here. He made the point that at previous meetings members have said Fenland is open for business, this site and application is a business application adjacent to an existing industrial development.

Members asked questions of Mr Hall as follows:

- Councillor Mrs French stated that she knows the site in Whittlesey Road well and asked if this application is approved is this site going to be moved to Eastwood End or is it going to continue to be there? Mr Hall responded that vehicles, plant and storage would be moved away, the sheds would remain as before the applicant took on the site it was a lorry yard and it would be utilised for this again.
- Councillor Meekins asked what a swale was? Mr Hall responded that on the application site to the north east corner a swale is similar to a large pond where all the rainwater from this development would go into and attenuate, there would be a hydro break before it discharges into the ditch slowly.
- Councillor Cornwell asked that before the unauthorised work started on the land was it agricultural land? Mr Hall responded in the affirmative. Councillor Cornwell asked then at what stage did the applicant realise he needed planning permission? Mr Hall responded that when he visited the site in March/April 2022 it was an agricultural field, the application was submitted April/May 2022 and the application has been submitted for more or less a year and the applicant has moved onto the site and that it is why it is termed part retrospective, which was not submitted as this he believes because nothing had taken place at the submission stage.
- Councillor Benney asked if there was a need to start using the yard because this is a business and businesses need to thrive. Mr Hall responded that he also lives in March and the applicant's existing yard is in Whittlesey Road which he frequently passes, with the photo that he displayed if members had gone there last year or even the start of this year there was stuff piled up everywhere and the applicant could not carry on like this. He made the point the applicant found another site and whilst it is acknowledged that he should not have moved on there without planning, he has employed additional people, there is an obvious need for what he does both in his own work and through selling to others and has had to for natural expansion.

Members asked questions of officers as follows:

- Councillor Murphy stated that on the site visits at the end of the roadway there is a stop line and then all of a sudden there is a substantial steel fencing, earth removal, etc and has anything on this site had planning permission at all or is it illegal and if so is this application now illegal? David Rowen responded that nothing on this site has obtained planning permission so everything that is on site at the moment is unlawful from a planning point of view. He stated that the planning application before members is a lawful application, there is nothing in planning legislation that says that a planning authority cannot deal with a retrospective application and the retrospective application must be considered on its own merits in relation to material considerations and planning policy.
- Nick Harding stated that as members would have seen from the reports there was the earlier planning application relating to Data Shredders, which was mentioned by the supporter of the application and whilst the exact boundary of that application to this is

slightly different broadly speaking it is the same parcel of land. He advised that the Data Shredders application was not refused on highway impact grounds, it was refused consent in terms of its impact and intrusion on the open countryside and in terms of committee's deliberation it is what has changed in circumstances since the refusal of that application in 2017 on that site. Nick Harding made the point that part of the consideration on Data Shredders was does the economic benefits of allowing the expansion of the business outweigh the impact on the open countryside in terms of the damage that is going to be caused and the answer was no.

- Councillor Cornwell referred to the report and that the archaeology team were trying to ask for conditions and as he understands it at the site at the moment it would be impossible to operate those conditions because the site has surely been excavated and damaged so any archaeological findings that were there would be gone. Nick Harding responded that it all depends on how deep the archaeology is below the surface and this is not known until such time as the evaluation has been undertaken so having the archaeology condition if this application was approved would not be a waste of time.
- Councillor Marks stated that he went and looked at the site and there is a lot of earth on top so what is stopping that being removed to carry out the archaeological dig as it is not as though there is tons of concrete poured on the land or buildings as at the moment what is there could be moved and the likelihood is the spoil will move anyway as that is part of the business.

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

- Councillor Skoulding stated that he was on the site inspections but had to go back and visit the site and walked the whole length of the road and, in his view, it is full of industrial factories and this proposal fits in here perfectly and also the road leads to this site so it was put in here for a purpose. He feels it is nice to see businesses succeeding and the committee should not want to stop this.
- Councillor Purser stated that open for business is correct, his family come from a building background so he knows how these businesses operate and he feels it is superb to see that someone starts up on their own and expands employing more and more people and getting a larger yard might mean even more people are employed. He expressed the view that businesses such as these just need to dump their materials to be used the next day and it does not want to be an eyesore in everyone else's way and being at the bottom of a yard like this is an ideal place to put it. Councillor Purser expressed the view that it has outgrown the original site at Whittlesey Road and he feels this is an ideal place for it to go and he cannot see how this encroaches on the countryside, it is out of the way, secure, an ideal place, hurting nobody and he welcomes the application.
- Councillor Mrs Davis stated that she does not support the application, it is very easy to say it is at the end but for 20 years it has been just a bit more and it has grown and over doubled in size over 20 years. She feels the problem is that the Council has allowed private residences to be built in that area alongside the industrial estate and, in her view, you can only have one or the other and that has not happened and now the residents are suffering as the industrial area is now too big. Councillor Mrs Davis stated that there are lots of problems with lorries turning off the A141 into Eastwood End and there have been two accidents and there are lorries parking up just on the inside of Eastwood End and when another lorry tries to come off he is unable to as there is one in front of him and he cannot get round it, which makes it very dangerous for other traffic. She feels it is also OK to say that a retrospective application should be treated as normal but questioned what message does this send out that someone can come along and put a load of fencing and earth and do what they want with a piece of land. Councillor Mrs Davis expressed the view that it is going out into the open countryside, it is agricultural land and if it is allowed here the rest of that field going the other way will go the same way becoming bigger and bigger.
- Councillor Marks stated that he respects everything that Councillor Mrs Davis has said but feels there is another side to this as well. He expressed the view that as he knows the area having dealt with a number of businesses in this location, there was a fire there

approximately 17 months ago which had an effect with pollution and there is also Law's Fertiliser here, which has an impact with smell and the earth that stands in this yard is going to have minimal environmental impact compared to other businesses that are already there succeeding in Fenland. Councillor Marks advised that there is a business on the corner, CDT, that are pulling out so that will probably become another business and he feels this is the right place to put this proposal, there is shielding, you cannot see it from the bypass, you can take lorries down there as he has done it and it is out of the way. He knows that Data Shredders due to the lack of electric on its site have had generators going from 6am until 10pm, which cannot be heard so nobody there is going to have any sound problems, no dust pollution and businesses like this need to be supported, a business that is growing in Fenland and members keep giving permission for housing applications the spoils have got to go somewhere and those spoils get reused and a lot of it is going to be recycled referring to the railway, which is exactly the same as this it is a big open yard where they bring back items for recycling and you cannot see this either.

- Councillor Mrs Davis stated that she understands what Councillor Marks is saying but it is to the detriment of local people, who have paid a lot of money for their properties and there is the Woodman's Way that runs to the side and Fenland sells as a tourist attraction and the two just do not go together in her view. She feels the time has come when this industrial site has met its maximum.
- Councillor Marks stated that if you drive along as you get past Pavemac there is a big field here for development, a bit further along where the gates are. He expressed the view that he could be nimby and say he did not want a car park in the back of his garden but he did not he supported what he thought was right and this is the same here, yes there are residents but a lot of these residents houses have come in after the industrial estate so those people have to realise what is on their doorstep.
- Councillor Purser made the point that, whilst he understands and respects what Councillor Mrs Davis has said, in his father's day planning permission was not needed for uses such as this and they could do what they like and at least now permission has to be given to do this.
- Councillor Benney referred to the discussions on whether this is retrospective or not and stated that on his first planning training with Nick he was told that you do not need planning permission to build anything but if the Council do not like it they will make you take it down. He expressed the opinion that looking at this application nothing has been done wrong and the applicant has been pushed into a position where the business has expanded faster than the Council can react and, therefore, he has had to what he has had to do to look after his business and if the application is rejected the applicant will have to look at other options. Councillor Benney made the point that this is a business that is growing and when he visited the site he could see it is a major business, which is in the middle of an industrial site and questioned where else would this yard be located as it could not be placed in a housing estate and this is, in his view, far enough away from residents and if people have brought houses next to an industrial estate then this is buyer beware. He feels the site is a natural extension and there is a need for this, making the point that the Council is supposed to be open for business but yet when an application is submitted such as this, which has taken a long time to get to this position, members are dithering over whether they support this or not and to him this is the right place for it as it is far enough away from where residents are and in the middle of an industrial area.
- Councillor Mrs Mayor stated that her only concern is this proposal rounds this piece off and what is going to happen with the next piece and the next piece. She made the point that this is supposed to be a small industrial area and, in her view, this finishes the area off.
- Councillor Marks questioned what a small industrial area is, what is a small industrial area compared to an industrial area or a large industrial area, how many companies is needed, what size of units as it is known that Fenland is short of units especially in March and going down to Chatteris so what is the definition of a small industrial area is there anything in Planning that defines it. Nick Harding responded that there is not a planning definition of small, medium or large industrial estates. Councillor Marks asked for clarification that there

is no set remit of the size so members have heard it is a small industrial estate but there is not acreage or similar that defines an industrial estate up to that size. Nick Harding responded that no because there is not an outline planning consent that covers the whole of that industrial area as one. Councillor Marks made the point then in theory units could keep being placed in this area until the land runs out. Nick Harding responded that it does not matter whether or not planning permission is granted in outline for example 10 hectares that does not stop anybody from applying to make it even bigger so if there is an industrial estate that has simply grown purely by a series of small planning applications and there is a situation that exists in Fenland where there are not any settlement boundaries each application has to be judged on its submission.

- Nick Harding reminded members that there has been a previous refusal for the same piece of land, it was a Data Shredders proposal so it was for business and looking to become more efficient and effective but notwithstanding that the decision was to refuse on the grounds of the impact it would have on the countryside so it has to be considered in what way is this application any different to that previously refused.
- Councillor Marks asked for clarification on the Data Shredders application, was that for open storage of paper and their product or was that for the holding of vehicles before it went up to their main sites. Nick Harding responded that it was to create a lorry trailer and mobile shredding machine storage and siting of a weighbridge so it was moving certain aspect of its business from where they were to a different site to free up land within its existing site. Councillor Marks expressed the view that it was actually a holding area for lorries coming into their business so there was going to be a lot more vehicle movements hence why they wanted it in this area with a weighbridge. Nick Harding stated that he does not disagree but the issue is it was still a business proposal on the site and it was felt that this did not outweigh the impact it would have on the loss of the countryside.

Proposed by Councillor Mrs Davis, seconded by Councillor Meekins to refuse the application as per officer's recommendation, which was not supported by a majority on a vote.

Proposed by Councillor Benney, seconded by Councillor Marks and agreed that the application be APPROVED against officer's recommendation, with authority delegated to officers to formulate conditions to include an archaeological condition in association with the Chairman and Councillor Benney.

Members do not support officer's recommendation of refusal of planning permission as they feel the benefit of this business being in this location and expanding by far outweighs the loss of open countryside and that this application is different to the previous one as that was for lorry use and this is for running a building business so it is felt to be a different type of business.

(Councillor Sutton declared following Mr Aveling's presentation that as Mr Aveling owns the access road and he has attended a social event at which Mr Aveling was present he would leave the meeting for the duration of the discussion and voting thereon)

(Councillor Mrs Davis registered, in accordance with Paragraph 14 of the Code of Conduct on Planning Matters, that she is Chairman of Wimblington Parish Council, but takes no part in planning)

(Councillor Connor registered, under Paragraph 14 of the Code of Conduct on Planning Matters, that he is a District Councillor for Doddington and Wimblington and does attend Wimblington Parish Council meetings but takes no part in planning)

(Councillors Benney, Connor, Mrs French and Purser registered, in accordance with Paragraph 2 of the Code of Conduct on Planning Matters, that they had been lobbied on this application)

P146/22 **F/YR22/1037/F**
LAND SOUTH WEST OF THE OLD POST OFFICE, UPWELL ROAD,
CHRISTCHURCH
ERECT A DWELLING (SINGLE-STOREY, 2-BED)

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

The committee had regard to its inspection of the site (as agreed in accordance with the Site Inspection: Policy and Procedure (minute P19/04)) during its deliberations.

Members asked questions of officers as follows:

- Councillor Connor asked for clarification on whether the mobile home on site is authorised or unauthorised. David Rowen responded that it is unauthorised.

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

- Councillor Cornwell acknowledged that the Parish Council are not very happy with the proposal saying the position of the dwelling would ruin the Grade II Listed Building and when you look at the way the site has been divided up it seems to have been done in such a way that it does not provide a proper access to it, which is very long and narrow, and then the dwelling would be totally not in keeping with the Listed Building being effectively in the garden of the Listed Building. He feels that officers have got the recommendation right on this application.
- Councillor Skoulding agreed with the comments of Councillor Cornwell. He expressed the view that the proposal is too close to the Listed Building and when it was viewed on the site inspections members were all shocked by the scheme.
- Councillor Mrs French agreed that the officer's recommendation is correct, this is part of her County Council division and she gets complaints repeatedly about what is already there without this proposal. She made the point that she would like to see the unauthorised mobile home enforced and removed as it another issue she is getting complaints about.

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

(Councillor Sutton declared that the applicant is known to him through involvement with the local boxing club and took no part in the discussion and voting thereon)

P147/22 **F/YR22/1259/F**
3 SILVER STREET, MARCH
ERECT 1 X DWELLING (2-STOREY 3-BED), AND ERECTION OF A SINGLE-
STOREY REAR EXTENSION TO EXISTING DWELLING, INVOLVING THE
DEMOLITION OF EXISTING CONSERVATORY AND OUTBUILDING

David Rowen presented the report to members.

The committee had regard to its inspection of the site (as agreed in accordance with the Site Inspection: Policy and Procedure (minute P19/04)) during its deliberations.

Members received a presentation, in accordance with the public participation procedure, from Matthew Hall, on behalf of the agent Craig Brand. Mr Hall expressed the view that the only issue with this application highlighted in Paragraph 1.3 and 10.7 of the report is the proposed dwelling does not comply with Part D of Policy LP16, all other relevant sections of Policy LP16 are met. He stated that Part D relates to assessing the proposal's impact on the character and appearance of the area's street scene.

Mr Hall stated that Silver Street is a private residential cul-de-sac of mainly two-storey housing with no passing traffic, the existing late 1960s bungalow has a shallow pitched roof, which exaggerated the difference in height between the original submitted proposal and the bungalow and after being told that the proposal was cramped and incongruous the depth of the dwelling and roof pitch was reduced. He made the point that no objections were received to the original proposal from residents on Silver Street, Bronze Street, Norwood Road or March Town Council.

Mr Hall referred to photos on the presentation screen, with the first slide showing a view from Norwood Road down Silver Street with only the front of the host bungalow visible on the left and stepped back two metres behind the bungalow front wall only a small part of the new dwellings gable and roof will be seen above the existing hedge. He referred to the second slide which shows a similar development 200 metres from this application site in Norwood Road near the railway level crossing, this application was refused in June 2018 as not being compliant with Policy LP16 Parts D, E and H in the refusal notice and is in a highly visible location to traffic to and from Hostmoor Industrial Estate and the Recycling Centre, the Planning Inspectorate in June 2019 overturned the refusal as the Inspector considered the main issues were the effect of the development on the character and appearance of the area and whether it would provide satisfactory living conditions in respect of outlook and private amenity, the Inspector found the dwelling design and layout with the private amenity space set adjacent to the public highway and to the side of the dwelling to be acceptable and not detrimental to the character and appearance of the area.

Mr Hall expressed the opinion that this application proposes a modest dwelling with a traditional site layout of private rear amenity space and front garden set 1.1 metres from the side boundary and 2.2 metres from the host bungalow and will not detrimentally harm the street's character. He hoped that members would support the application so that the applicant's son and partner can get on the property ladder.

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

- Councillor Cornwell stated that the agent's representation said there is no passing traffic, which he agrees there is not but the day it was visited the site inspection bus could not get anywhere near the site anyway because of people who are parked in Silver Street that go to the shop and this is a regular occurrence. He made the point that the road is unmade, dusty and awful and the site for the new build is more or less in the back garden of the shop with a very exciting outlook into the sheds. Councillor Cornwell expressed the view that Silver Street has a history of sporadic development of various shapes, sizes and conditions, it also has a history of flooding which he does not know has been rectified. He feels it not a fantastic site and it is going to be a small construction as the plot itself is small.
- Councillor Sutton stated that it is unfortunate where the current dwelling is as the site does lend itself to further development but the current situation is the only way of developing that site would be, in his view, the demolition of the bungalow. He stated that in 2014 himself and Councillor Cornwell stood in the Fenland Hall and watched the rain and he knows that in Century Way, which is only across the road from this site, one of the factory units was 500 ml under water so there is and he believes remains a flooding issue in this area. Councillor Sutton expressed the view that the proposal is too cozy and the officers have got the recommendation correct.

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

(Councillors Connor, Mrs French, Purser and Skoulding declared, in accordance with Paragraph 14 of the Code of Conduct on Planning Matters, that they are members of March Town Council but take no part in planning)

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22/0098/PREAPP

**Applicant: Barratt David Wilson
Cambridgeshire**

**Agent : Mr Andrew Hodgson
Pegasus Group**

Adoption of South East March Broad Concept Plan

Officer recommendation: Approve

Reason for Committee: To adopt the Broad Concept Plan

1 EXECUTIVE SUMMARY

1.1 Broad Concept Plans (BCP) have been introduced through Policy LP7 of the Fenland Local Plan 2014 to ensure that the large allocated urban extensions are planned and implemented in a coordinated way.

1.2 This BCP is brought forward by Barratt David Wilson Homes Cambridgeshire (BWD) to develop a Broad Concept Plan for the South-east March strategic allocation. The Broad Concept Plan is supported by the relevant evidence base as appropriate.

1.3 The Broad Concept Plan sets out proposals for residential development on around 33.9 hectares of land, Barratt David Wilson Homes Cambridgeshire owns 65% of the allocation. The BCP provides for potentially around 650 dwellings on the site together with associated infrastructure, open space and drainage.

1.4 The Broad Concept Plan is considered consistent with the aims of Policies LP7 and LP9 (South East March) of the Fenland Local Plan 2014 and Policy H1 of the March Neighbourhood Plan and raises no technical objections. The BCP is recommended to be approved in principle.

2 The Proposal

The purpose of this paper is to present the Broad Concept Plan (BCP) for South-east March Strategic Allocation as prepared by Barratt David Wilson Homes (BDW) so that it can be considered for adoption by the Planning Committee. The BCP is attached in Appendix 1. The Broad Concept Plan approach is introduced and set out in Policy LP7 - Urban Extensions of the Fenland Local Plan and requires both allocated sites and broad locations for growth sites to be planned and implemented in a coordinated way through an agreed overarching Plan. Such a Plan is expected to be prepared with Fenland District Council for the whole of an urban extension area and needs to have the support of landowners and key stakeholders. Policy LP7 requires that this approach is linked to the key infrastructure needs for each urban extension site

In October 2022 BWD submitted a vision document for the allocation. The Vision document covers some land outside of BWD control. The submission included the following:

- Constraints plan
- An Access feasibility Study
- Development Framework Plan
- Statement of Community Involvement

Following the Community Involvement process the applicant issued BCP plan (16th March 2023) and the Vision Document which includes the following:

- Opportunities and constraints,
- Engagement,
- Sustainability Strategy
- Infrastructure Schedule.

The Vision document, Statement of Community Involvement , Constraints Plan and BCP plan can be seen in full as background papers to the following

https://www.publicaccess.fenland.gov.uk/publicaccess/files/F85DC07F0694003BCFCC76AAA120217A/pdf/F_YR23_0426_F-BCP_VISION_DOCUMENT-739381.pdf

[F_YR23_0426_F-STATEMENT OF COMMUNITY INVOLVEMENT-739382.pdf](https://www.publicaccess.fenland.gov.uk/publicaccess/files/F_YR23_0426_F-STATEMENT_OF_COMMUNITY_INVOLVEMENT-739382.pdf)
([fenland.gov.uk](https://www.fenland.gov.uk))

https://www.publicaccess.fenland.gov.uk/publicaccess/files/88CF81698EE1FF3C809D1E819E9E6F99/pdf/F_YR23_0426_F-CONSTRAINTS_PLAN-739383.pdf

3 The Site

The total site area is 33.9 hectares. It is predominantly agricultural land which is relatively flat in nature although sloping gently to the south and east. The built form of March abuts the site to the north (with the Neale Wade Academy across Barkers Lane) and to the west (Wimblington Road), with the old railway line forming the eastern boundary. Lambs Hill Drove forms the southern site boundary, with open countryside beyond.

4 Land Ownership

Barratts David Wilson Cambridgeshire control 65% of the allocated site. Other owners (or owner's representatives) include Canon Kirk Property Ltd who confirm support of the BCP vision document and a third, March East Developments Ltd who have been consulted and a reply is currently awaited. If received this will be reported in the update report.

5 SITE PLANNING HISTORY

F/YR23/0461/F Junction of Lambs Hill Drove and Wimblington Road
Formation of an access and associated highway works.

F/YR23/0426/F Junction of Lambs Hill Drove and Wimblington Road and Land
West Of 40 - 74 Wimblington Road
The formation of 2 x accesses

F/YR23/0370/O Land to the south of Barkers Lane
Erect up to 130no dwellings (outline application with matters committed in respect
of access).

6 CONSULTATIONS

- 6.1 **BDW F/YR19/0152/O** undertook a Community Involvement exercise with leafleting occurring in late January 2023, Stakeholders invited, a newspaper advertisement and a consultation website, with a public exhibition on 9th February 2023. The consultation included ward members, March Town Council and the Neale Wade Academy.

The statement of community involvement refers to discussions with the other landowners and states they are working towards developments on those sites independently. However, the Vision document considers and does not obstruct the delivery on the other sites.

The summary of responses predominantly referred to the following:

- Traffic and road capacity (45% of respondents)
- Insufficient local services (29%)
- Lack of GP's (26%)
- Lack of play areas (16%)
- Flooding (19%)
- School capacity (13%)
- Principle of the development (13%)
- Loss of Agriculture (13%)
- Ecology loss (13%)
- Sewer capacity (13%)
- Excessive Housing (10%)
- Loss of view (7%)

On receipt of the BCP from BDW officers undertook a consultation with key internal and external partners. The comments received are reported below:

- 6.2 **FDC Environment Health** and Housing Strategy commented on the original submission

EHO – Highlighted the following:

- Number of vehicles on aerial image in the site with possible contamination issues,
- Any forthcoming application should include a light impact assessment,
- Construction environmental management plans required,

- Possible Asbestos considered.
- Vibration impact and noise.

6.3 Housing would require 20% affordable due to the Fenland Viability Report (March 2020). Housing requests involvement in future applications.

6.4 Anglian Water request the developer check for AW assets within the site, and if using the public sewer network, the developer instigate pre-application process with AW.

6.5 Neale Wade Academy

BDW refer to discussions with Neale Wade Academy referring to there no longer being a need for sports pitches (as detailed in policy LP9). Discussions with the County Council Education question this view, and the outcome is currently subject to further discussions.

6.6 March Town Council

BDW refer to discussions with March Town Council regarding provision of Allotments suggestion the proposal ought to be Community gardens as there appears to be a reduction in demand for allotments. This has been confirmed by the Town Council who state that the numbers on the waiting list are reducing, and the Town Council is unable to administer Allotments and would prefer the provision of a Community Garden which would serve the future occupants of the BCP area.

6.7 CCC Highways undertakes its own pre-application process and have sent the following comments:

The Highway Authority are aware that significant development is in the pipeline for March. This includes the West March LP9 Strategic Allocation site for around 2,000 dwellings situated on the opposite side of the B1101, of which, several parcels of this allocation are currently subject to live planning applications. A Broad Concept Plan has been developed for the LP9 West March Strategic Allocation site which should be acknowledged.

The LHA advise on the requirements of a Transport Assessment and Traffic Impact Assessment that will be needed to support a subsequent planning application. It also refers to possible improvements to Public Rights of Ways and the assessment of Bus services/facilities.

The TA should detail the surrounding highway network of which development trips will interact, outlining the widths and speed limits of the surrounding highway. Consideration should be given to any deficiencies in the local highway network within any TA submitted. The TA should also make reference to the March Area Transport Study (MATS) and outline the proposed schemes to be delivered as part of the study, in addition to the delivery schedule of such schemes.

The LHA gives advice on the Study Network and baseline Traffic data and Road Safety Assessments, Junction Capacity Analysis, and necessary mitigation.

The proposed development needs to be provided with multiple suitable footways and cycleways to connect it to the surrounding area. A direct pedestrian/cycle link needs to be provided to the north to connect the development site with Neale-Wade Academy. The location of such link will also need to be discussed and agreed with the school. The developer should also provide pedestrian/cycle links

from the site onto Barkers Lane and look to improve this Byway between the site and Wimblington Road. Any upgrades to Byway 156/24 will need to be discussed and agreed with our PROW Team. A meeting took place in March 2023 between Tetra Tech, CCC, and Stagecoach to agree an approach on how best to deliver a bus route to serve the future South East March site. It was agreed within the meeting that a demand responsive (DRT) bus service entering the site would be the most appropriate strategy to serve this development. The developer will be required to provide a financial contribution towards funding the proposed DRT bus service for the development site. It is noted that both site access junctions will comprise a 6.1m wide carriageway to accommodate DRT buses. The proposals should also consider any bus service improvements to be provided as part of the West March proposals (F/YR21/1497/O) of which discussions are currently ongoing.

Site Access Proposals It is noted two points of vehicular access will be delivered as part of the proposals. These are anticipated to be taken off the B1101 Wimblington Road via land at 40 Wimblington Road and taken off Lambs Hill Drove. Both vehicular access junctions into the site are anticipated to comprise a simple priority junction. Furthermore, both vehicular access points are proposed to be linked by an internal spine road. 3m wide footway/cycleways should be delivered on both sides of the access road carriageway for both site access junctions to link to the existing footway/cycleway on the eastern side of Wimblington Road. It should be outlined within any TA submitted whether Lambs Hill Drove will continue to be used by farm vehicles to access the fields to the east of the development site. If so, these fields should remain accessible for farm vehicles via Lambs Hill Drove and this should be considered within the access proposals. The site access proposals for all modes of travel should be detailed within the TA. The TA should detail how pedestrians and cyclists will be able to safely access the existing pedestrian and cycle network from the site. This should include detail of all proposed pedestrian and cycle access points into the development in addition to outlining crossing points and the widths of such footways/cycleways. The site should provide pedestrian and cycle links to north and west of site as well as a pedestrian and cycle link between Barkers Lane and Lambs Hill Drove. Furthermore, the internal spine road should be designed with LTN 1/20 compliant cross sections incorporating pedestrian and cycle infrastructure that is separate from the carriageway. Any cycle infrastructure provision to be provided as part of the proposals should be in accordance with LTN 1/20.

A capacity assessment of the proposed access junctions should also be undertaken. It is noted development trips are proposed to be split 50/50 between both site access junctions.

Servicing & Emergency Access Contact should be made with Highways Development Management to agree the servicing and emergency access details. Parking Provision Any Transport Assessment submitted should set out the number of car and cycle spaces that are proposed. It is noted that car parking provision will accord to the parking standards outlined in the Emerging Fenland Local Plan (2022). Cycle parking provision should be provided in sheltered and secure locations at a minimum parking ratio of one space per bedroom. It will ultimately be for the Local Planning Authority as the parking authority to agree parking provision for the development.

6.8 Middle Level IDB Pre-application communication

BDW sent a pre-application request to Middle Level IDB on February 7th. The request included the following

- Draft Drainage Strategy Plan.
- Site Location Plan
- Draft Development Framework Plan
- Topographical Survey
- Phase 1 Site Investigation

At the time of writing this report no reply has been received by BDW.

6.9 CCC Education

The LEA confirms its view that the school sports pitches should be provided in accordance with policy LP9.

7 Policy requirement

Policy LP7 – Urban Extensions Development of an urban extension must be planned and implemented in a coordinated way, through an agreed overarching broad concept plan, that is linked to the timely delivery of key infrastructure. LP7 gives guidance on the delivery of the BCPs requiring consultation with all landowners.

LP7 gives criteria (a.-v.) for consideration (see adopted local Plan for details).

LP9 expected to be predominantly residential (around 600 dwellings). It will include provision for new sports pitches for Neale Wade Academy, if required. Direct cycle and pedestrian routes should be provided to the Academy. Some fairly significant surface water attenuation features to mitigate local flood risk are likely to be necessary. The design of the development, including enhanced landscaping, will be particularly important at the southern end of the area.

Emerging Local Plan

The Draft Fenland Local Plan (2022) was published for consultation between 25th August 2022 and 19 October 2022, It currently carries minimal weight. However, it is noted that this site has been removed as an allocation.

8 March Neighbourhood Plan 2017

H1 – Large Development Sites

This Neighbourhood Plan supports the major allocations on the edge of March, as set out in the Fenland Local Plan (2014), namely: a) Strategic Allocations 1. South East March (around 600 dwellings) 2. West March (around 2000 dwellings).

The Broad Concept Plan (BCP), which is required by Policy LP7 – Urban Extensions of the Fenland Local Plan, should be prepared with extensive, on-going, meaningful and cooperative engagement with the landowners, stakeholders and the community. This should include genuine opportunities for these bodies to shape the proposals, understand the key opportunities and constraints, and contribute their thoughts. Alongside the final BCP, the applicant should demonstrate how the engagement with the community took place and how such views and aspirations of the community have been taken on board in shaping the proposals, together with, if applicable, an explanation as to why some suggestions and comments have not been taken on board.

The BCP should include a Phasing Plan with indicative timeframes. Each BCP will ensure that all of the following matters are addressed where relevant:

- a) *For the strategic allocations, the development area will be restricted to the allocated area as defined on the Key Diagram for March as set out in the Fenland Local Plan,*
 - d) *It will identify the broad distribution of roads within each site and highlight the general movement of traffic within the site and onto the surrounding road network.*
 - e) *It will identify the different uses of land within each site (residential, employment, retail, open space etc.), and provide an indicative area in hectares for each use, ensuring an appropriate balance and sustainable use of land is achieved.*
 - f) *It will identify strategic landscaping belts to define the new outer edge of development and provide a green buffer to surrounding countryside.*
 - g) *It will identify the broad design principles that will be applied with the aim of showing how local vernacular styles, patterns of development and materials will be reflected within the development,*
 - h) *It will identify the areas at risk of flooding, including problems associated with surface water run-off both on and off-site and the measures to be employed to manage any identified risk.*
- The BCP should be formally considered by March Town Council, and its views recorded, prior to it being submitted to Fenland District Council for consideration.*

9 ASSESSMENT

9.1 The BDW submission includes a 1:2000 Broad Concept Plan dated 16th March. The following is an assessment of the BCP and reference to a letter received responding to a meeting with Planning Officers considering how the BCP could come forward regarding submissions of applications. Criteria in Policy LP7 may be appropriate in the following considerations. More detailed discussions have taken place and the applicant helpfully responded regarding a range of issues referred to in the report. Whilst these may not form part of the BCP or vision document to be adopted, nonetheless these points should be considered at the time of submission of applications which should assist in progressing through the development process.

9.2 **The Proposal**
 BDW have demonstrated control of 65% of the site and support from Canon Kirk. The third landowners have already submitted planning application. There is no incompatibility between the latter and the BCP (though there are differences) as the BCP makes full provision / allowance for it. The production of this BCP together with submission of the access application demonstrates a wish to deliver development of the allocation. As such it is considered that BCP accords with LP7(n) regarding deliverability.

The proposed Broad Concept Plan (BCP) includes 2 main access points off Wimblington Road and a third, but more subordinate, access to serve the Landowner 1 site in the north-west corner (now the subject of planning application ref F/YR23/0370/O for up to 130 dwellings). The BCP includes an indicative internal road network that would result in all developable sites being accessible. The attached letter confirms the production of access roads to the edge of the undeveloped sites enabling those pockets of land to come forward, critical in enabling delivery.

9.3 **Evidence in support of the BCP**
 The Statement of Community Involvement considers the other sites could reasonably deliver 225 dwellings which would total 650 across the whole site (only an additional 50 to the policy target). This is considered broadly in accordance with

the adopted local plan and the efficient use of land (LP7 criteria (a)). As earlier stated, the BCP enables the delivery of the site in the north-western corner (already the subject of planning application ref F/YR23/0370/O for up to 130 dwellings).

9.4 Landscape/Open space

The site which gently slopes to the east/south-east, has the former railway line on the eastern fringe with its mature tree belt. Views from existing streets in March near the site will be limited or well set back, as from Barkers Lane and Lambs Hill Drove with very limited visual impact on Wimblington Road. The BCP includes a belt of public open space in the north approximately 70 metres deep at its narrowest point. There is a fringe of open space adjacent to the former railway line (15 metres wide at its narrowest point) and a strip of open space adjacent to the southern boundary (apart from near the entrance road off Lambs Hill Drove around 28 metres in depth). If development adheres to this approach the creation of a new edge of March with the countryside should be reasonably established and impact on wider views suitably mitigated. It is considered that the proposal accords with the aims of LP7 (l).

The layout includes recreation provision, two Leaps and a Neap (local and neighbourhood areas of play), with green corridors with pedestrian routes and a central area of public open space serving all of the development. It is understood all open space will be maintained by a private management company. In the context of play facilities, it is considered that the BCP accords with the aims of LP7 (b).

Discussions have taken place regarding achieving a sense of arrival at the point of entrance which would benefit from some additional green space at the two entrances. BDW have acknowledged this commencing some sketch proposals and suggest this be addressed in detail at the planning application stage. Where possible layout design should seek to achieve overlooking of areas of open space by the orientation of houses producing both benefits in security of the open space, but also pleasant outlooks for residents seeking a high-quality environment. This should be achievable with the BCP as proposed. Such considerations accord with the aims of LP7 (s).

Officer's Comment

Regarding the northern Wimblington Road access and creation of a sense of arrival, BDW highlight the role Landowner 1 (who owns the site to the south) will play in seeking this. However, officers consider the likelihood will require some green space within the BDWWD land at this point. It is however acknowledged this point can be addressed at the planning application stage and is not considered contrary to what are not detailed plans. The situation is not similar with the southern access due to provision of more open space and the relationship with the open countryside, considered far easier to achieve a sense of arrival in this position.

9.5 School Sports Pitches and allotments/community gardens

The provision of sports pitches remains an outstanding matter. The policy seeks provision of sports pitches. BDW state that discussions with the academy resulted in the academy stating it has no need of pitches. The County Council remains of a view that there is a need. The need for sports pitches can only relate to the juxtaposition and requirements of the Neale Wade Academy. If no need for sports pitches to serve the academy currently exists, the retention as required by the

policy would be abortive. It is considered that the BCP drawing would still enable sports pitches to come forward in the northern belt of open space should it be determined there to be a need. Planning permissions could reserve the land for sports pitches with a time limit attached, and if no provision takes place the land reverts to public open space administered by the developer's private management company. In this way the policy is met but a backstop position is established should no need for the pitches transpires.

As regards allotments, the Town Council confirms it supports the provision of a community garden (this would also be managed by a private management company). It is considered the replacement of allotments by a community garden demonstrates the Council has listened to the Town Council in accordance with the March Neighbourhood plan.

9.6 Affordable Housing and infrastructure provision.

BDW confirms the provision of 20% affordable housing. The exact tenure and type of affordable housing provision would be secured through the S106 at planning application stage. Also, at the planning application stage, the Council would provide an indication of the latest housing mix requirements for the local area. BDW are open to the principle of providing bungalows at the site should they be required by policy.

The emerging Local Plan's Viability Report (2019) reviews the Local Plan's affordable housing policy and the overall viability implications of policies in Plan. The Report confirms that a 20% provision of affordable housing and a £2,000 per plot financial contribution towards local infrastructure would likely be viable costs to future development in the district. BDW confirms provision of infrastructure in accordance with this position (£2,000 per dwelling) to be included in S106 agreements.

Officer Comment

The provision of affordable housing and infrastructure in this form accords with the current position. As far as the BCP documents can address (i.e. limited detail only) it is considered to accord with the aims of LP7(c).

9.7 Density

Discussions took place with BDW regarding proposed densities. In reply BDW states the following:

The gross developable area is approximately 33 dwellings per hectare. The density of development will vary across of the site between development parcels to deliver a mix of dwelling sizes and types (to meet local needs) and to respect the more sensitive areas of the site in environmental terms. For example, densities along the southern and eastern boundaries at the interface with the countryside could potentially to be lower (approximately 25-30 dph), with medium densities at the northern boundary (approximately 30-35 dph) and higher densities (approximately 40-45 dph) at the heart of the site and along the spine road. At the outline planning application stage indicative information regarding densities across the BDW land will be provided.

Officer comment.

The statement on densities is considered reasonable and appropriate. Whilst not included in the BCP or vision document, will be a reference guide for further applications.

9.8 Design/Character of the Area

BDW refers to the following:

The intention is that the planning application for residential development will be supported by a Framework Masterplan to provide another layer of illustrative detail on from the BCP. The Masterplan will identify the following on BDW land:

- *Residential perimeter blocks,*
- *Landmark buildings within these blocks,*
- *Different street typologies and variances in landscaping, approach across the site.*
- *A number of different character areas will be identified in the Design and Access Statement supporting the outline planning application to reflect a design proposal which changes in character dependant on its location and interface with its surrounding context.*
- *As part of outline planning approval, BDW would be accepting of a planning condition which requires Reserved Matters submissions to comply with the National Design Guide (subject to final wording).*

Officer's Comment.

These measures are welcomed. However, BDW should be aware of the need to accord with Policy LP16(d) regard local distinctiveness and the character of the area and I1 -I3 regarding Identity in the National Design Guide in particular in relation to designs of House types.

9.9 Discussions took place regarding the provision of street trees. BDW state the following:

On BDW land, the aim would be to deliver tree lined streets, it is important that the BCP sets this broad approach as a principle. The practicalities regarding maintenance/management and deliverability would be addressed at the detailed design stage and through further engagement with the local highway authority.

Officer's Comments

The provision of Street trees on key internal connecting roads is considered of high importance in consideration of urban design. Whilst acknowledging conflict with management/maintenance of trees within highway land which may require innovative solutions or planting outside of adopted highway land, this feature is required to create high quality environment and should not be omitted from forthcoming applications. The BCP does not enter into such detail and is therefore does not conflict with this aim. However, the future applicants should be aware of this important requirement.

9.10 Sustainability

The vision document refers to Sustainability and includes ref to the following:

- From 2022 all homes will deliver a 31% carbon reduction compared to the Building Regulations. From 2025 this will rise to 75-100% reduction
- All planning applications will deliver a minimum of 10% Biodiversity Net Gain (January 2023).
- All homes will have water efficiency of 105 litres per person per day (16% below national requirements)
- 90% Materials UK sourced

- 30% of all homes to be built via Modern Methods of Construction by 2025.

Discussions took place with BDW regarding Sustainability. BDW confirm the following:

At the outline planning application stage, subject to its wording, BDW would accept a planning condition which required future Reserved Matters applications to be supported by an Energy Statement which demonstrated betterment above the sustainability and energy standards set out in the 2021 Building Regulations.

Officers Comments

BDW were concerned regarding the agreement of a benchmark (due to the constant increasing standards of the building regulations). Officers agreed to seek minimum provision 5% above the 2021 Building Regulation standards which would set the benchmark and would not be revisited. This energy statement would be welcomed with each planning application.

9.11 Ecology

The Vision document refers to the site being visited in February 2023 by qualified Ecologists during which time the site was walked, with broad habitat types recorded and assessed in respect of their likely intrinsic ecological interest as well as their potential to support notable or protected flora and fauna. There are no statutory designations covering any part of the site and no national or local statutory designations were identified within 3km of the Site. No non-statutory designations were identified within 2km of the Site. The site is dominated by arable land of limited ecological interest. The site is dominated by arable land and therefore is likely to support an impoverished fauna and few protected or notable species. Opportunities remain within less intensively managed or cultivated areas, including for bats (roosting within trees or buildings), water vole (known to be present locally with suitable ditch habitat on-site), amphibians (suitable waterbodies adjacent to site with ditches on-site), farmland birds and reptiles (suitable vegetation along ditch banks and grassland areas).

Nevertheless, BDW have a company commitment to the provision in all planning applications to meeting 10% Biodiversity Net Gain. In that respect the proposal is considered to accord with LP7(i).

9.12 Heritage

BDW confirms the planning applications will be submitted with Heritage statement and previous archaeological works have already been undertaken within the site, including a geophysical survey and a trial trench evaluation, which included the excavation of 91 trenches. A further scheme of investigation has been agreed with the Historic Environment Team at Cambridgeshire County Council. BDW Cambridgeshire will continue to work alongside the relevant authorities to ensure all future archaeological investigations are undertaken at the required time in the planning/development process. The additional investigations need to take place prior to the commencement of development and would likely be conditioned as part of any approved planning application.

Officer's note:

This accords with policy requirements and is welcomed.

9.13 Bus Service

BWD's letter states the following:

Online bus timetables confirm that the No.56 Stagecoach service, which runs between Wisbech to Manea, calls at existing bus stops on Wimblington Road (in close proximity to the site access). This service runs frequently Monday through to Saturday and also serves March Railway Station and the town centre. The No.56 service is sufficient to meet the needs of the BCP development proposals. Should the bus operator withdraw the No.56 bus service, BDW would seek to deliver a Demand Responsive Bus Service for residents of the development. This service would ensure residents have access to a sustainable travel mode of travel for local journeys.

Officer's Comment. This appears reasonable and could be entered into future S106 requirements subject to LHA consideration. It is considered that the proposal broadly accords with the aims of LP7(v).

9.14 Noise impact at point of access.

BDW state the following:

Any potential need for acoustic fencing or noise mitigation measures (associated with the access) would be determined at the planning application stage for the residential development as at this point BDW would be proposing a use and development which would generate vehicle movements at the site access points. At the outline planning application stage, BDW would seek to agree a planning condition for a Construction Management Plan with the Council. This would see full details of construction access and build out route submitted to the Council ahead of any development commencing at the site.

Officers Comment

Careful design consideration regarding noise impact of vehicles accessing/egressing the site where new roads come into close contact with existing resident's houses/amenity garden areas, will need to be given. Again, this should take place within the detailed application stage but should be addressed with noise assessment and mitigation at that time.

9.15 Off-Site Highway Works

BDW have had pre-application meetings with CCC: Highways to discuss the BCP and the future BDW residential planning application. The need and detail of off-site highway improvements would be confirmed at the planning application for the residential development. In response to feedback from residents as part of BDW public consultation, BDW are also investigating the need for traffic calming and or speed reduction 5 measures on Wimblington Road. Details of any such measures, likely to be delivered by planning obligation, will be explained in the Transport Assessment at the planning application stage. It is considered that the proposal broadly accords with the aims of LP7 (v).

Officer's comments: This pre-application communication with the LHA is welcomed and should assist in moving the process forward. BWD's

reference regarding traffic calming on Wimblington Road is noted and could if required be safeguarded at the planning application stage by planning condition and would be welcomed.

It is important to stress that contributions to necessary off-site highway mitigation does not fall within the £2,000 per dwelling infrastructure calculations.

9.16 Surface Water Drainage

BDW states the following:

The BDW land would cover its own flood risk and attenuation needs. A Flood Risk Assessment (FRA) for the BDW land / development will be provided at the planning application stage. The FRA will detail the surface water drainage strategy and the approach taken to reducing flood risk in accordance with the requirements of the National Planning Policy Framework. The BCP takes into account the need for non-BDW landowners to provide attenuation within the confines of their land ownership – note the blue stars within areas of open space. To BDW's knowledge, the BCP is served by two outfall locations. The BDW land discharges to the on-site ditch network, running to the north-east corner of the site adjacent to Barker's Lane before joining March East IDB drain further east. The BDW land also discharges to a ditch that runs adjacent to the old railway embankment, to the east. This ditch then runs south before joining a March East IDB drain further south. The narrow rectangular land parcels within the BCP area labelled 'Landowner 1' (not the land currently subject to a planning application) and 'Landowner 2' both could potentially discharge to the above referenced ditch adjacent to the old railway embankment. The BDW development proposals will facilitate connections to this discharge route. The north-western parcel of land, within the BCP area, is currently subject to an outline planning application (F/YR23/0426/F) for residential development, supported by its own Flood Risk Assessment and outline drainage strategy. BDW are not the Applicant for this application, and it has come forward independently and is currently being assessed by the LPA and LLFA. Discharge rates across the entirety of BCP area will be agreed with the LPA and LLFA as part of the future planning application process. To inform the preparation of the BCP and their future residential planning application BDW have engaged with LLFA and have held a pre-application meeting. BDW also applied for pre-application advice from the Middle Level 6 Commissioners (MLC) on the 7 February 2023. To date, despite the continued efforts of BDW, the MLC are yet to offer any advice or a meeting date.

Officers Note: The above is acknowledged and welcomed. The provision of a Suds based surface water drainage strategy will accord with National and Local planning policy. It is considered that the proposal accords with the aims of LP7 (m).

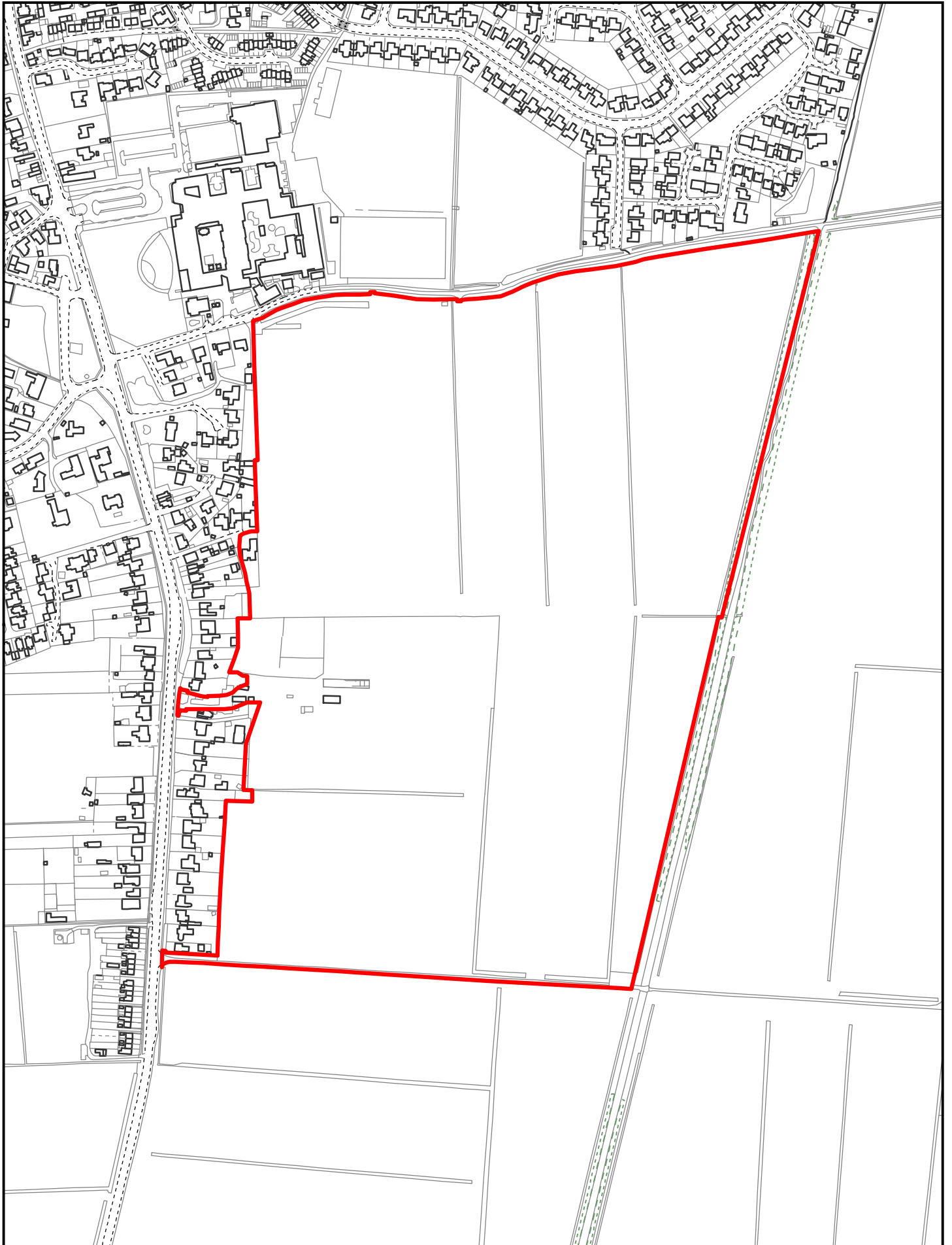
10 Conclusion

The Vision Document has been compiled in a comprehensive manner. The developer has undertaken a consultation process and has considered feedback and continues to engage with consultees. The BCP drawing has sought to address

policy requirements and provide a movement network that will enable the whole allocation to come forward. It is considered that the BCP broadly accords with Policies LP7 and LP9 and will help to shape the delivery of the South-East March development.

11 Recommendation

Approve the Broad Concept Plan for South East March.



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













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	SITE LOCATION (33.90HA)		INDICATIVE LOCATION OF CHILDREN'S PLAY AREA		RETAINED DRAINAGE DITCHES INTEGRATED INTO THE SITE-WIDE DRAINAGE STRATEGY		POTENTIAL ACCESS POINT
	PARCELS OUTSIDE OF BDW CONTROL (11.44HA)		INDICATIVE LOCATION OF COMMUNITY GARDEN AND COMMUNITY ORCHARD		PRIMARY ROUTE (TREE LINED WITH GREEN VERGES)		POTENTIAL PEDESTRIAN AND CYCLE ACCESS (SUBJECT TO HIGHWAYS INPUT)
	INDICATIVE RESIDENTIAL AREA		INDICATIVE LOCATION OF ATTENUATION BASINS (SUBJECT TO SPECIALIST INPUT)		INDICATIVE PROPOSED PEDESTRIAN / CYCLE PATH		DISUSED RAIL TRACK PUBLIC FOOTPATH
	PUBLIC OPEN SPACE - INCLUDING PLAY AREAS, STRATEGIC LANDSCAPE BUFFERS, DRAINAGE ATTENUATION AND OTHER FORMS OF ACTIVE AND PASSIVE RECREATION		EXISTING VEGETATION (SUBJECT TO SURVEY)		POTENTIAL LOCATION FOR A CONNECTION BETWEEN PARCELS IN DIFFERENT OWNERSHIP		EXISTING PUBLIC RIGHTS OF WAY

STOW FEN MEADOWS - BROAD CONCEPT PLAN

Pegasus
Design

BARRATT HOMES
DAVID WILSON HOMES
WHERE QUALITY LIVES

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TEAM/DRAWN BY: MH/AB/LL | APPROVED BY P.M: SL | DATE: 07/06/23 | SCALE: 1:2000 @ A2 | DRWG: P22-0602_15 SHEET NO: __ REV: G | CLIENT: BDW HOMES |

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Stow Fen Meadows.

Broad Concept Plan: Vision Document

On Behalf Of Barratt David Wilson Homes
P22-0602_14B | March 2023



DAVID WILSON HOMES
WHERE QUALITY LIVES

“

“The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities..”

(Para. 126, NPPF 2021)

”

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Prepared by Pegasus Group on behalf of Barratt David Wilson (BDW)

March 2023 Project code P22-0602

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SECTION 1
Foreword



1. Foreword

- 1.1 Fenland District Council have allocated land at South-East March (also referred to as 'Stow Fen Meadows' in this document), for development of "around" 600 new homes.
- 1.2 Barratt and David Wilson Homes Cambridgeshire (BDW Cambridgeshire), a trading name of Barratt Developments PLC, control approximately 65% of the allocated site. Accordingly, as required by the adopted Local Plan and March Neighbourhood Plan, prior to submitting a planning application a Broad Concept Plan (BCP) is being submitted to the Council, accompanied by supporting information.
- 1.3 The BCP focuses on the land under the control of BDW but demonstrates that the proposals will support and enable the delivery of the wider site allocation.
- 1.4 We are the nation's leading housebuilder and our vision is to lead the future of housebuilding by putting local communities and sustainability at the heart of everything we do. Our aim is to create great places by building long-term relationships to deliver high-quality developments where people aspire to live, designing developments which look great, are a pleasure to live in and will enhance local communities for years to come.
- 1.5 This Vision Document sets out the technical and environmental considerations in developing the Site, and seeks to put forward a technically deliverable proposal that will inform the preparation and determination of a planning application. BDW have undertaken consultation with local residents, adjacent landowners within the allocation and stakeholders and the local planning authority to inform the preparation of the BCP. BDW are committed to engaging with all parties to explore what benefits and investment could be realised alongside the provision of new market and affordable housing.
- 1.6 The overarching vision for Stow Fen Meadows is to deliver a high-quality, locally distinguishable and sustainable addition to the town. The proposed development will deliver much needed new homes, generous public open spaces, play areas and enhanced areas of biodiversity.
- 1.7 Development at Stow Fen Meadows is a fantastic opportunity for suitable and sustainable growth which will ensure a positive legacy for March and the wider Fenland District.





SECTION 2
Site & Planning Context

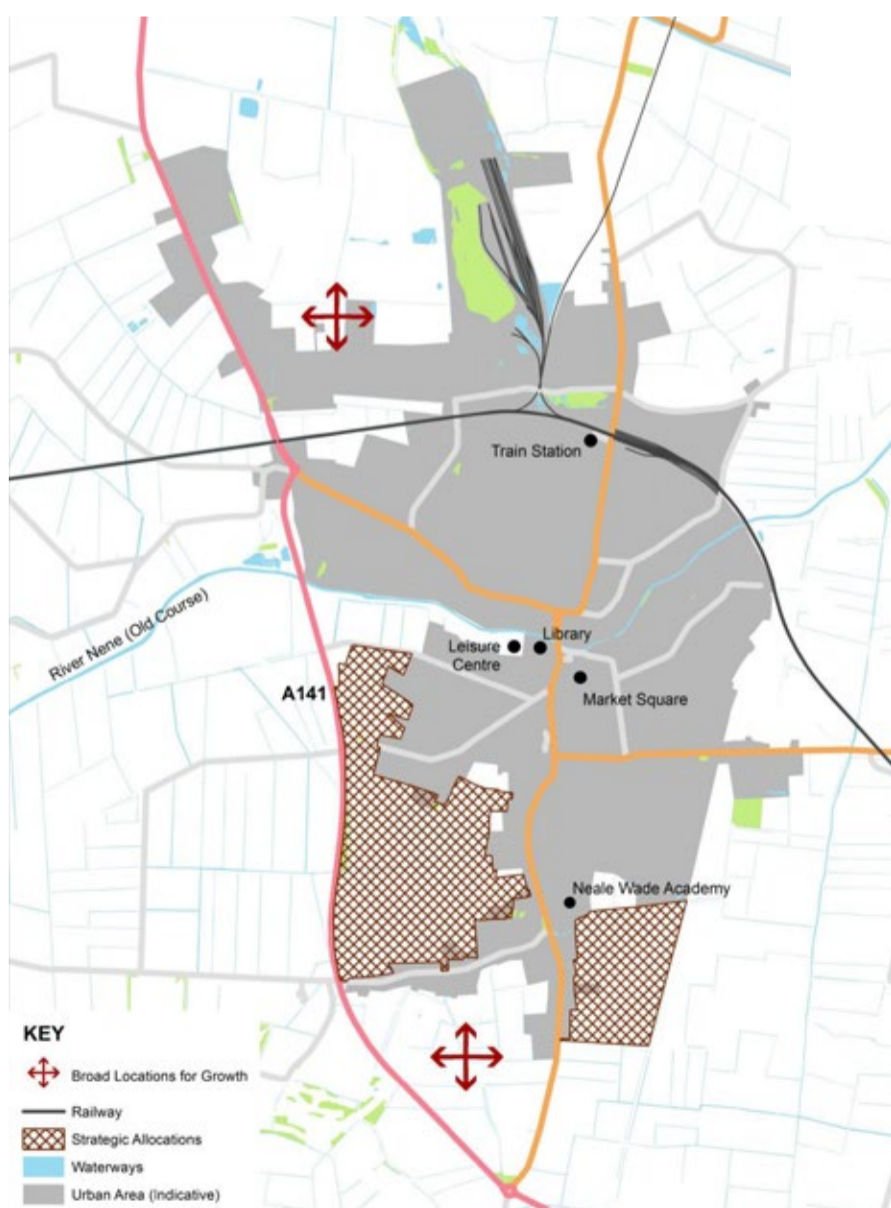


KEY
 **SITE LOCATION**
 (33.92 HA)

SITE LOCATION PLAN

2. Site and Planning Context

- 2.1 Stow Fen Meadows (the 'Site') is made up of predominantly agricultural land which is relatively flat in nature. The built form of March borders the site to the north and to the west, whilst the old railway line forms the eastern boundary. Lambs Hill Drove forms the southern site boundary, with open countryside beyond.
- 2.2 The BCP has been prepared by BDW, to cover the entirety of the south east March site allocation in the Fenland Local Plan (FLP), with the allocated site measuring 33.92ha. Policy LP9 of the FLP allocates the site and identifies an approximate site capacity of "around 600 dwellings".
- 2.3 BDW currently control approximately 65% of the allocated site (22.26ha), with technical and design work undertaken demonstrating that this land can comfortably accommodate approximately 425 dwellings, alongside public open space, landscaping and planting to support the delivery of a significant biodiversity net gain and all the necessary infrastructure.
- 2.4 The residual land, outside of BDW control, is shown on the BCP, as is required by Policy LP9. The proposals for the BDW elements aid and support the delivery of these remaining land parcels and have been drafted in consultation with the relevant landowners. The remaining land has an area of 11.66ha and in BDW's assessment can accommodate at least 225 dwellings to meet and exceed the "around 600 dwelling" requirement.
- 2.5 Indeed, a key element of delivering sustainable development at this site is making the most efficient use of the allocated land, thus assisting in negating the future release of sites elsewhere in the district.



KEY DIAGRAM FOR MARCH –
EXTRACT FROM THE ADOPTED FENLAND LOCAL PLAN

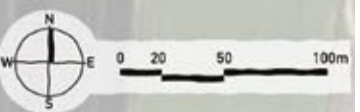
POLICY CONTEXT AND PLANNING HISTORY

The adopted Fenland Local Plan

- 2.6 The Local Plan seeks the delivery of at least 4,200 homes in March over the plan period 2011–2030. Policy LP9: March of the adopted Local Plan allocates four sites to deliver this strategic growth, including the land south-east of March. The site is allocated for residential development of "around 600 dwellings" and "if required" new sports pitches for Neale-Wade Academy with associated cycle and pedestrian links. The policy highlights the need for flood mitigation features to form part of the development and enhanced landscaping particularly along the southern boundary.
- 2.7 Policy LP7: Urban Extensions seeks the development of urban extensions to be planned and implemented in a co-ordinated way, through the delivery of an overarching BCP. The BCP should cover the allocation area shown in the Local Plan. The Policy confirms that "if one or more landowners are not supportive of the broad concept plan, then it will need to be demonstrated that a broad concept plan can still be delivered for the considerable majority of the urban extension without their involvement."
- 2.8 The Policy also then goes on to provide an extensive list of criteria (a–v) which a development would need to satisfy at the planning application stage. However, BDW are keen to stress that many of the criteria have assisted in shaping the BCP, for example: making efficient use of land, providing housing choice, providing a network of open space and green infrastructure, protecting and enhancing biodiversity value, incorporating flood risk measures; and providing allotments and play areas.

The adopted March Neighbourhood Plan

- 2.9 Policy H1 of the March Neighbourhood Plan (MNP) supports the south east March site allocation of "around 600 dwellings". Policy H1 provides four requirements for the BCP to deliver, in summary these are as follows:
- The BCP should be informed by extension, ongoing, meaningful and cooperative engagement with landowners, stakeholders and the community.
 - The BCP should demonstrate how community engagement has taken place and views taken onboard in the shaping of proposals.
 - The BCP should be supported by an Infrastructure Schedule.
 - Specific design requirements: proposals should be limited to the allocated site only, identify the primary and secondary access points and the distribution of roads within the site, identify different land uses, identify landscaping belts and new buffers to the countryside, identify design principles for the build form and identify areas subject flood risk and associated mitigation measures.
- 2.10 The content of this Vision Document, Statement of Community Involvement and supporting Technical Notes aim to satisfy these four requirements.



LAND OWNERSHIP

- 2.11 BDW control 65% of the South-East March allocation with the ability to deliver two access points for the full allocation, and 425 dwellings. The remaining land parcels have an area of 11.66ha and in BDW's assessment can comfortably accommodate at least 225 dwellings, bringing the total number of dwellings across the whole site to 650, in alignment with the site's allocation for "around 600 dwellings".
- 2.12 The land ownership distribution across the site is illustrated in the adjacent plan, and as set out at Section 5 BDW have engaged with the various landowners throughout the preparation of the BCP and have sought to prepare a comprehensive and equitable design solution for the whole allocation. Both landowners in principle support the BCP submission and are currently working independently to deliver development on their land, which in addition to BDW would ensure the whole allocation is delivered.

DELIVERY

- 2.13 BDW are currently in the early stages of preparing a planning application for the land under its control, totalling 425 dwellings and both access points. In line with Local Plan Policy LP7, the planning application will demonstrate how the full allocation can be delivered, through comprehensive masterplanning of the whole site, ensuring the initial BDW planning application does not prejudice delivery of the additional land.
- 2.14 Barratt Developments PLC trade under the brands Barratt Homes and David Wilson Homes, and it is intended to construct both brands at Stow Fen Meadows.
- 2.15 This will deliver:
- a wider choice of dwelling types and sizes for purchasers,
 - a variety in the design and type of dwellings on the site,
 - assist in creating different character areas; and
 - allow the BDW land to be delivered in a more timely manner with two construction teams on site delivering each brand simultaneously.



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SECTION 3
Vision and Local Context



3. Vision and Local Context

“An understanding of the context, history and the cultural characteristics of a site, neighbourhood and region influences the location, siting and design of new developments. It means they are well grounded in their locality and more likely to be acceptable to existing communities. Creating a positive sense of place helps to foster a sense of belonging and contributes to well-being, inclusion and community cohesion.”

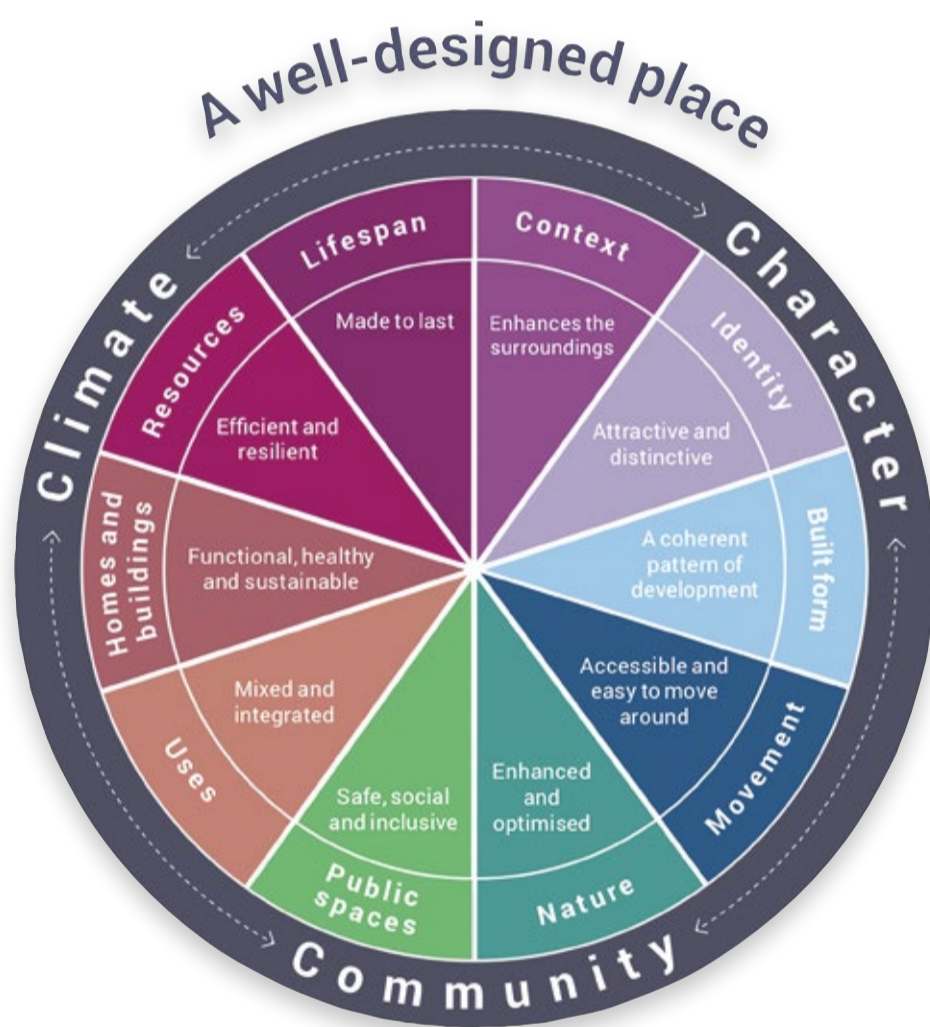
(Para. 39, NDG 2021)

VISION

- 3.1 The Stow Fen Meadows site presents an opportunity to provide a sustainable, landscape-led urban extension to March, on land allocated for residential development within the adopted Fenland Local Plan (2014).
- 3.2 It is also envisaged that the substantial provision of multi-functional public open space at the development will allow for an attractive backdrop for the new homes, facilitating sustainable alternative modes of movement and enhanced pedestrian and cycle permeability.
- 3.3 Taking inspiration from its surroundings, development on the land at South-East March is envisaged to provide a new place to live, while recognising new approaches to urban design and masterplanning. There will be:
 - A highly connected network of attractive streets and spaces;
 - Verdant tree lined streets;
 - New formal parks and play areas;
 - Open natural green spaces;
 - Houses of all sizes to meet a range of needs; and
 - Architecture and design that takes inspiration from the existing local character of March.
- 3.4 The development will form a well-designed place, following the guidance set out within the National Design Guide (NDG, January 2021), a document issued by the Ministry of Housing, Communities and Local Government.
- 3.5 This overarching goal will be achieved by adhering to the criteria set out within the NDG, as guidance on how to create well-designed and well-built places that benefit people and communities. It outlines ten characteristics which are at the core of a well-designed place.
- 3.6 According to the NDG, well-designed places have individual characteristics which work together to create its physical **Character**. The ten characteristics help to nurture and sustain a sense of **Community**. They work to positively address environmental issues affecting **Climate**. They all contribute towards the cross-cutting themes for good design set out in the National Planning Policy Framework.

3.7 The ten characteristics for well-designed places, as set out in the NDG, are as follows:

1. **Context** – Enhances the surroundings;
2. **Identity** – Attractive and distinctive;
3. **Built Form** – A coherent pattern of development;
4. **Movement** – Accessible and easy to move around;
5. **Nature** – Enhanced and optimised;
6. **Public Spaces** – Safe, social and inclusive;
7. **Uses** – Mixed and integrated;
8. **Homes and Buildings** – Functional, healthy and sustainable;
9. **Resources** – Efficient and resilient; and
10. **Lifespan** – made to last.



NDG CRITERIA GUIDE- THE TEN CHARACTERISTICS OF WELL-DESIGNED PLACES



PHOTOGRAPH 1:
VIEW FROM BARKER'S LANE ALONG THE BYWAY,
LOOKING EAST, WITH THE SITE'S EASTERN BOUNDARY
VISIBLE AT THE BACK, AS A PLANTED BORDER



PHOTOGRAPH 2:
VIEW FROM BARKER'S LANE LOOKING SOUTH-WEST,
TOWARDS THE PLANTED FIELD BOUNDARY



PHOTOGRAPH 3:
VIEW FROM BARKER'S LANE TO THE SOUTH, ACROSS
THE SITE



PHOTOGRAPH 4:
LOCATION OF POTENTIAL ACCESS POINT INTO THE SITE
OFF WIMBLINGTON ROAD



PHOTOGRAPH 5:
VIEW FROM LAMBS HILL DROVE TO EAST, WITH THE SITE
SITUATED AT THE LEFT SIDE OF THE PHOTO



PHOTOGRAPH 6:
VIEW FROM LAMBS HILL DROVE TO NORTH-WEST,
TOWARDS THE PLOTS BACKING ONTO THE WESTERN
EDGE OF THE SITE



PHOTOGRAPH 7:
VIEW FROM LAMBS HILL DROVE TO NORTH, WITH A
DRAINAGE DITCH VISIBLE



PHOTOGRAPH 8:
VIEW ALONG THE RECREATIONAL ROUTE OF THE OLD/
DISMANTLED RAIL TRACK



PHOTOGRAPH 9:
VIEW FROM THE NORTHERN EDGE OF THE OLD/
DISMANTLED RAIL TRACK TO WEST, TOWARDS ST
WEDREDA CHURCH SPIRE, VISIBLE AT THE BACKGROUND

THE SITE

- 3.8 Land at South-East March (the 'Site') is made up of predominantly agricultural land which is relatively flat in nature. The built form of March borders the site to the north and to the west, with properties along the eastern boundary generally backing onto the Site. The building and recreation grounds of Neale-Wade Academy lie in close proximity, beyond the northern site boundary, with hedgerow and tree planting along the site boundary offering a degree of screening. The old (dismantled) railway line forms the eastern site boundary, and Lambs Hill Drive forms the southern site boundary.
- 3.9 Further agricultural land lies to the east and to the south of the Site, affording partial views into the open countryside.
- 3.10 Mature hedgerows and tree planting define some of the boundaries of the fields, with a prominent band of tree planting along the eastern boundary, as part of the existing recreational pedestrian route comprising the dismantled rail track.
- 3.11 A Public Right of Way in the form of a byway lies immediately outside of the northern site edge, along Barker's Lane, connecting the Site with Wimblington Road (B1101) to the west with St Peter's Road to the north-east, via March's town edge and the open countryside.
- 3.12 A series of drainage ditches and dykes cross the site, generally in alignment with the field boundaries, and form part of the site's drainage and flood defences.



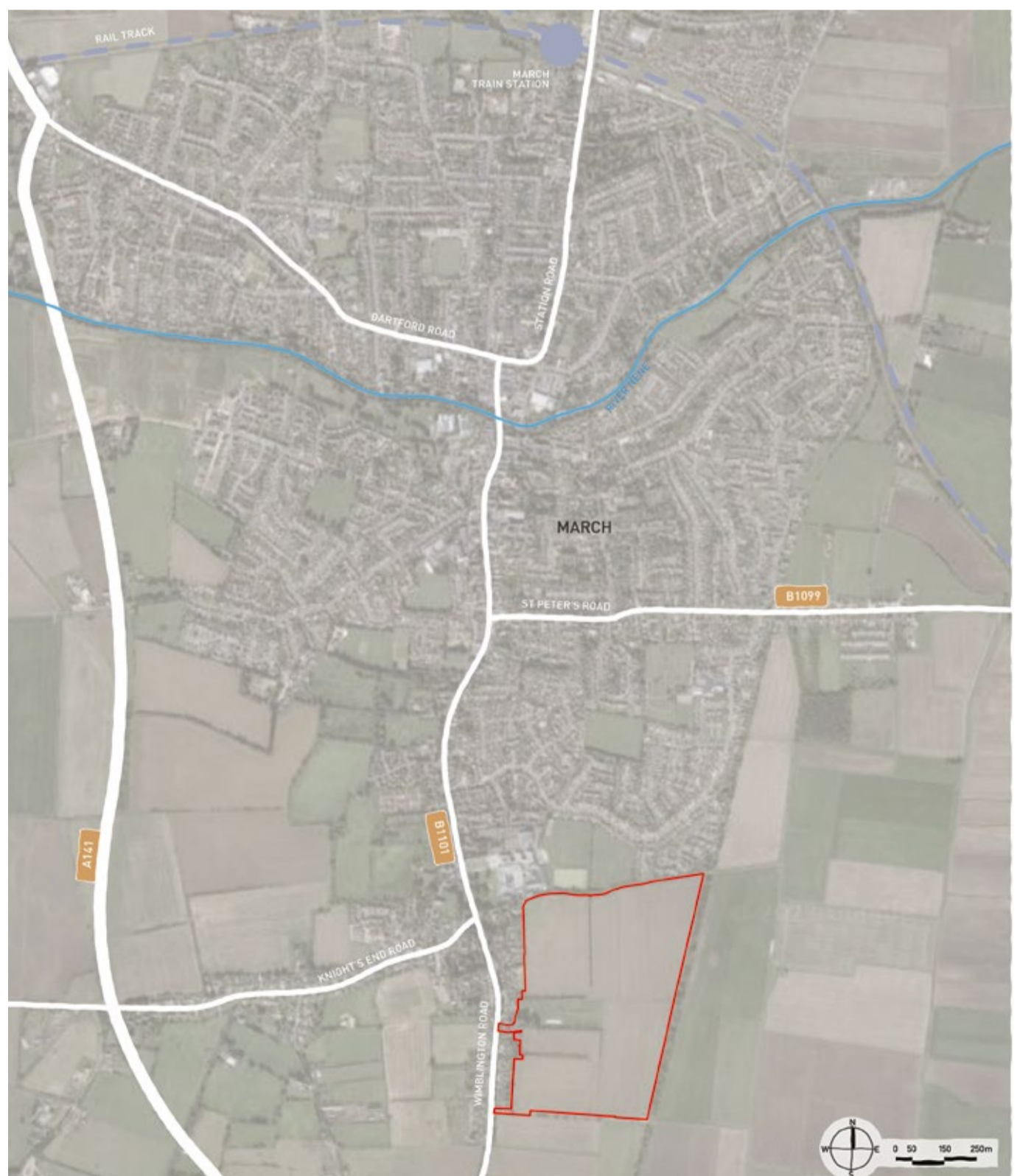
SITE PHOTOS KEY PLAN

LOCAL FACILITIES

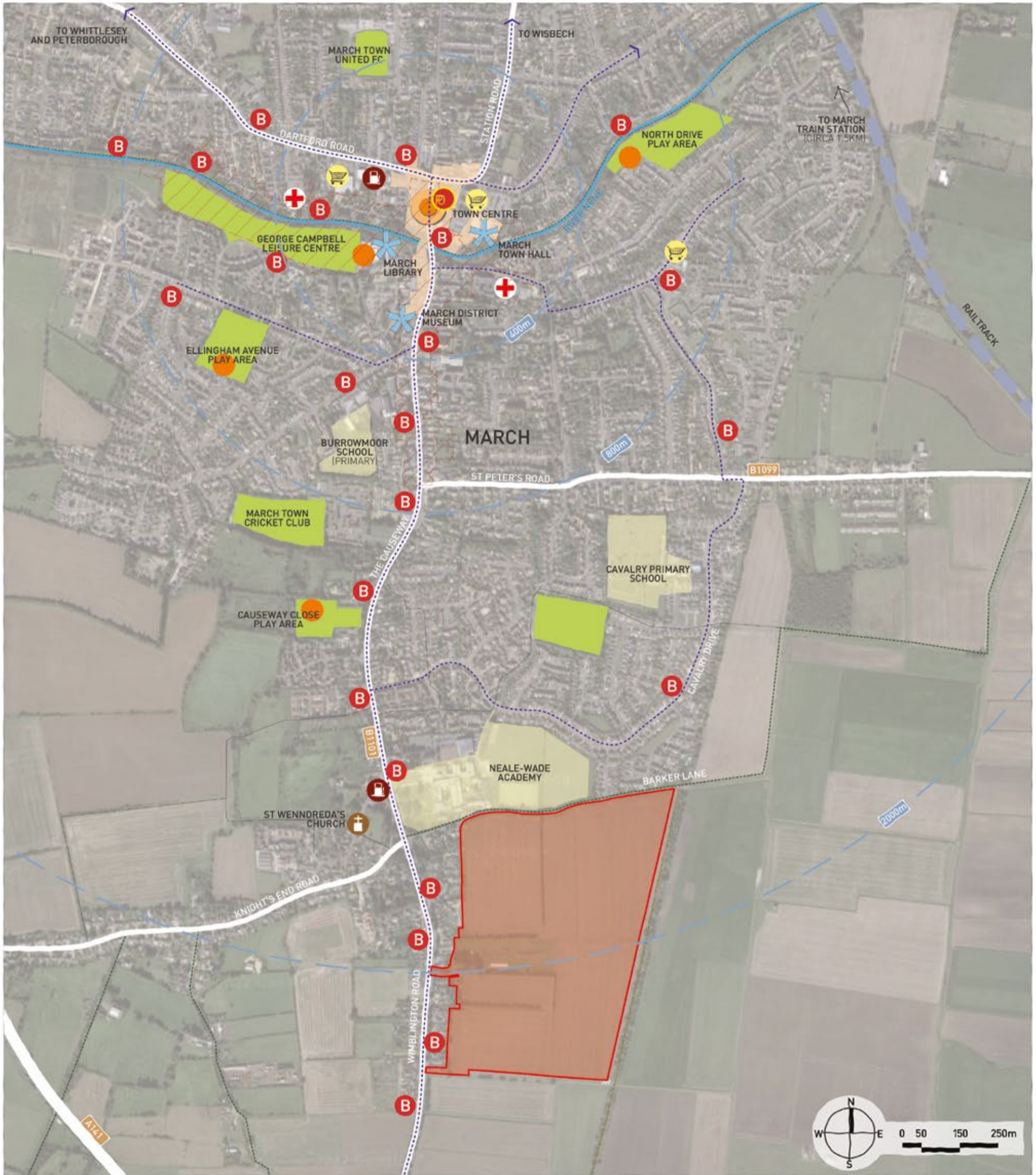
- 3.13 The site is well connected to the surrounding urban area of March, and benefits from easy access to public transport and strategic highway links within close proximity of the site. The plan below illustrates the location of the site within the context of the local access and movement network.
- 3.14 Situated approximately 1.2km to the east of the A141, the site benefits from convenient vehicular connections to major urban hubs in the area, such as Peterborough to the west (approximately 21km), Cambridge to the south (approximately 20km) and Huntingdon to the south-west (approximately 28km). Good connectivity to these urban areas brings with it opportunities for employment, retail and recreation for the new homes on the site.
- 3.15 Proximity to March train station, situated approximately 3km to the north of the site, facilitate connections to destinations further away, such as Birmingham, Leicester, Ipswich, Cambridge and Norwich, along with the employment and recreation opportunities associated with those.

- 3.16 March town centre lies approximately 2km from the site and offers a multitude of local facilities within walking distance from the site, as illustrated in the plan opposite. Some of the facilities within March include:

- A primary shopping area, including shops and places to eat and drink;
- Doctors' surgery;
- Supermarkets / groceries stores;
- A post office;
- Schools;
- Parks and recreations grounds; and
- Children's play areas.



WIDER CONTEXT ACCESSIBILITY PLAN



KEY

	SITE LOCATION		GREEN AMENITY SPACE		KEY CIVIC BUILDING		BUS STOP & ROUTE		BYWAY / RECREATIONAL ROUTE
	TOWN CENTRE / PRIMARY SHOPPING AREA		CHILDREN'S PLAY AREA		DOCTORS SURGERY		APPROXIMATELY 5 MINUTES WALKING TIME		FOOTPATH / PROW
	MARCH CONSERVATION AREA		RETAIL / SUPERMARKET		CHURCH / PLACE OF WORSHIP		APPROXIMATELY 10 MINUTES WALKING TIME		DISMANTLED RAILWAY (USED AS RECREATIONAL CYCLE AND PEDESTRIAN ROUTE)
	SCHOOL		POST OFFICE		PETROL STATION / GARAGE / SERVICES		APPROXIMATELY 25 MINUTES WALKING TIME		RAILTRACK

LOCAL FACILITIES PLAN

LOCAL CHARACTER

“Local identity is made up of typical characteristics such as the pattern of housing, and special features that are distinct from their surroundings. These special features can be distinguished by their uses and activity, their social and cultural importance, and/or their physical form and design. Most places have some positive elements of character, particularly for their users. These can help to inform the character of a new development.”

(Para. 52, NDG 2021)

3.17 The National Design Guide states that well-designed new development is influenced by:

“...an appreciation and understanding of vernacular, local or regional character, including existing built form, landscape and local architectural precedents;”

(Para. 53, NDG 2021)

3.18 An analysis of the existing built form of March can help identify patterns of development and key design components. Together these character generators and design components can help to inform the design approach for the development site.

3.19 The proposed design approach could be inspired by these qualities and potentially incorporate elements from them into the design of the new development to reflect and complement the local character.

3.20 The combination of the following key criteria contribute to defining the local area at the context of the development:

Street types –

- 3.21 A wide range of street types are included in March, including:
- Wide, principal vehicular routes arranged as tree-lined avenues with generous green verges, footways on both sides, deep building-setbacks, lined by wide fronted dwellings and accompanied by a formal boundary treatment of brick walls, such as the case of Wimblington Road and The Avenue;
 - Secondary streets, comprising key movement corridors, featuring generous building set back, presenting opportunities for landscaping to the front of plots, such as in Cavalry Drive;
 - Tertiary streets with footways, affording a more enclosed character to the street scene with a narrower building setback, combined with predominantly terraced and semi-detached dwellings or block of flats, such as in Camargue Drive; and
 - Private drives and mews, extending off higher hierarchy roads.

Building types –

- 3.22 A wide range of building types exist in March, including bungalows, terraced and semi-detached houses, large, detached family houses, as well as apartment blocks. Building height in March is predominantly 2 storeys, but with plenty of examples for taller buildings (2.5 and 3 storeys), as well as some bungalows.

Building line setback and parking –

- 3.23 Buildings are often generously set back from the street, particularly in primary (avenue) and secondary street typologies. The deep setback allows for opportunities for tree planting as part of green verges, as well as landscaping and hedging to the front of dwellings, allowing for a softened appearance of the built form. Lower hierarchy street types are set back more closely to the edge of the footway or carriageway, resulting in a greater sense of street enclosure, typical for inner residential areas within March.
- 3.24 The wide range of building types and degrees of building line setbacks facilitates a variety of parking approaches to residential plots in March, including arrangement such as on-plot side parking, frontage parking, parking courts and mews, all of which contribute to a dynamic street scape and contribute to reinforcing the distinctiveness of character areas within March.



WIMBLINGTON ROAD – EXAMPLE FOR A PRIMARY STREET / AVENUE



CAVALRY DRIVE – EXAMPLE OF A SECONDARY STREET



CAMARGUE DRIVE – EXAMPLE FOR A TERTIARY STREET



PRIVATE DRIVE OFF CAVALRY DRIVE



BLOCK PAVED MEWS OFF WIMBLINGTON ROAD



MEWS OFF CAVALRY DRIVE



BUNGALOWS ALONG WIMBLINGTON ROAD



FORMAL, LARGE DETACHED TOWN HOUSES OFF THE AVENUE



TERRACED HOUSES OFF CAVALRY PARK



VARIED BUILDING SETBACK ALONG CAVALRY PARK, ALLOWING FOR OPPORTUNITIES FOR SOFT LANDSCAPING TO THE FRONT OF PLOT, AND WITH ON-PLOT PARKING, FREEING THE STREETSCEN FOR THE DOMINANCE OF CARS



PRIVATE DRIVE OFF CAVALRY PARK INCORPORATES ON-PLOT PARKING AND GENEROUS BUILDING SETBACK, ALLOWING FOR LANDSCAPING TO THE FRONT OF PLOTS, SOFTENING THE APPEARANCE OF THE BUILT FORM.



Architectural style –

- 3.25 A mix of contemporary, post-war and traditional architecture is visible in March.

Materials and Architectural Detailing –

- 3.26 A mixture of buff and red brick is the dominant facing material for dwellings in March, however white render and weatherboarding are also characterising the buildings. Decorative brick detailing is often incorporated in the form of geometric shapes and at the corners of dwellings, and architectural details include chimneys and bay windows at key buildings, as well as dormer windows and formal entrance porches.
- 3.27 Roofing tiles are predominantly red.

Landscape and boundary treatments –

- 3.28 Boundary treatment features along primary routes in March tend to have a formal appearance, in the shape of brick walling, particularly to accompany wide-fronted, large, detached houses. Quieter streets feature hedgerows and soft landscaping as boundary treatment and as buffer between the public and private realms, resulting in a less formal street scene.



A MIX OF TIMBER AND BRICK AT AN EDWARDIAN STYLE OFF THE CAUSEWAY



TRADITIONAL BRICK DETAILING AT BUILDINGS ON THE CAUSEWAY, IN PROXIMITY TO THE HISTORIC CORE OF MARCH



CONTEMPORARY COMBINATION OF BRICK AND WEATHERBOARDS ALONG THE CAUSEWAY



BAY WINDOWS; CHIMNEYS



RED BRICK; BAY WINDOW



DECORATIVE BRICK DETAILING



BRICK WALL AS BOUNDARY TREATMENT, THE AVENUE



BRICK WALL AS BOUNDARY TREATMENT



LOW HEDGES AND SOFT LANDSCAPING TO THE FRONT OF DWELLINGS AT QUIETER STREETS





SECTION 4
Opportunities
and Constraints

4. Opportunities and Constraints

- 4.1 To inform the preparation of the BCP, BDW have appointed a team of planners, urban designers and technical consultants to assist in defining known site constraints and devising an overarching landscape-led design strategy capable of delivering an attractive and sustainable new community.
- 4.2 BDW's overarching design and technical work has reached a stage where it can support the BCP proposals for the allocation area.
- 4.3 The following Chapter provides a written overview of known technical matters at the site and an indication of future workstreams which BDW are undertaking to support the preparation of a planning application for the allocated land which is under their control and capable of delivering 425 dwellings.

HIGHWAYS & ACCESS

- 4.4 Classed as a 'primary market town' in the adopted Local Plan (the most sustainable settlements) and with a population of c.23,000, March benefits from a wide range of services and facilities, including retail, employment opportunities, health and community facilities and public transport. The southern end of the town centre is less than a mile from the site, with the core of the town being 1.2 miles away.
- 4.5 March also benefits from a railway station, around 2 miles from the site, providing services to key destinations such as Peterborough, Ely, Cambridge, Stansted Airport and Birmingham New Street.
- 4.6 The closest set of bus stops to the site are located on Wimblington Road. The bus stops are located approximately 95m and 210m north of the potential site access along Wimblington Road. A second set of bus stops are also located at the Wimblington Road / Lambs Hill Drove junction. The project team is aware that there are currently no bus services operating along Wimblington Road. Discussions are ongoing with Stagecoach and Cambridgeshire County Council's public transport team regarding the future of bus services in March and the most appropriate approach to serving future development.
- 4.7 Wimblington Road is a street lit single carriageway road subject to a 30mph speed limit outside the site frontage. It provides a route between the A141 at Mill Hill Roundabout to the south of the site and March town centre to the north of the site. The BCP makes provision for two new site access junctions off Wimblington Road. The most northerly at the location of an existing track, serving land to the rear of Wimblington Road, located between two existing dwellings. The southern access is located at the junction of Wimblington Road and Lambs Hill Drove. These new junctions will be delivered by BDW and be designed in accordance with relevant design standards to meet the needs of all users of the highway: pedestrians, cyclists and vehicles. At the appropriate stage of the planning process junction design will be subject to a Road Safety Audit to ensure that the junctions are safe.
- 4.8 The BCP also makes provision for a potential vehicular site access off Barker's Lane, to the north of the site. This potential site access point forms part of the access strategy put forward by Landowner 1 and does not form part of the BDW access strategy and would therefore need to be delivered by Landowner 1.
- 4.9 A footway is provided adjacent to the western side of Wimblington Road between the site and the town centre. In addition, a shared footway / cycleway is provided along the full length of Wimblington Road between the A141 and the town centre. The two new site access junctions off Wimblington Road include pedestrian and cycle infrastructure to tie in with this existing infrastructure. In addition, the BCP makes provision for potential pedestrian and cycle links along the site's northern boundary, to Barker's Lane, to allow convenient and sustainable travel to March town centre. Similar potential sustainable links are also proposed along the site's eastern boundary to allow a potential connection to former railway line which is used locally as a recreational route.
- 4.10 A highways pre-application meeting took place on Tuesday 28th of February 2023. The meeting was arranged to agree the methodology and key principles to be applied in the Transport Assessment and the Travel Plan to be submitted with a future BDW planning application (representatives from Tetra Tech, CCC, Pegasus Group and BDW were present at the meeting). A meeting with the local bus operator (Stagecoach) took place on Thursday 2nd March 2023 (representatives from Tetra Tech, CCC and BDW were present at the meeting). The focus of the meeting was to agree an approach on how best to deliver a bus route to serve the proposed development and to discuss current issues surrounding the lack of bus service provision in March. The current output of these ongoing discussions indicate that a new on-site bus route will not need to be delivered as part of the development.
- 4.11 BDW acknowledge that future modelling and survey work to assess the future and existing capacity of the local highway network work may indicate the need for off-site highway improvements and mitigation measures to be provided. This work and confirmation of any mitigation measures would be provided as part of the Transport Assessment at the planning application stage.
- 4.12 In response to feedback from residents as part of BDW public consultation, BDW are also investigating the need for traffic calming and or speed reduction measures on Wimblington Road. Details of any such measures will be explained in the Transport Assessment at the planning application stage.
- 4.13 The BCP provides the principles of the site access strategy that can followed and used to guide the detailed design and planning application process. The BCP also indicatively shows how each land parcel could be interconnected to deliver an integrate and comprehensive scheme regardless of different landownership. The BDW access strategy will be further refined with ongoing dialogue with the relevant authorities, and off-site highway capacity will be assessed through the planning application stage in consultation with the Local Highway Authority.

FLOOD RISK & SURFACE WATER DRAINAGE

- 4.14 The Environment Agency's (EA) Online Indicative Flood Mapping confirms that the majority of the site lies within Flood Zone 1 whilst the remaining part of the site, in the north east and south eastern extent, lies within Flood Zones 2 and 3. It should however be noted that the built development shown on the BCP will be contained within the Flood Zone 1 areas which are classified as having less than 1 in 1,000 annual probability of flooding from rivers or seas.
- 4.15 According to Annex 3 of the Flood Risk and Coastal Change (FRCC), Planning Practice Guidance (PPG), residential dwellings are classified under the 'More Vulnerable' category which is considered to be appropriate for development within Flood Zone 1. Therefore, there is no need to carry out a Sequential Test of Exception Test at the planning application stage.
- 4.16 In terms of surface water flooding, the EA Surface Water Flood Map shows small areas within the site are at risk of high to low surface water flooding. As these areas are isolated patches, it is considered that this will be managed within the proposed surface water drainage system to be implemented on site.
- 4.17 The potential extent of flooding from reservoirs and rivers or the sea is contained to areas within the north east and south eastern extent of the site which will be free from built development. The Fenland Level 1 Strategic Flood Risk Assessment (SFRA) indicates that the overall flood risk suitability for the site (ref: 40005) is 'medium' as the site is at medium risk for flood risk or surface water flood risk, and/or is at high risk from groundwater or sewer flooding. A site specific FRA will be prepared at the planning application stage to demonstrate how the level of flood risk will be managed on site.
- 4.18 A pre-application consultation request was submitted to the Middle Levels Commissioners and associated Internal Drainage Boards (IDB) on 7th February 2023 to confirm a suitable discharge rate for the site and any maintenance requirements relating to the existing onsite ditches. Subsequently, upon review of the March East IDB maps, it was noted that the existing ditches crossing the site are not owned/maintained by the IDB. Therefore, an enquiry was sent to Cambridge County Council (CCC) Lead Local Flood Authority (LLFA) on 3rd March 2023 to advise of the maintenance easements (if any) required for the onsite ditches.
- 4.19 Notwithstanding the above, a surface water drainage strategy for the site has been developed in accordance with the hierarchy for sustainable surface water disposal. It is currently considered unlikely that the ground conditions at the site will be suitable for infiltration. Accordingly, in accordance with the hierarchy for surface water disposal, the next option to be considered is discharge to watercourse. There are existing ditches within and adjacent to the north, east and southern site boundaries. It is therefore proposed to discharge surface water runoff from various catchment areas across the site to the existing ditch network at various locations. Surface water runoff from each catchment will be restricted to the corresponding Qbar runoff rate for the contributing area which is equivalent to 1.2l/s/ impermeable hectare.
- 4.20 Surface water attenuation will be provided within the proposed detention basin(s), with indicative locations shown on the BCP. At the detailed planning stage the size and depth of each basin will be confirmed. From the detention basins, surface water flows will be conveyed, via gravity pipes, to the proposed outfall location as described above.

Foul Water Drainage

- 4.21 In terms of foul water, an Anglian Water Pre-Planning Assessment Report for the site confirms that the nearest practicable connection is to the 225mm diameter sewer at manhole O202 in Barker's Lane. However, during our recent public consultation event, a number of attendees advised that the existing foul sewers within Barker's Lane flood on a regular basis, normally following periods of rain. Subsequently, BDW's Drainage Consultant contacted Anglian Water to discuss the flooding issues and how the necessary mitigation can be provided.
- 4.22 A CCTV survey, was undertaken in February 2023 and confirmed that in relation to the foul network which runs along Barkers Lane, there are no issues with the condition of the pipes and there are no signs of water ingress, however, the system along Barker's Lane has to deal with a large amount of wipes/materials that should not be entering the system and it is likely to block as a result.
- 4.23 The problem would be eased with regular jetting of the line to clear any obstructions that are likely to cause blockage. A full response from Anglian Water is awaited, BDW will however continue to liaise with Anglian Water to ensure the best possible solution for existing and future residents is pursued.

LANDSCAPE

Context

- 4.24 The site comprises predominantly arable farmland, in medium scale regularly shaped field parcels. The field parcels are divided by a combination of fragmented hedgerows, drainage ditches and single lines of trees as is typical of the Fenland landscape. In terms of topography the site is relatively flat area of agricultural land on the south-eastern fringes of March at between 1m and 4m AOD. There is very little topographic variation across the entire study area – this is a typical flat fenland landscape.
- 4.25 Motorists moving north along Wimblington Road towards March and the site have oblique partial views of the southern part of the site. Moving north the site is largely screened by built fabric, however glimpsed views can be obtained between the residential properties east of the road. Properties along the eastern side of the road backing onto the site have direct views from rear gardens and upper storey rear facing windows, however the existing garden vegetation, close board fencing and boundary hedgerows provides screening at the ground level.
- 4.26 Users of Barker's Lane and Lambs Hill Drove – have filtered and clear close-range views into the site from the north and south respectively. A number of residential properties on Cavalry Drive, Monty Long Close and Fairfax Way to the north have partial or glimpsed views depending on their location on the settlement edge and the orientation of individual properties. Mature vegetation along the course of the dismantled railway provides a good level of screening of the site at ground level.
- 4.27 Wider views of the site would be identified and analysed as part of Landscape Visual Impact Assessment (LVIA) at the planning application stage.

Development Opportunities

- 4.28 Development of the site would – in the early years – change the character of the site from an undeveloped site, comprising a number of arable field parcels, to residential development with associated infrastructure including roads and landscaping. However, in addition to the retention and enhancement of boundary hedgerows and mature trees (as shown on the BCP), it is anticipated that structural tree and shrub planting would take place, as part of the development, particularly along the boundaries of the site.
- 4.29 The BCP shows that built development will be set back from the northern, eastern and southern site perimeters inside the existing boundary planting. At the detailed design stage consideration will also be given to locating further tree and hedgerow planting along these boundaries and at the proposed access points from Wimblington Road and Barker's Lane to help soften the edge of any new development and integrate new development into the wider landscape setting. Built development will also positively address these site boundaries.
- 4.30 The BCP provides the opportunity to conserve the most important and valued landscape assets on the site including the perimeter planting along the eastern boundary – associated with the dismantled railway line – and the drainage ditches defining the existing characteristic field pattern. These can be incorporated into 'greenways' alongside new footpath/ cycleway links. The BCP also seeks to keep the distinctive historic drainage pattern by retaining the hierarchical network of ditches. These drainage ditches, and the associated wetlands that could be created as part of an integrated SuDS, would provide a network of valuable wetland habitats across the site.
- 4.31 As well delivering new characteristic tree lines and belts there as an opportunity to create a new community orchard as a distinctive feature within the GI framework alongside allotments, semi natural greenspace and more formal areas for play and recreation.
- 4.32 The BCP retains a view of the church, along the northern boundary of the site, from the publicly accessible dismantled railway line to the east. At the detailed design stage, BDW will investigate if it is possible to retain partial views of the church as part of careful layout design. There are also longer distance views from the east – from Coleseed Road and Horsemoor Road – however the vegetation along the course of the dismantled railway and the proposed setbacks will soften views of the new settlement edge from this direction and church spire views will be retained above and beyond the retained vegetation and rooflines of proposed development.
- 4.33 The BCP provides a positive design framework to guide the delivery of a sensitive landscape led scheme at later stages of the planning process, including the important detailed design stage. A future planning application for the BDW controlled land will be supported by a LVIA and Illustrative Landscape Masterplan. These documents will further assess the impact of the proposals in landscape character and visual terms and provide further detail on the design and green/blue infrastructure opportunities referenced above.

HERITAGE & ARCHAEOLOGY

- 4.34 No designated heritage assets lie within or in the immediate vicinity of the site. The Grade I Listed Church of Wendreda lies approximately 270m west of the site and lies within an associated churchyard which contains a number of Grade II Listed chest tombs. Due to the height of the church spire, there are views from within the majority of the site towards the asset. The impact of the development on the heritage significance of the Church of St Wendreda are currently being assessed, in terms of changes to its wider setting. Designated heritage assets in the wider surrounds of the site include the Scheduled Monument The March Scone, a civil war fieldwork, which lies approximately 365m north of the site, Grade II Listed Buildings, and the March Conservation Area which is located approximately 865m north of the site. The setting of designated heritage assets is not considered to be a major constraint to the development of the site.
- 4.35 Previous archaeological works have already been undertaken within the site, including a geophysical survey and a trial trench evaluation, which included the excavation of 91 trenches. A further scheme of investigation has been agreed with the Historic Environment Team at Cambridgeshire County Council. BDW Cambridgeshire will continue to work alongside the relevant authorities to ensure all future archaeological investigations are undertaken at the required time in the planning/development process. The additional investigations need to take place prior to the commencement of development and would likely be conditioned as part of any approved planning application.
- 4.36 As part of the planning application, a Heritage Statement will be submitted which will include an assessment on the impact of the proposals on the historic environment and in line within ClfA standards. The report will consult Historic England datasets, the Cambridgeshire Historic Environment Record, the reports of the previous investigations within the site, maps and other historic documents held by the Cambridgeshire Record Office, aerial photographs and a site visit.
- 4.37 The Broad Concept Plan has taken heritage into consideration from the outset and the proposals include a maintained view line across the northern extent of the site towards the spire of the Grade I Listed Church of Wendreda.

ECOLOGY

- 4.38 The site was visited in February 2023 by qualified Ecologists during which time the site was walked, with broad habitat types recorded and assessed in respect of their likely intrinsic ecological interest as well as their potential to support notable or protected flora and fauna.

Designated Sites

- 4.39 There are no statutory designations covering any part of the site and no national or local statutory designations were identified within 3km of the Site. No non-statutory designations were identified within 2km of the Site.
- 4.40 Six international statutory designations were identified within 10km of the site, the closest of which is over 7km away, and therefore no direct effects upon these designations are predicted. Detailed consideration of indirect effects of the development upon these designations will be given at the planning application stage.

Habitats and Flora

- 4.41 The site is dominated by arable land of limited ecological interest. A single neutral grassland field is present to the west along with some existing buildings beyond. Fields at the site are demarked by fenland ditches typical of the local area, with a wooded belt running along the eastern boundary and hedgerows/tree lines to other boundaries. Arable field margins at the Site contain a modest variety of herb and ruderal species, with neutral grassland showing moderate species-richness. The BCP seeks to retain important hedgerows and other habitats alongside development, with the loss of arable dominated land being of limited concern in respect of ecology. Furthermore, the BCP demonstrates how retained areas of open space provide opportunities to deliver a range of habitats alongside development including grassland and wetlands, along with tree planting.
- 4.42 A future planning application would be supported by a biodiversity metric calculation demonstrating the net effect of the development upon biodiversity. As set out above, given that arable land dominates the Site, and that the BCP illustrates the extent of open space and landscaping that could be delivered alongside development. BDW are committed to delivering a 10% biodiversity net gain as part of their proposals.

Fauna

- 4.43 The site is dominated by arable land and therefore is likely to support an impoverished fauna and few protected or notable species. Opportunities remain within less intensively managed or cultivated areas, including for bats (roosting within trees or buildings), water vole (known to be present locally with suitable ditch habitat on-site), amphibians (suitable waterbodies adjacent to site with ditches on-site), farmland birds and reptiles (suitable vegetation along ditch banks and grassland areas).
- 4.44 The BCP illustrates how in the event the site supports notable or protected fauna, open space and landscaping, it would allow for any reasonably foreseeable mitigation measures to be delivered alongside development. Any future planning application would be informed by a detailed suite of survey work covering relevant scope of fauna.
- 4.45 In addition to the above, the BCP demonstrates how ecological enhancement measures could be included within scheme proposals, including both within open spaces and landscaping (i.e. wildlife ponds, tree planting and wildflower grassland) and within development parcels (i.e. integrated swift and bat boxes, bee bricks and hedgehog highways).
- 4.46 The BCP demonstrates how development at the site could be delivered alongside all foreseeable ecological mitigation requirements in respect of protected or notable species, provide targeted ecological enhancement measures and deliver a net gain for biodiversity.

Trees

- 4.47 The site was visited in February 2023 by a qualified Arboriculturalist. The site was walked with trees and their features inspected and assessed relevant to the proposals at the site. A total of 58 trees, groups of trees and hedgerows were surveyed. These were summarised in terms of their quality in accordance with the recommendations of BS5837, with three high quality, 42 moderate quality, 13 low quality and no very poor-quality trees throughout the site.
- 4.48 No ancient or veteran trees were identified at the site. There is no ancient woodland affecting the site.
- 4.49 The BCP demonstrates how development at the site could be delivered alongside retention of most mature trees at the site.

NOISE

- 4.50 The principal noise constraints to the proposed development are road traffic on Wimblington Road, and to a lesser degree, noise from the sports pitches associated with the Neal Wade Academy, north of Barker's Lane. There are not considered to be any significant sources of vibration in proximity to the proposed development. At present, Baker's Lane and Lambs Hill Drove, located adjacent to the northern and southern boundaries of the proposed development, respectively, are single carriageway, limited use roads.
- 4.51 It is proposed that the junction between Wimblington Road and Lambs Hill Drove will serve as one of two vehicle ingress/egress points for the proposed development. However, the majority of Lambs Hill Drove, which falls outside the redline boundary, is likely to be retained in its current form and is therefore unlikely to experience an uplift in road traffic noise from that which currently exists.
- 4.52 The BCP has taken account of the likely sources of noise near to the proposed development and measures have been taken to minimise potential noise impacts. Such measures include the significant setback distance from the sports pitches associated with the Neal Wade Academy and the use of acoustic screening likely to be afforded by existing properties to the indicative residential areas proposed.
- 4.53 Whilst existing properties in proximity to the proposed ingress/egress points are likely to experience a change in road traffic noise levels, the likely volume of traffic and travelling speeds are unlikely to result in road traffic noise levels which are considered significant.
- 4.54 A detailed Noise Assessment will be prepared to support a future BDW planning application.

AIR QUALITY

- 4.55 Vehicle movements, predominantly on Wimblington Road, are considered to be the primary source of air pollution in the local area and is likely to have the greatest potential to impact pollutant concentrations at the site. However, the site is set back approximately 60m from Wimblington Road, with residential areas shown on the BCP located at a greater distance from the road network than existing residential properties. A review of aerial imagery identified no significant rail or industrial sources of air pollution or dust.
- 4.56 The proposed development will generate additional vehicle movements on the local road network. An assessment of impacts associated with operational phase road traffic emissions on existing sensitive receptor locations will be undertaken as part of the Air Quality Assessment to determine if any significant air quality impacts are likely. Such sensitive receptors include existing residential properties, the Neale-Wade Academy and its associated sports pitches. Mitigation measures will be recommended, if necessary.
- 4.57 The current BCP is considered likely to be acceptable in terms of air quality due to the distance between significant air pollution sources and the proposed residential areas. Mitigation measures for the minimisation of fugitive construction dust emissions and operational phase road traffic emissions will be proposed for inclusion in the scheme as part of the air quality assessment to be undertaken.

GROUND CONDITIONS

- 4.58 The majority of the site comprises a number of agricultural fields interspersed with drainage ditches. One parcel of land within the central area of the overall site is used as a scrapyards and includes some structures. The risk of ground contamination is moderate within the scrapyards area, and very low for the remainder of the site area.
- 4.59 All detailed investigations will be reported at the planning application stage, at which point the need for any localised mitigation measures will also be confirmed. Any such work can be secured by a planning condition.





KEY	
	SITE LOCATION
	PARCELS OUTSIDE OF BDW CONTROL
	EXISTING VEGETATION (SUBJECT TO SURVEY)
	EXISTING DRAINAGE DITCH
	FLOOD ZONE 2+3 BASED ON ENVIRONMENT AGENCY MAP; AREAS BENEFITTING FROM FLOOD DEFENCES
	FOUL WATER SEWER BASED ON ANGLIAN WATER RECORD PLANS
	EXISTING EASEMENT
	EXISTING PROW
	DISMANTLED RAILWAY (USED AS CYCLE AND PEDESTRIAN RECREATIONAL ROUTE)
	BUS ROUTE AND BUS STOP
	NEW HOMES TO BACK ONTO BOUNDARY PROTECTING PRIVATE AMENITY OF EXISTING PLOTS
	POTENTIAL GREEN CORRIDOR INCORPORATING RECREATIONAL CYCLE AND PEDESTRIAN ROUTES
	POTENTIAL FOCAL PUBLIC OPEN SPACE
	OPPORTUNITY FOR CHILDREN'S PLAY AREA (EQUIPPED / INFORMAL)
	SENSITIVE EDGE AT THE INTERFACE WITH THE OPEN COUNTRYSIDE
	POTENTIAL PUBLIC OPEN SPACE
	POTENTIAL VEHICULAR ACCESS POINT
	POTENTIAL PEDESTRIAN AND CYCLE ACCESS
	ST WENDREDA CHURCH GRADE I LISTED BUILDING, ACCOMPANIED BY A SERIES OF GRADE II LISTED CHEST TOMBS IN ITS CEMETERY YARD; RETAINED VIEWS
	POTENTIAL ATTENUATION BASINS (SUBJECT TO SPECIALIST INPUT)

OPPORTUNITIES AND CONSTRAINTS PLAN

OPPORTUNITIES

- Provision of a developable area capable of delivering up to 650 dwellings in accordance with the need to make efficient use of land and deliver “around 600” dwellings (Policy LP9)
- Approximately 425 dwellings can be accommodated on land under the control of BDW with the Landowner 1 and Landowner 2 parcels capable of delivering approximately 175 and 50 dwellings respectively;
- The site is relatively level, enabling an efficient use of the land for a residential development and associated infrastructure;
- Opportunity for an overarching design proposal which enables and facilitates the delivery of all land parcels, regardless of the ownership pattern;
- Opportunity to create a soft landscape buffer at the eastern edge of the site, as a transition from the built-up area to the open countryside;
- Opportunity for a new landscape buffer along the site’s southern edge, to soften transition from the built-up area to the open countryside, as well as mitigate views into the site from the south;
- The existing PRoW along the site’s northern edge presents an opportunity to enhance pedestrian permeability through the site, facilitating connectivity into March’s town centre and the local facilities it offers, supporting sustainable modes of travel;
- Opportunity to provide two vehicular access points off Wimblington Road at the western edge of the site;
- Potential for pedestrian and cycle access into the site from the northern edge, off the existing Public Rights of Way, with opportunity to connect these into a network of green corridors as part of the site’s green infrastructure;
- Potential for pedestrian and cycle connections from the proposed recreational pedestrian/cycle routes to the existing dismantled rail track along the site’s eastern edge, which is used as a public footpath;
- Opportunity to incorporate existing trees within the proposed public open spaces, particularly those along the western site boundary;
- Opportunity for an interconnected network of green corridors, which follow existing landscape features such as drainage ditches and hedgerows, to form a consolidated green infrastructure, accommodating drainage features alongside recreational and play opportunities, as well as providing ecological benefits such as enhanced biodiversity and retained habitats;
- Opportunity for habitat creation within proposed attenuation basins and landscaped areas within the public open space;
- Opportunity to provide children’s play areas as part of the green infrastructure;
- Opportunity to create a focal open space at the heart of the development, as an amenity feature;
- Opportunity to provide allotments as part of the green open space, to meet the open space requirements in the Local Plan;
- Opportunity to create quality architecture that takes design cues from the local area and responds positively to existing, adjacent built form;
- To create a varied and interesting street scene through the development proposals; and
- Making efficient use of land through the application of appropriate density assumptions.

CONSTRAINTS:

- Existing dwellings along the site’s western edge requires a sensitive design response, so as not to compromise private amenity;
- Retain select views to St Wendreda Church spire across the site, from the old rail track recreational route;
- Tree planting and hedgerows along field boundaries to be retained where possible;
- The north-eastern and South-Eastern parts of the site lie in Flood Zones 2 and 3;
- On-site surface water attenuation features will be provided; and
- Existing drainage ditches should be retained where possible and potentially incorporated into the blue-green infrastructure.

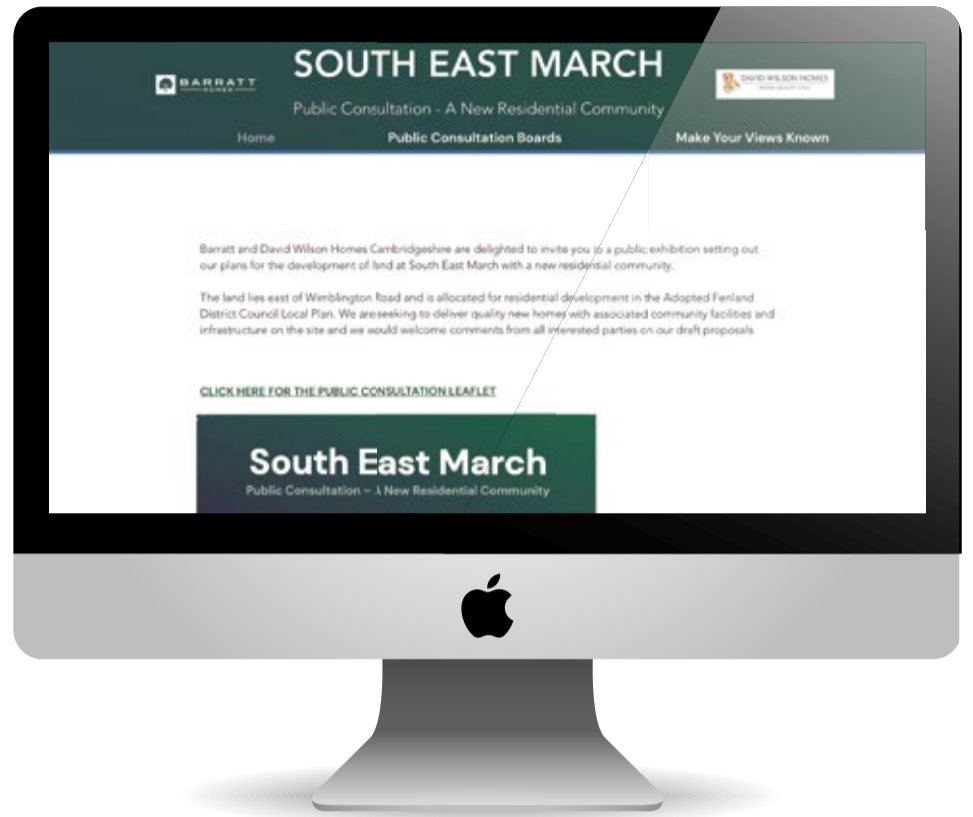


VIEW TO ST WENDREDA CHURCH SPIRE FROM THE NORTHERN END OF THE OLD RAILWAY / RECREATIONAL ROUTE





SECTION 5
Engagement



5. Engagement

PUBLIC AND STAKEHOLDER ENGAGEMENT

- 5.1 To inform the preparation of the BCP, BDW have embarked upon a programme of community and stakeholder consultation. BDW organised a public consultation to raise awareness of the site and the emerging proposals. Public awareness of the emerging proposals and the consultation was raised through a leaflet drop to local residents and a newspaper advertisement.
- 5.2 The public consultation programme included an exhibition of the proposals on the 9th of February 2023, with representatives from BDW and the consultant team present to listen to comments and answer questions. The material displayed at the exhibition was also available to view on a consultation website: <https://www.semarchconsultation.co.uk/>.
- 5.3 In terms of targeting specific stakeholders, BDW invited the following people to the exhibition for a private viewing of proposals prior to the exhibition opening to the public: March Town Councillors, FDC Councillors for March, FDC Planning Committee Members and representatives of Neale-Wade Academy.
- 5.4 The public were able to make written comments on the proposals by completing a form at the exhibition, replying via a dedicated email address or replying via the online form on the consultation website.
- 5.5 In total 144 people attended the exhibition and 31 feedback forms were completed as part of the consultation.
- 5.6 Since the consultation the BCP has been amended as follows:
- The proposed skate park and BMX track have been removed from the proposals to address concerns from residents in respect of there being potential for anti-social behaviour arising at such a facility sited in this location.
 - The surface water drainage strategy has been updated to reflect and address the site constraints and feedback from the exhibition.
 - BDW are also reviewing opportunities to introduce traffic calming and or speed reduction measures on Wimblington Road.
 - Development has been further set back from the site's southern boundary to compliment the wider landscape and open space strategy.
- 5.7 BDW also acknowledge the feedback of residents of the existing dwellings located along the site's western boundary. BDW are committed to engaging with these residents further and at the future detailed stage of the planning process providing a sensitive design approach to treating this boundary in order to appropriately respect the amenity of residents. The impact of the proposals on local infrastructure and services and technical matters such as highways access and impact were also raised as concerns. BDW have responded to each of the matters raised in the Statement of Community Involvement submitted in support of the BCP.
- 5.8 Prior to the submission of a planning application, BDW will undertake further consultation with local residents to ensure they are aware of the proposals moving forward.
- 5.9 A copy of all exhibition material, invites, leaflets and the website can be found in the Statement of Community Involvement.

PRE-APPLICATION ENGAGEMENT

- 5.10 In addition to consulting with the public and stakeholders, BDW have also consulted Planning Officers at FDC through formal pre-application discussions. The BDW consultant team have also engaged with statutory consultees at an early stage to discuss the BCP and the scope of any required technical work to support the emerging proposals and a future planning application. Discussions have taken place with: Cambridgeshire County Council: Highways, The Internal Drainage Board, FDC Environmental Health and Cambridgeshire County Council: Archaeology.

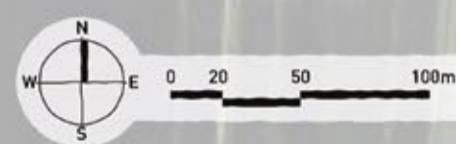
LAND OWNER ENGAGEMENT

- 5.11 During the preparation of the BCP, BDW have had several constructive meetings with representatives of both Landowner No.1 and Landowner No.2 (as identified on the BCP). Both landowners in principle support the BCP submission and are currently working independently to deliver development on their land, which in addition to BDW would ensure the whole allocation is delivered.





SECTION 6
Broad Concept Plan



KEY			
	SITE LOCATION (33.90HA)		INDICATIVE LOCATION OF CHILDREN'S PLAY AREA
	PARCELS OUTSIDE OF BDW CONTROL (11.44HA)		INDICATIVE LOCATION FOR ALLOTMENTS / COMMUNITY ORCHARD
	INDICATIVE RESIDENTIAL AREA		INDICATIVE LOCATION OF ATTENUATION BASINS (SUBJECT TO SPECIALIST INPUT)
	PUBLIC OPEN SPACE - INCLUDING PLAY AREAS, STRATEGIC LANDSCAPE BUFFERS, DRAINAGE ATTENUATION AND OTHER FORMS OF ACTIVE AND PASSIVE RECREATION		EXISTING VEGETATION (SUBJECT TO SURVEY)
	RETAINED DRAINAGE DITCHES INTEGRATED INTO THE SITE-WIDE DRAINAGE STRATEGY		PRIMARY ROUTE (TREE LINED WITH GREEN VERGES)
	INDICATIVE PROPOSED PEDESTRIAN / CYCLE PATH		POTENTIAL LOCATION FOR A CONNECTION BETWEEN PARCELS IN DIFFERENT OWNERSHIP
	POTENTIAL ACCESS POINT		POTENTIAL PEDESTRIAN AND CYCLE ACCESS (SUBJECT TO HIGHWAYS INPUT)
	POTENTIAL PEDESTRIAN AND CYCLE ACCESS (SUBJECT TO HIGHWAYS INPUT)		DISUSED RAIL TRACK PUBLIC FOOTPATH
	EXISTING PUBLIC RIGHTS OF WAY		

6. Broad Concept Plan

- 6.1 The Broad Concept Plan for Stow Fen Meadows provides a framework for the development. The landscape-led proposed residential development forms an extension to the South-East of March, on allocated land, as part of the adopted Local Plan's Policy LP9, and provides a new edge to the built-up area in transition to the open countryside.
- 6.2 The proposed multi-functional green infrastructure provides an attractive setting to the new dwellings, offers opportunity for play and recreation to promote healthy lifestyle, as well as lends the development its character. The network of green open spaces is distributed across the site to incorporate existing landscape features, such as hedgerows, tree planting and drainage ditches, and provide easily accessible amenity features to the new community. In addition to enhancing biodiversity and protecting existing habitats, the network of open spaces is designed to incorporate Sustainable Drainage Systems, as part of an integrated drainage strategy to the proposals.
- 6.3 A green landscape buffer along the site's southern and eastern boundary provides a soft edge to the built-up area, in transition to the open countryside further to the east and south.
- 6.4 The proposals for development will provide, in overview, the following components:
- Approximately 650 dwellings across the allocation area in accordance with the "around 600 dwellings" referenced in Policy LP9 and the need to make the most efficient use of land. BDW controlled land has a capacity of approximately 425 dwellings, with Landowner 1 and Landowner 2 capacities being approximately 175 dwellings and approximately 50 dwellings respectively.
 - The BCP makes efficient use of allocated land as required by Policy LP7 and national planning policy. The average net density across the allocation being 32-33 dph which is considered appropriate for this location..
 - Public open space, including formal and informal green open spaces, children's play areas, allotments, community orchard, natural greenspace, green corridors and Sustainable Drainage Systems (SuDS).
- 6.5 The proposals incorporate two vehicular access points off Wimblington Road to the west of the site, extending to a network of streets featuring a clear hierarchy to aid site legibility, and accommodating tree-lined routes, in accordance with the requirements set out in the NPPF.
- 6.6 The BCP demonstrates that all land parcels, regardless of their ownership will be accessible and deliverable.
- 6.7 Pedestrian and cycle movement throughout the site form an integral part of movement corridors along all vehicular routes and as part of the green open spaces in the form of recreational routes. Recreational cycle and pedestrian routes are proposed to provide links to the existing PROW outside the northern edge of the site, facilitating convenient access to March town centre and ensuring the development is integrated into its surroundings. Green, landscaped corridors, structured along existing landscape features, form the backdrop to these recreational routes, offering an attractive and accessible amenity to residents across the whole development site.
- 6.8 Development will be delivered at an appropriate density sensitive to the site's location. It is envisaged that the development density will vary depending on the proposed house types and the specific development parcel, depending on its location at the site.
- 6.9 Similarly, building heights will be informed by the character of the local area and the site's context. It is envisaged that building heights will be predominantly 2 storey with occasional use of 2.5 storey buildings to deliver variation to the street scene and different house types to meet local needs. The use of 2.5 storey buildings allows for focal points and landmark buildings within the scheme which aids navigation and produces a varied and positive street scene. The type, tenure and mix of proposed housing cannot be confirmed until the detailed planning stage.
- 6.10 At the detailed stage of the planning process plans and details of boundary treatments and separation distances between new and existing dwellings on the site's western boundary will be provided. BDW are committed to providing a sensitive and robust approach to respecting the amenity of existing and new dwellings along this important boundary.



<p>KEY</p> <ul style="list-style-type: none"> SITE LOCATION PARCELS OUTSIDE OF BDW CONTROL GREEN CORRIDORS FORMING THE GREEN-BLUE INFRASTRUCTURE; ACCOMMODATING EXISTING DRAINAGE DITCHES, PROPOSED ATTENUATION FEATURES, EXISTING VEGETATION, LAND IN FLOOD ZONE 2 AND 3, STRUCTURAL LANDSCAPED BUFFERS AND RECREATIONAL PEDESTRIAN/CYCLE ROUTES. 	<ul style="list-style-type: none"> INDICATIVE PEDESTRIAN / CYCLE LINKS FORMING AN INTERCONNECTED NETWORK OF RECREATIONAL ROUTES AS PART OF GREEN CORRIDORS AND PUBLIC OPEN SPACES POTENTIAL PEDESTRIAN / CYCLE CONNECTIONS TO EXISTING PUBLIC FOOTPATHS SUBJECT TO HIGHWAYS INPUT 	<ul style="list-style-type: none"> INDICATIVE LOCATION OF FOCAL OPEN SPACE ACCOMMODATING OPPORTUNITIES FOR PARKS AND CHILDREN'S PLAY AREAS INDICATIVE LOCATION FOR ALLOTMENTS / COMMUNITY ORCHARD RETAINED VISTA TO ST WENDREDA'S CHURCH SPIRE
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LANDSCAPE AND OPEN SPACE

“Nature contributes to the quality of a place, and to people’s quality of life, and it is a critical component of well-designed places. Natural features are integrated into well-designed development. They include natural and designed landscapes, high quality public open spaces, street trees, and other trees, grass, planting and water.”

(Para 90, NDG 2021)

- 6.11 Landscape design is a key component for creating a successful development at land at Stow Fen Meadows. The proposed multi-functional green infrastructure is an integral part of the scheme and creates a strong landscape structure across the site, focussed around the retention and enhancement of existing landscape assets wherever possible.
- 6.12 The delivery of the new green infrastructure and accessible public open space has been a driving factor in the creation of new routes and spaces within the masterplan, and the landscape helps to further define the public and private space whilst adding colour, water and seasonal interest to the residential environment. Successful public spaces help create more attractive places to live and provide safer routes for users.
- 6.13 From an ecological perspective the delivery of green spaces alongside development can increase flood protection and sustainable drainage, as well as providing better microclimates and enhancing biodiversity.
- 6.14 The following 8 qualities of successful open spaces have been included in the proposed landscape strategy:
- Sustainability;
 - Character and distinctiveness;
 - Definition and enclosure;
 - Connectivity and accessibility;
 - Legibility;
 - Adaptability and robustness;
 - Inclusiveness; and
 - Biodiversity.
- 6.15 An objective of the proposed development has been to retain and accentuate existing key landscape features within the site in order to provide a permeable living environment, and to maintain and enhance associated habitats and wildlife corridors. These features predominantly comprise of hedgerows and tree planting along field boundaries and along the site’s eastern boundary, as well as drainage ditches and dykes across the site.

- 6.16 In addition to the retention of existing features, the proposed development will deliver a significant natural greenspace resource in close proximity to new and existing residents of March.
- 6.17 The landscape strategy is comprised of the following key components, in alignment with the open space requirements set out in the adopted Fenland Local Plan:
- Formal/equipped children’s play area, comprising a Neighbourhood Equipped Area of Play (NEAP), a series of Local Equipped Areas of Play (LEAP) evenly distributed across the site, so allow good accessibility to these amenity features;
 - Allotments;
 - Community Orchard; and
 - Informal natural greenspace in excess of the open space requirements in the Local Plan. This includes green corridors along existing ditches, retained hedgerows and tree planting, blue-green corridors, attenuation basins and land within flood zones 2 and 3.
- 6.18 The delivery of landscaping, open space and green infrastructure on the BDW land will be phased to support the delivery of dwellings and wider build out. A phasing strategy would be submitted and agreed with the Council at a later stage of the planning process.







SECTION 7
Sustainability Strategy

7. Sustainability Strategy

“The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities...”

(Para. 126, NPPF 2021)

OUR APPROACH TO SUSTAINABILITY

- 7.1 As the UK's largest housebuilder, we are committed to creating a positive environmental, social and economic legacy for future generations and we have a history of delivering high quality and sustainable homes and communities.
- 7.2 We are already reducing our carbon footprint and have developed a roadmap towards building zero carbon homes, at scale, from 2030. This roadmap is underpinned by an industry-leading research and development programme, as well as strong relationships with our supply chain, to ensure our homes are technically sound, cost-efficient and meet the needs and expectations of our customers.
- 7.3 Our sustainability commitments mean that local communities and authorities can be certain of BDW Cambridgeshire delivering a scheme which they can rightly be proud of. One that is future-proofed by meeting and exceeding regulatory requirements. Our dedication to research and innovation ensures scalable, high-impact solutions are continually being implemented.



LASTING BENEFITS

“Well-designed places sustain their beauty over the long term. They add to the quality of life of their users and as a result, people are more likely to care for them over their lifespan.”

(Para. 151, NDG 2021)



SUSTAINABILITY AND THE ILLUSTRATIVE MASTERPLAN

- 7.4 The NPPF states at para. 8 that the planning system has three interdependent and overarching objectives:
- An **economic** objective – to build a strong, responsive and competitive economy;
 - A **social** objective – to support strong, vibrant and healthy communities; and
 - An **environmental** objective – protecting and enhancing the natural, built and historic environment
- 7.5 To achieve a sustainable development, that reduces reliance on natural resources and offers a long-term solution for the area the development proposals have been designed with these three key objectives in mind. The presumption in favour of sustainable development is at the heart of the planning system, as set out in Para. 11 of the NPPF, and within the Local Development Plan.

Sustainable Communities

- 7.6 The development proposals comprise a range of land uses, providing a good basis for the creation of a sustainable community. Residential development is set within a multi-functional, easily accessible network of green public open spaces.
- 7.7 The proposals make effective use of the site, with residential development located adjacent to the existing built form of March and in close proximity to the facilities and amenity sources the existing settlement provides, ensuring that the development delivers housing in a location that is both sustainable as well as reducing the reliance on car ownership.
- 7.8 Areas of green space have been incorporated into the proposals with substantial areas of publicly accessible open space, comprising formal and informal amenity open space, play facilities, sports pitches and allotments, encouraging opportunities for social and community cohesion. A mix of house types, tenures and sizes are proposed, limiting social exclusion and ensuring the creation of a truly varied and mixed community.



Sustainable Drainage Systems

- 7.9 The residential component of the development has been located away from areas of surface water and fluvial flooding. Surface water run-off rates will be managed by the use of Sustainable Drainage Systems (SuDs) on-site, to ensure that the development does not impact on the surrounding area.
- 7.10 SuDs features within the Broad Concept Plan include a network of attenuation basins, generally confined to the lower parts of the site, as well as swales along the primary vehicular routes, designed as part of green, landscaped verges. Additionally, the retention of existing drainage ditches throughout the site and their incorporation within a network of green corridors, facilitates a robust blue-green infrastructure, as part of the site-wide drainage strategy.
- 7.11 The combination of these features contributes to a sustainable and integrated drainage strategy to the development. Such approach to drainage strategy also contributes to the retention and enhancement of existing habitats, as well as to the enhancement of bio-diversity and to biodiversity net gain.

Sustainable Landscape Strategy

- 7.12 The retention of existing landscape features where possible, and their inclusion within the green infrastructure is a key goal of the landscape strategy guiding the masterplan for the site. Incorporating existing hedgerows, tree planting and ditches into the network of green open spaces will contribute to the retention and enhancement of existing habitats, as well as enhance biodiversity.
- 7.13 Furthermore, the distribution of landscaped open spaces throughout the proposals facilitates accessible amenity spaces to all the new homes.

Sustainable Building Techniques

- 7.14 The proposals will be delivered in line with current building regulations, and where appropriate, will be built with sustainable building construction techniques. Sustainable construction measures could comprise a combination of the following measures:
- Improved energy efficiency through careful building siting, design and orientation;
 - Sustainable Drainage systems (SuDs);
 - Considering fabric efficiency in the design of buildings;
 - Use of building materials capable of being recycled; and
 - An element of construction waste reduction or recycling.







SECTION 8

Infrastructure Schedule

8. Infrastructure Schedule

8.1 Policy H1: Large Development Sites of the MNP seek BCP submissions to be supported by an Infrastructure Schedule which indicates the likely on and off-site infrastructure needed to support the development. To this end, set out below is a draft schedule of infrastructure which could be delivered by a future BDW planning application for land under their control.

ON-SITE INFRASTRUCTURE:

- **AFFORDABLE HOUSING** – BDW will deliver 20% affordable housing across the land under their control. The affordable housing provision would be secured at the planning application stage, at which time the tenure and mix of affordable housing would also be agreed.
- **PUBLIC OPEN SPACE** – The provision of a network of public open space and green infrastructure to provide recreation opportunities, promote social integration amongst residents, boost local biodiversity and implement a sustainable surface water drainage scheme. The open space and green infrastructure would be subject to a management regime which would be confirmed at the planning application stage.
- **EQUIPPED PLAY AREAS** – The provision of equipped play facilities to promote social cohesion and healthy lifestyles.
- **ALLOTMENTS** – The provision of allotments to promote healthy eating, active lifestyles and social cohesion.
- **COMMUNITY ORCHARD** – The provision of a community orchard to enhance local biodiversity and encourage social interaction.

8.2 The Phasing of affordable housing would not be agreed until the submission of a planning application and completion of a legal agreement. The aim of BDW is to bring forward a balanced and appropriate housing mix to meet local needs and create a diverse and socially cohesive new community.

OFF-SITE INFRASTRUCTURE

- 8.3 In terms of off-site infrastructure, BDW acknowledge and appreciate that there is potential for the proposals to impact on local services such as local schools and healthcare facilities. Upon the submission of a planning application FDC would formally consult each service provider in order to understand the capacity of the local services and facilities which would be impacted upon by the proposals and if proved to be necessary provide a mitigation solution, likely to be in the form of a financial contribution secured by a planning obligation as part of a Section 106 agreement (should the request prove to be compliant with Community Infrastructure Levy regulations).
- 8.4 FDC currently operate a £2,000 per dwelling cap for contributions towards local infrastructure on strategic housing allocation sites such as the land at Stow Fen Meadows.
- 8.5 In terms of physical off-site works, BDWs Highways consultants, are currently completing their technical work and engaging with CCC: Highways to investigate and confirm the need for any off-site works to highway infrastructure. The scope and detail of any off-site works would be confirmed at the planning application stage, with works secured by a planning obligation or planning condition.

ECONOMIC BENEFITS

- 8.6 It is currently estimated that the development of land under the control of BDW would deliver the following economic benefits to the local area:
- The development will support 216 direct and indirect construction jobs during the build out phase.
 - Around 476 economically active and employed residents could live at the development once built and occupied.
 - An estimated total annual household expenditure of £13.43million per annum once the development is built and fully occupied. Of this figure and estimated £6.01million per annum is anticipated to be spent on food, drink, leisure, clothes and household goods.
 - Once fully occupied, the proposed development is estimated to generate £897,000 per annum in Council Tax receipts (£2,110.20 rates – Band D).
- 8.7 A future planning application by BDW would be supported by an Economics Benefits Statement which would evidence each of the above listed benefits.

216

The development will support 216 direct and indirect construction jobs during the build out phase.



476

Around 476 economically active and employed residents could live at the development once built and occupied.

£13.43million

An estimated total annual household expenditure of £13.43million per annum once the development is built and fully occupied. Of this figure and estimated £6.01million per annum is anticipated to be spent on food, drink, leisure, clothes and household goods.



£897,000

Once fully occupied, the proposed development is estimated to generate £897,000 per annum in Council Tax receipts (£2,110.20 rates – Band D).







SECTION 9
Conclusion



9. Conclusion

SUMMARY

- 9.1 This document has set out a Vision for the development at Stow Fen Meadows.
- 9.2 The proposals are demonstrably deliverable based on the site assessment work carried out to date, with the land under BDW Cambridgeshire's control allowing initial phases of Stow Fen Meadows to be delivered in a timely manner, whilst not prejudicing development on the remainder of the allocated site.
- 9.3 The BCP has been designed to respond to the Site and its context, to deliver a high-quality, distinctive and walkable new place to live. The proposals include significant new areas of open space for play, recreation and community food growing. These facilities will be of benefit to both new and existing residents.
- 9.4 The landscape-led scheme provides new green infrastructure to link into the wider green network, protecting and enhancing existing habitats and wildlife.
- 9.5 This is a fantastic opportunity to create a legacy to support the growth of March, and the scheme will bring forward much needed new housing to deliver the aspirations set out in the adopted Fenland Local Plan.
- 9.6 BDW Cambridgeshire are currently preparing a planning application which will be submitted in 2023 and we would welcome ongoing engagement with all stakeholders over the coming months.

Benefits of the Proposal

- 9.7 The benefits of the proposal include:



Kickstarting the delivery of Fenland District Council's strategic housing allocation, which will include market and affordable homes that are well connected and integrated with the existing settlement;



A mix of house types and sizes, catering for varied needs and creating a sustainable community;



The delivery of safe, accessible and high quality landscaped open spaces including community food production areas, equipped children's play areas and natural play trails and other recreation opportunities for both new and existing residents;



An opportunity to reinforce the existing landscape character through enhancing existing landscaping and planting new trees and hedgerows;



The potential to create biodiversity enhancements through enhancement of landscaping through new tree planting, SuDS features and the introduction of substantial areas of public open space; and



Direct, indirect and induced jobs created through the construction of the development, stimulating the local economy.



ABOUT US

- 8.8 Barratt Developments is Britain's largest and best-known housebuilder, trading under the Barratt Homes, David Wilson and Barratt London brands. We build over 17,000 new homes each year across the UK, and have built over half a million homes since it started in 1958.
- 8.9 Barratt is widely acknowledged as the market leader in quality and customer service, being rated 5 Star in the HBF Customer Satisfaction Survey for 13 years in a row. We also aim to be the UK's leading national sustainable housebuilder, being the highest scoring national housebuilder in both the CDP and Next Generation sustainability indices.
- 8.10 As the nation's largest housebuilder, we are well placed to deliver much needed market and affordable homes to address the country's ongoing housing shortage, and the identified housing need at March.
- 8.11 We recognise that successful developments must meet the needs of not just potential residents, but also of existing neighbouring communities. We therefore consult on new developments through tailored engagement with local communities and stakeholders, incorporating feedback into our plans to ensure local people have the opportunity to help shape developments within their community.
- 8.12 Since our inception over 60 years ago in the North-East of England, we now operate from 29 trading divisions which are located in the main population centres in England, Scotland and Wales. This structure enables our divisional management teams to use their locational knowledge and working relationships to buy land, design, build and sell homes which are well-suited to the local area. This Site will be delivered by the Peterborough office, which has a strong track record of delivery both within the Fenland District and across Cambridgeshire.
- 8.13 Barratt are promoting this highly sustainable Site in March for the delivery of much needed market and affordable homes, and we are fully committed to working with the Council and the community to make this happen.





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Broad Concept Plan: Statement of Community Involvement

Land South East of March, March

On behalf of BDW Cambridgeshire

Date: March 2023 | Pegasus Ref: P22-0602



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1. Introduction

Purpose

- 1.1. This Statement of Community Involvement (SCI) details how the applicants, Barratt and David Wilson Homes Cambridgeshire (BDW), have engaged with the local community and other stakeholders in the preparation of the Broad Concept Plan (BCP) for the land at South East March, March.
- 1.2. The land at South East March, known as Stow Fen Meadows, is allocated for residential development for "around 600" new dwellings in the adopted Fenland Local Plan. BDW control the significant majority of the allocated land and are now submitting a BCP to the Council, with a view to submitting a planning application in the coming months.
- 1.3. The SCI includes analysis of the feedback received during the consultation period, as well as a response from the project team to the issues which have been raised. It demonstrates how the views of the community and of stakeholders have been considered when preparing the BCP.
- 1.4. The consultation process has been designed to provide residents and stakeholders with the opportunity to participate in the preparation of the BCP and to provide feedback on the emerging proposals. The feedback has been carefully considered and amendments have been made to the BCP to address the comments where practically possible.

Fenland District Council's Statement of Community Involvement

- 1.5. Section 122 of the Localism Act 2011 introduced a duty for developers to consult local communities prior to submitting certain applications. Consultation at this stage is considered to be best practice.
 - 1.5.1. Fenland District Council (FDC) recommends consultation with communities, including local residents and stakeholders, to provide a forum to make suggestions and highlight issues with proposals.
- 1.6. Policy H1 in the Adopted Neighbourhood Plan for March requires extensive, ongoing and meaningful cooperative engagement with stakeholders and the community in preparing the Broad Concept Plan. This includes opportunities for the community to have input into proposals and material to help residents understand the key opportunities and constraints relating to the site.
- 1.7. In addition, national guidance recommends collaboration between the developers, the local planning authority (LPA), statutory and non-statutory consultees, elected members and local residents. As each application is different, the relevance of each party at each consultation stage will vary. At this stage, the applicants have chosen to prioritise key stakeholders, Neal Wade Academy, Elected Members and local residents in the process.



2. Stakeholder Consultation

- 2.1. The applicants have been in constant dialogue with relevant parties at all stages of the application preparation. Details of each are included below.

Pre-Application Advice

- 2.2. Pre-Application meeting was held on 17 November 2022 with Graham Smith (Planning Case Officer) along with members of the application team including Transport and Design consultants and representatives from BDW. On the 28 February 2023 BDW and their representatives held a pre-application meeting with Cambridgeshire County Council: Highways. On the 2 March 2023 BDW had a meeting with local bus operators. The applicants technical team have also engaged with statutory consultees including the Local Lead Flood Authority, Internal Drainage Board, Anglian Water and Cambridgeshire County Council Highways and will continue to do so in the weeks and months ahead.

Fenland District Council Councillors Engagement

- 2.3. All ward members for March and all members of FDC Planning Committee were sent a letter informing them of the proposals and inviting them to the public exhibitions. A number of FDC Members attended the exhibition to discuss the emerging proposals.

March Town Council Engagement

- 2.4. All Members of March Town Council (MTC) were sent a letter informing them of the proposals and inviting them to the public exhibition.
- 2.5. BDW are keen to maintain engagement with MTC following the public exhibition. MTC were contacted by Pegasus Group, on behalf of BDW, in late February to offer further engagement and attendance at a future MTC meeting. MTC confirmed that whilst they welcome the contact from BDW, they believe that the most value for their comments comes when they respond in their role as a statutory consultee, following the submission of an application.
- 2.6. The applicant remains committed to engaging with MTC at a time when MTC deem it useful and appropriate. The offer for BDW to attend a future MTC meeting remains open.

Neale-Wade Academy

- 2.7. The senior leadership team from Neal-Wade Academy were invited to the public exhibition, with two representatives attending on the day. Discussions were held over the proposals as a whole, including existing capacity at the school.
- 2.8. The school leadership team provided feedback on the scheme and specifically on the siting of the Skate Park which was previously proposed immediately south of the school in the north eastern corner of the site.



- 2.9. Following the exhibition BDW have contacted school representatives with a view to organising a future meeting at a time convenient them.

Landowner Engagement

- 2.10. BDW control 65% of the South-East March allocation with the ability to deliver two access points for the full allocation, and 425 dwellings. The remaining land parcels have an area of 11.66ha and in BDW's assessment can comfortably accommodate at least 225 dwellings, bringing the total number of dwellings across the whole site to 650, in alignment with the site's allocation for "around 600 dwellings".
- 2.11. The land ownership distribution across the site is shown in the BCP Vision Document. BDW have engaged with the various landowners throughout the preparation of the BCP and have sought to prepare a comprehensive and equitable design solution for the whole allocation. The two other landowners in principle support the BCP submission and are currently working independently to deliver development on their land, which in addition to BDW would ensure the whole allocation is delivered.



3. Public Consultation Details

3.1. The purpose of the public consultation was to give local residents, community representatives and other stakeholders the opportunity to view and comment on the emerging BCP. The following steps were taken to provide information on the proposals and opportunities for comment:

- Leaflet invites were distributed to addresses in the local area surrounding the application site. This leaflet drop was undertaken by an independent delivery company on the 26th of January 2023. A copy of this leaflet and a GPS map showing the areas leafleted can be found at Appendix 1.
- Letter invites were distributed to key stakeholders such as Town Councillors, District Councillors, Planning Committee Members and representatives of the local Secondary School (which neighbours the site). A copy of this letter and the list of invitees can be found at Appendix 2.
- A newspaper advertisement was placed in the Fenland Citizen newspaper. A copy of the advertisement, published on the 25th January 2023 can be found at Appendix 3.
- A consultation website was launched on the 25th of January 2023 <https://www.semarchconsultation.co.uk/> The leaflet invite and feedback form were available on the website from the launch date, with the consultation boards uploaded to the website on the day of the exhibition.

3.2. A public exhibition was undertaken between 14:00 and 20:00 on the 9th of February 2023. The exhibition took place at the Oliver Cromwell Hotel, High Street, March and was attended by representatives of BDW and the consultant team.



4. The Public Exhibition

- 4.1. The Oliver Cromwell Hotel, located off the High Street in March, was chosen as the location for the exhibition as it provided an accessible and spacious facility within easy walking distance of much of the Town.
- 4.2. The exhibition was held between 14:00 and 20:00 on the 9th of February 2023. The times were specifically chosen to allow for people to visit after school or normal working hours.
- 4.3. Visitors were welcomed to the exhibition by a member of the Project Team who explained the purpose of the public consultation and the format of the exhibition. On entry, each attendee was asked to provide their postcode to understand the geographical spread of attendees (see Appendix 5). Visitors were invited to review the exhibition boards and could approach any member of the Project Team for further information.
- 4.4. The exhibition consisted of 10 display boards (see Appendix 4) outlining the proposals, there were also separate copies of the BCP and precedent housetype packs laid out on separate table. Comments forms were provided for attendees to complete. Attendees could either complete a form at the event or submit their comments via email or post before the 16th of February 2023.
- 4.5. A number of QR codes were placed around the room. When scanned, the QR codes transferred attendees to the consultation website.

5. Consultation Feedback Analysis

Turnout

- 5.1. A total of 144 people attended the exhibition over the course of the event, of these 5 completed a feedback form at the exhibition. A further 26 feedback forms were completed on the dedicated consultation website.
- 5.2. The consultation website www.semarchconsultation.co.uk attracted 1,354 page views comprised of over 700 unique visitors. Page visits peaked immediately following the newspaper advertisement and rose to a smaller peak again following the consultation day. Prior to the closure of the consultation daily visitors had declined to low single digits.

Broad Trends & Themes

- 5.3. Upon the expiry of the deadline for comments, a total of 31 had been received. The feedback forms invited respondents to outline their views on the proposals. The forms did not ask any specific questions, but instead included space for respondents to write as much or as little as they wished.
- 5.4. Table 1 summarises the broad topics raised by respondents, and the frequency at which common issues were raised. Please note some feedback forms and emails raised multiple issue, as such the number of comments made exceeds the number of feedback forms and emails received.

Table 1

Nature of Comment	Frequency Raised	% of respondents making comments (rounded)
Traffic and Road Capacity	15	48%
Insufficient local services (general)	9	29%
Lack of GPs/Doctors	8	26%
Lack of play areas/recreation spaces	5	16%
Flooding and drainage on site	6	19%
Lack of school capacity	4	13%

Principle of development at this site	4	13%
Loss of agricultural land	4	13%
Ecology loss	4	13%
Sewer capacity	4	13%
Too much housing proposed	3	10%
Loss of views/outlook	3	7%
Barker's Lane improvements needed	2	6%
Bungalows requested	2	6%
Housing mix	1	3%
Potential for anti-social behaviour at Skate Park	1	3%
Public transport improvements needed	1	3%
Loss of character	1	3%
Equestrian ROWs lacking	1	3%
Noise and air pollution	1	3%
Other/General	1	3%

5.5. The most common issue raised by respondents related to traffic and highways capacity in the local area with most responses specifically referring to Wimblington Road and location of the proposed site access.

5.6. The second most frequent comment received from respondents related to the lack of, and low capacity in existing local services, specifically GPs, dentists and School places.

Applicant Response to Public Comments

5.7. Table 2 provides a more in-depth summary of comments received throughout the consultation, alongside the Project Team's responses to these comments.

Table 2

Comment	Project Team Response
<p>Concern regarding the potential for significant amenity impacts to arise for existing dwellings/residents which back on to the site's western boundary.</p>	<p>BDW acknowledge the feedback for residents regarding the potential for amenity impacts for new and existing homes along the site's western boundary. At the detailed planning stage further information and detailed plans will be provided to show boundary treatments, separation distances and the set back of new development. BDW are committed to addressing this issue robustly and appropriately at the detailed stage of the planning process.</p>
<p>Inappropriate Skate Park location and general concerns regarding the potential for anti-social behaviour.</p>	<p>In light of the comments raised BDW have removed the Skate Park from the scheme and replaced it with further green infrastructure including a community orchard.</p>
<p>Increase levels of local traffic and concerns regarding highways safety</p>	<p>A review of the capacity of the local highway network forms a key part of the Transport Assessment report, required at the future planning application stage. The outputs and recommendations of the Transport Assessment will need to be agreed with Cambridgeshire County Council (CCC) as the Highway Authority.</p> <p>The scope of the Transport Assessment will be agreed with CCC to ensure that that all the capacity of all relevant roads and junctions are tested based on existing and future flows (including the impact of this development and other committed developments in the local area).</p> <p>The proposed site access will also be subject to a Road Safety Audit at a later stage of the planning stage to ensure that the proposed design is safe and meets the prevailing standards.</p> <p>Given the site has been allocated for development in the Local Plan, BDW are confident that a safe and sustainable access solution can be delivered and that the flows arising from the scheme can be accommodated without giving rise to a significant impact. BDW are committed to mitigating the impact of the development on the local highway network as required and evidenced by technical work.</p>

<p>Concern regarding the lack of capacity in local services and infrastructure</p>	<p>BDW acknowledge and appreciate that there is potential for the proposals to impact on local services such as local schools and healthcare facilities. Upon the submission of a planning application FDC would formally consult each service provider in order to understand the capacity of the local services and facilities which would be impacted upon by the proposals and if proved to be necessary provide a mitigation solution, likely to be in the form of a financial contribution secured by a planning obligation as part of a Section 106 agreement (should the request prove to be compliant with Community Infrastructure Levy regulations).</p>
<p>The number of dwellings proposed is too high.</p>	<p>The site is allocated for "around 600" dwellings in the FDC adopted Local Plan. The "around 600" dwellings figure has been assessed and agreed by a Local Plan Inspector as part of the Local Plan examination.</p> <p>BDW are confident that the land which is under their control can accommodate 425 dwellings with an additional 225 to be accommodate on remaining land parcels in order to positively address the "around 600" dwelling target. National and local planning policy requires applicants to make most efficient use of land.</p>
<p>The site is not appropriate for housing.</p>	<p>The site is allocated for "around 600" dwellings in the FDC adopted Local Plan. Accordingly, an independent Local Plan Inspector has agreed, in principle, that the site is suitable for residential development as part of FDC meeting its overarching housing need target for the wider district.</p>
<p>Loss of agricultural land</p>	<p>BDW acknowledge that the proposals will result in the loss of some agricultural land. The benefits arising from the proposals, at what is an allocated site, outweigh the loss of the agricultural land. Furthermore, it is important to acknowledge that agricultural land is in plentiful supply in Fenland.</p>
<p>Loss of Ecology</p>	<p>BDW will undertake a robust and complete suite of necessary ecological survey work to fully assess effects of the scheme upon biodiversity and ecological interests. The majority of the Site is arable land of lower inherent ecological interest such that development is unlikely to result in</p>

	<p>The scheme will be subject to a Biodiversity Metric calculation to determine the net effect of the scheme upon biodiversity. Open space, sustainable urban drainage infrastructure and other landscape features are included within the scheme design, which will contribute toward biodiversity.</p> <p>Within development parcels a range of ecological niches will be provided, including bird and bat boxes, and maintaining access for hedgehogs and other small mammals.</p>
<p>There is a local need for bungalows</p>	<p>BDW acknowledge the request for bungalows. At the detailed 'Reserved Matters' stage of the planning process the housing mix (type, tenure and size) will be confirmed. BDW will bring forward a scheme which meets the local need of the market.</p>
<p>The scheme doesn't deliver adequate public open space for play and recreation.</p>	<p>Approximately 40% of the gross site is set aside for public open space as part of a comprehensive landscape strategy. The indicative provision shown across the allocation on the BCP exceeds the potential public open space requirement of approximately 7.84ha (plus natural green space), based on Local Plan guidance. The landscape strategy is comprised of the following key components, in alignment with the open space requirements set out in the adopted Fenland Local Plan:</p> <ul style="list-style-type: none"> - Formal/equipped children's play area, comprising a Neighbourhood Equipped Area of Play (NEAP), a series of Local Equipped Areas of Play (LEAP) evenly distributed across the site, to allow good accessibility to these amenity features; - Community Orchard - Allotments; and - Town parks and informal natural greenspace in excess of the open space requirements in the Local Plan
<p>The site is subject to flood risk</p>	<p>The majority of the site lies within Flood Zone 1 which has a less than 1 in 1,000 year chance of flooding. The north-east and south eastern extents of the site fall partially within Flood Zone 2 and 3, these areas of the site will be proposed as public open space and kept free from built development.</p>

	<p>Post development surface water will be managed and stored on site prior to discharge to the wider network, in line with relevant requirements.</p>
<p>There is insufficient sewer capacity in the local area</p>	<p>In terms of foul water, an Anglian Water Pre-Planning Assessment Report for the site confirms that the nearest practicable connection is to the 225mm diameter sewer at manhole O202 in Barker's Lane. However, during our recent public consultation event, a number of attendees advised that the existing foul sewers within Barker's Lane flood on a regular basis, normally following periods of rain. Subsequently, BDW's Drainage Consultant contacted Anglian Water to discuss the flooding issues and how the necessary mitigation can be provided.</p> <p>A CCTV survey, was undertaken in February 2023 and confirmed that in relation to the foul network which runs along Barker's Lane, there are no issues with the condition of the pipes and there are no signs of water ingress, however, the system along Barker's Lane has to deal with a large amount of wipes/materials that should not be entering the system and it is likely to block as a result. The problem would be eased with regular jetting of the line to clear any obstructions that are likely to cause blockage. A full response from Anglian Water is awaited, BDW will however continue to liaise with Anglian Water to ensure the best possible solution for existing and future residents is pursued.</p>

6. Conclusion

- 6.1. Overall BDW is content with the turnout at the exhibition and the feedback received from the general public and stakeholders as part of the wider consultation programme. In addition, to the technical feedback received from Fenland District Council as part of the formal pre-application process, the applicant has had careful consideration for all of the comments raised and recorded in this document.
- 6.2. A number of amendments to the BCP were made following our pre-application engagement with the Planning Officers, namely:
- Introduction of green corridors through the scheme, both East to West and North to South.
 - Use of existing and proposed drainage features across the site to feature in each land parcel
 - A view of St Wendreda Church to be retained
 - Show potential links up to the site boundary to facilitate connections to the existing footpath network, to the east
- 6.3. A number of amendments have been made to the BCP as a result of the feedback arising public consultation programme. The amendments are as follows:
- Removal of the proposed skatepark.
 - Inclusion of a new community orchard to further boost local ecology, promote social interaction and complement the wider green infrastructure strategy.
 - Review of flood risk zones and relocation of development parcels to reduce flood risk.
 - Development is further set back from the site's southern boundary to complement the site wide green infrastructure strategy and work positively with the local landscape.
 - Investigation of the need for traffic calming and or speed reduction measures on Wimblington Road.
- 6.4. BDW acknowledge the feedback for residents regarding the potential for amenity impacts for new and existing homes along the site's western boundary. At the detailed planning stage further information will be provided regarding boundary treatments, separation distances and the set back of new development. BDW are committed to addressing this issue robustly and appropriately at the detailed stage of the planning process.
- 6.5. BDW would like to thank all those who took the time to attend the exhibition and submit comments to the public consultation.





Appendix 1: Leaflet & Delivery Map

South East March

Public Consultation – A New Residential Community

Barratt and David Wilson Homes Cambridgeshire are delighted to invite you to a public exhibition setting out our plans for the development of land at South East March with a new residential community.

The land lies east of Wimblington Road and is allocated for residential development in the Adopted Fenland District Council Local Plan. We are seeking to deliver quality new homes with associated community facilities and infrastructure on the site and we would welcome comments from all interested parties on our draft proposals.



A public exhibition will be open to the public between
2pm and 8pm on Thursday 9th February 2023

and will take place in:
**Oliver Cromwell Hotel,
High Street, March,
Cambridgeshire. PE15 9LH**

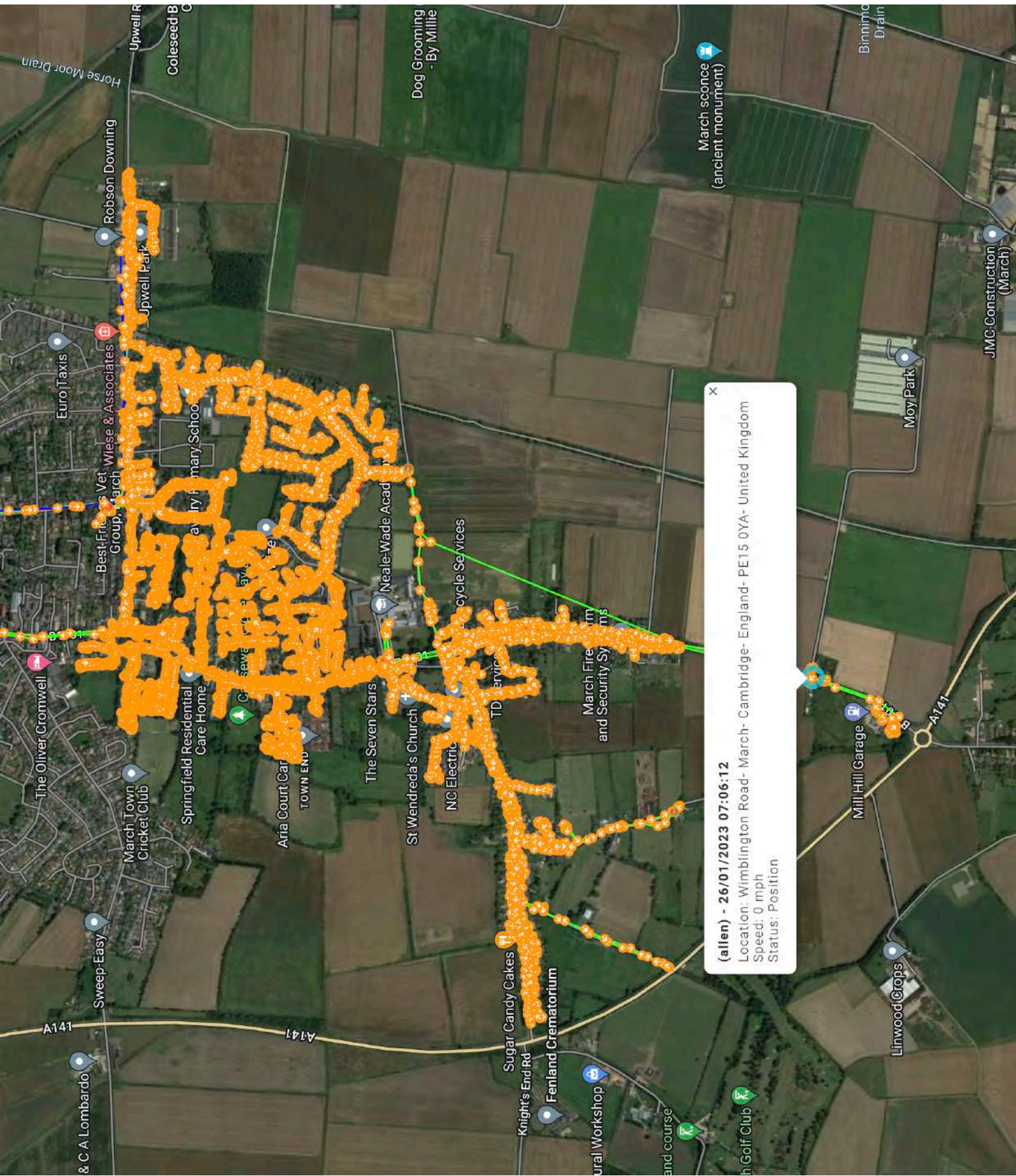
You are also invited to review details of the proposals and give your feedback here: www.SEMarchconsultation.co.uk

or via email: SEMarch@pegasusgroup.co.uk

We look forward to hearing from you regarding the proposals for the development at South East March.



DAVID WILSON HOMES
WHERE QUALITY LIVES



(allen) - 26/01/2023 07:06:12
Location: Wimblington Road- March- Cambridge- England- PE15 0YA- United Kingdom
Speed: 0 mph
Status: Position



Appendix 2: Letter Invite and Invitee List

26 January 2023



Dear [REDACTED]

Proposed New Residential Community

Barratt and David Wilson Homes Cambridgeshire are delighted to invite you to a public exhibition setting out our plans for the development of land at South East March with a new residential community. You are invited to a preview with the developer and their team from 1pm to 2pm on Thursday 9th February 2023.

The land lies east of Wimblington Road and is allocated for residential development in the Adopted Fenland District Council Local Plan (2014). We are seeking to deliver quality new homes with associated community facilities and infrastructure on the site and we would welcome comments from all interested parties on our draft proposals.

Please find attached leaflet that has been distributed to local residents, outlining details and location of the exhibition to be held.

Kind regards

Andrew Hodgson

Senior Director
andrew.hodgson@pegasus.co.uk

Enc.

Suite 4, Pioneer House, Vision Park, Histon, Cambridge, CB24 9NL
T 01223 202100 E Cambridge@pegasusgroup.co.uk
Offices throughout the UK.

Pegasus Group is a trading name of Pegasus Planning Group Limited (07277000) registered in England and Wales
Registered Office: Pegasus House, Querns Business Centre, Whitworth Road, Cirencester, Gloucestershire GL7 1RT

Expertly Done.

DESIGN | ECONOMICS | ENVIRONMENT | HERITAGE | LAND & PROPERTY | PLANNING | TRANSPORT & INFRASTRUCTURE

Invitee Name	Position/Notes
March District Councillors	
Councillor John Clark	Also on the March East Internal Drainage Board (IDB) and Council.
Councillor Mike Cornwall	Also on Planning Committee, the March Area Transport Study Group, IDB, Council and March District Drainage Commissioners
Councillor Steve Count	Portfolio Holder for Licensing and Community Safety and also on the March Area Transport Study Group, Council and Cabinet
Councillor Jan French	Deputy Council Leader. Also on: March TC Planning Committee, IDB, LGA Rural Commission, LGA Urban Commission, Cabinet and Council
Councillor Kim French	March Town Mayor Also on Council and March TC . Wrote the foreword for the adopted Neighbourhood Plan.
Councillor Mark Purser	Also on March TC , Planning Committee, Council, Overview & Scrutiny, IDB, March Education Foundation and Young People March
Councillor Rob Skoulding	Also on March Town Council , Planning Committee, Overview & Scrutiny and Council
Councillor Simon Wilkes	Also on Council
Councillor Fred Yeulett	Also on Council
March Town Councillors (who are not also District Councillors)	
Councillor Ruth Johnson	North Ward
Councillor Stephen Court	North Ward
Councillor Andrew Donnelly	North Ward

Councillor David Connor	Rural South
Councillor Raymond Jack	March East
Councillor Gary Tustain	March East
Councillor Robert White	Central
Councillor Clinton Elkin	Eastwood
Fenland District Council – Planning Committee Members (who are not also Fenland District Councillors)	
Councillor David Connor	Chairman, Doddington and Wimblington
Councillor Ian Benney	Birch (Chatteris)
Councillor David Topgood	Staithe (Wisbech)
Councillor Maureen Davis	Vice Chair, Doddington and Wimblington
Councillor Charlie Marks	Manea
Councillor Kay Mayor	Bassenhally (Whittlesey)
Councillor Peter Murphy	Portfolio Holder for Environment. Wenneye (Chatteris)
Councillor Will Sutton	Elm and Christchurch
Others	
Councillor Dee Laws	Portfolio Holder for Planning (FDC), Stonald (Whittlesey)
MR J Rowland	Neal-Wade Academy – Head of School
Mr G Horn	Neal-Wade Academy – Principal
Mr N Morley	Neal-Wade Academy – Vice Principal
Mrs E Graham	Neal-Wade Academy – Director of Operations

Mr Graham Smith

Fenland DC Planning Officer



Appendix 3: Newspaper Advertisement

CAMBRIDGESHIRE COUNTY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984 SECTION 14(1) AS AMENDED BY THE ROAD TRAFFIC (TEMPORARY RESTRICTIONS) ACT 1991

VARIOUS ROADS, NORTH DIVISION

(TEMPORARY PROHIBITION OF THROUGH TRAFFIC) (TEMPORARY PROHIBITION OF WAITING) & (TEMPORARY REVOCATION OF ONE-WAY TRAFFIC ORDER) ORDER 2023/203

NOTICE is given that Cambridgeshire County Council has made an Order pursuant to the Road Traffic Regulation Act 1984, as amended by the Road Traffic (Temporary Restrictions) Act 1991, the effect of which:

Manea, Chatteris and New Road, Manea (TEMPORARY PROHIBITION OF THROUGH TRAFFIC) ORDER 2023/103

Is to stop any vehicle from proceeding along Toll Drive, Chatteris and New Road, Manea as lies between Toll Farm and Follow Corner Drive. The alternative route for vehicles is via Byall Den Drive, Chatteris - Sixteen Foot Bank - Sixteen Foot Bank, Wimbington - Wimbington Road, Manea - Station Road - High Street - Westgate Road and vice versa.

The Bank, Parson Drive (TEMPORARY PROHIBITION OF THROUGH TRAFFIC) ORDER 2023/101

Is to stop any vehicle from proceeding along The Bank, Parson Drive as lies between Marshalls Bank and Old Mill House. The alternative route for vehicles is via B1166 - B1166 - B1165 - A1101 - B1169 - B1166 and vice versa.

Eastwood End, Wimbington (TEMPORARY PROHIBITION OF THROUGH TRAFFIC) ORDER 2023/102

Is to stop any vehicle from proceeding along Eastwood End, Wimbington as lies between number 120 and Hook Lane. The alternative route for vehicles is via A141.

North Brink, Wisbech (TEMPORARY PROHIBITION OF WAITING) ORDER 2023/104

Is to stop any vehicle from parking/waiting along North Brink, Wisbech as lies between Barton Road and Chapel Road. During the period this order remains in force The Cambridgeshire County Council (North Brink, Wisbech Prohibition and Restriction of Waiting) Order 1998 Length of road or side of road in the District of Fenland Parish of Wisbech waiting prohibited at any time and limited to two hours in any four hours 8:00am to 6:00pm

Bona Lane, Gorefield (TEMPORARY PROHIBITION OF THROUGH TRAFFIC) ORDER 2023/105

Is to stop any vehicle from proceeding along Bona Lane, Gorefield as lies between Pleasant View Farm and Rivett. The alternative route for vehicles is via B1169 - Wolf Lane - High Road - Cattle Dyke Road and vice versa.

Barton Road, Wisbech (TEMPORARY PROHIBITION OF THROUGH TRAFFIC) ORDER 2023/154

Is to stop any vehicle from proceeding along Barton Road, Wisbech as lies between Coss Lane and Manor Gardens. The alternative route for vehicles is via B1542 - A1101 - B1169 - Station Road and vice versa.

Cemetery Road (B1093), Whittlesey (TEMPORARY PROHIBITION OF THROUGH TRAFFIC) ORDER 2023/155

Is to stop any vehicle from proceeding along Cemetery Road (B1093), Whittlesey as lies between Mill Road and the A605. The alternative route for vehicles is via B1096 - B1040 - A605 and vice versa.

Flaggrass Hill Road, March (TEMPORARY PROHIBITION OF THROUGH TRAFFIC) ORDER 2023/156

Is to stop any vehicle from proceeding along Flaggrass Hill Road, March as lies between Cambridge Canine Creche and the B1101. The alternative route for vehicles is via Flaggrass Hill Road - Creek Road - Estover Road - B1101 and vice versa.

High Street, Doddington (TEMPORARY PROHIBITION OF THROUGH TRAFFIC) ORDER 2023/157

Is to stop any vehicle from proceeding along High Street, Doddington as lies between Childs Lane and Ingles Lane. The alternative route for vehicles is via B1093 - B1096 - B1040 - A141 - B1093 and vice versa.

Jew House Drive, Friday Bridge (TEMPORARY PROHIBITION OF THROUGH TRAFFIC) ORDER 2023/158

Is to stop any vehicle from proceeding along Jew House Drive, Friday Bridge as lies between the B1101 and Long Drive (C35), Coldham. The alternative route for vehicles is via Long Drive (C35), Coldham - Graysmoor Drive (C35), Elm - Twenty Foot Road (C34), March - B1101 and vice versa.

Table with 3 columns: Anticipated dates for works, Road(s), and Diversion. Includes entries for High Street, Wisbech and Market Place (West), Wisbech.

Schedule 2 - One way revocations

Table with 3 columns: Anticipated dates for works, Road(s), and Order. Includes entries for Hill Street South easterly, Union Street Southerly, Market Place (West) Southerly, Market Place (South) Westerly, High Street between its junction with Market Place (South) and Bridge Street South westerly, Ely Place from northwest to south, and The Crescent from northeast to northwest.

Schedule 3 - Prohibitions of waiting

Table with 3 columns: Anticipated dates for works, Road(s), and Order. Includes entries for Market Place (West), west side from a point 9m north of its junction with Market Place (south) and High Street for a distance of 20m in a northerly direction, Market Place (West), east side 6m from its junction with Market Place (North) for a distance of 14m, Market Place (South), south side 35m east of its junction with Market Street for a distance of 6.6m in an easterly direction, Market Street east side from a point 12m south of its junction with Market Street (south) for a distance of 18m in a southerly direction, Market Place (South), south side from a point 7m east of its junction with Market Street for a distance of 28m in an easterly direction.

Table with 3 columns: Anticipated dates for works, Road(s), and Order. Includes entries for Market Place (South), south side from a point 16m east of its junction with High Street for the distance of 34m in an easterly direction, Bridge Street south side from a point 6m west of its junction with Post Office Lane for a distance of 7m in a westerly direction, Market Street west side from a point 6m north of its junction with Union Place for a distance of 9m in a northerly direction, The Crescent, Union Place, York Place, and Ely Place the whole length.

ROAD TRAFFIC REGULATION ACT 1984 SECTION 14(1) AS AMENDED BY THE ROAD TRAFFIC (TEMPORARY RESTRICTIONS) ACT 1991

VARIOUS ROADS, NORTH DIVISION

(TEMPORARY PROHIBITION OF THROUGH TRAFFIC) (TEMPORARY PROHIBITION OF WAITING) (TEMPORARY REVOCATION OF WEIGHT RESTRICTION) & (TEMPORARY REVOCATION OF ONE-WAY TRAFFIC ORDER) ORDER 2023/204

Is to stop any vehicle from proceeding along various roads as set out in Schedule 1 below.

Nothing in this Order shall prevent access and egress from premises or land adjacent to the highway mentioned in Schedules 1, 2, 3 and 4. The Order is necessary for safety reasons to facilitate carriageway maintenance, various utility connections and associated works.

Schedule 1 - Road Closures

Table with 3 columns: Anticipated dates for works, Road(s), and Diversion. Includes entries for Darthill Road, March, Robingoodfellow Lane, March, Broad Street (B1099), March, Station Road (B1101), March, Grays Lane, March, and Nene Parade, March.

Schedule 2 - One way revocations

Table with 3 columns: Anticipated dates for works, Road(s), and Order. Includes entry for Broad Street (eastern carriageway from north to south and western carriageway south to north).

Schedule 3 - Prohibitions of waiting

Table with 3 columns: Anticipated dates for works, Road(s), and Order. Includes entries for Broad Street east side from its junction with Station Road in a southerly direction for a distance of 17 metres, Broad Street east side from a point 50 metres south of its junction with Station Road in a southerly direction for a distance of 10 metres, Broad Street east side from a point 85 metres south of its junction with Station Road in a southerly direction for a distance of 17 metres, Broad Street east side from a point 126 metres south of its junction with Station Road in a southerly direction to its junction with Nene Parade, and Broad Street west side from its junction with Dartford Road in a southerly direction for a distance of 20 metres.

CAMBRIDGESHIRE COUNTY COUNCIL

Anticipated dates for works	Road(s)	Order
13 February 2023 to 30 September 2024	Broad Street west side from a point 52 metres south of its junction with Dartford Road in a southerly direction for a distance of 20 metres.	As above.
13 February 2023 to 30 September 2024	Broad Street west side from a point 81 metres south of its junction with Dartford Road in a southerly direction to its junction with Grays Lane.	As above.
13 February 2023 to 30 September 2024	Broad Street west side from its junction with Grays Lane in a southerly direction to its junction with March Town Bridge.	As above.
13 February 2023 to 30 September 2024	Broad Street both sides of the central area from its junction with Dartford Road and Station Road in a southerly direction for a distance of 72 metres.	As above.
13 February 2023 to 30 September 2024	Broad Street east side from a point 17 metres south of its junction with Station Road in a southerly direction for a distance of 33 metres.	Cambridgeshire County Council (Various Streets, March) (Prohibition and restriction of waiting) (Revocation and variation) Order 2000 waiting prohibited between the hours of 8am and 6pm.
13 February 2023 to 30 September 2024	Broad Street east side from a point 60 metres south of its junction with Station Road in a southerly direction for a distance of 25 metres.	As above.
13 February 2023 to 30 September 2024	Broad Street east side from a point 102 metres south of its junction with Station Road in a southerly direction for a distance of 24 metres.	As above.
13 February 2023 to 30 September 2024	Broad Street west side from a point 20 metres south of its junction with Dartford Road in a southerly direction for a distance of 32 metres.	As above.
13 February 2023 to 30 September 2024	Broad Street west side from a point 72 metres south of its junction with Dartford Road in a southerly direction for a distance of 9 metres.	As above.
13 February 2023 to 30 September 2024	Broad Street east side from a point 19 metres south of its junction with Station Road in a southerly direction for a distance of 119 metres.	Cambridgeshire County Council (Various Streets, March) (Prohibition and restriction of waiting) (Revocation and variation) Order 2000 waiting limited to 30 minutes in any hour between 8:00am and 6:00pm Monday to Saturday
13 February 2023 to 30 September 2024	Broad Street west side from its junction with West End in a northerly direction for a distance of 104 metres.	As above.
13 February 2023 to 30 September 2024	Broad Street and Dartford Road, March	The County of Cambridgeshire (Broad Street and Dartford Road, March) (Bus Stops) (Clearway) Order 1983

Schedule 4 - Weight restriction

Anticipated dates for works	Road(s)	Order
13 February 2023 to 30 September 2024	Norwood Road	Cambridgeshire County Council (Norwood Road Railway Bridge, March) (Weight Restriction) Order 2004

www.cambridgeshire.gov.uk

South East March

Public Consultation – A New Residential Community

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The land lies east of Wimblington Road and is allocated for residential development in the Adopted Fenland District Council Local Plan. We are seeking to deliver quality new homes with associated community facilities and infrastructure on the site and we would welcome comments from all interested parties on our draft proposals.

A public exhibition will be open to the public between **2pm and 8pm on Thursday 9th February 2023**

and will take place in: **Oliver Cromwell Hotel, High Street, March, Cambridgeshire, PE15 9LH**

You are also invited to review details of the proposals and give your feedback here: www.SEMarchconsultation.co.uk or via email: SEMarch@pegasusgroup.co.uk

We look forward to hearing from you regarding the proposals for the development at South East March.



Fenland District Council

PLANNING (LISTED BUILDINGS AND CONSERVATION AREAS) ACT 1990 AND THE TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE) (ENGLAND) ORDER 2015 NOTICE UNDER ARTICLE 15

Notice is hereby given that applications have been made to the Council for:

PROPOSAL AFFECTING A CONSERVATION AREA BUILDING OF SPECIAL ARCHITECTURAL/HISTORIC INTEREST
F/YR22/3162/COND

Details reserved by Condition 07 (Electrical Works) of planning permission F/YR22/0301/LB (Internal and external works to a listed building, including outbuilding (to enable a change of use of existing building from bank to museum)) at 2 Park Street, Chatteris

F/YR23/0023/F

And F/YR23/0024/LB

Change of use from office (and 3 x flats) to 1 x dwelling (4-storey 3-bed) and internal alterations to a listed building to enable a change of use from office (and 3 x flats) to 1 x dwelling (4-storey 4-bed) at 9 Market Street, Wisbech

BUILDING OF SPECIAL ARCHITECTURAL/HISTORIC INTEREST

F/YR23/0029/F

And F/YR23/0030/LB

Erect a single-storey side extension, and a 2.4m high front boundary wall and 1.1m high railings to existing dwelling, involving the demolition of existing fence and internal and external works to a listed building involving the erection of a single-storey side extension, and a 2.4m high front boundary wall and 1.1m high railings to existing dwelling, involving the demolition of existing fence at Hollycroft House, 180 Front Road, Mumby

PROPOSAL AFFECTING THE SETTING OF A LISTED BUILDING MAJOR DEVELOPMENT DEVELOPMENT AFFECTING A PUBLIC RIGHT OF WAY

F/YR21/1497/O

Erect up to 1,200 x dwellings with associated infrastructure, public open space, allotments, local centre and primary school, involving the demolition of existing buildings (outline application with matters committed in respect of access) at Land West Of The Avenue, March

WIDER CONCERN PROPOSAL

F/YR22/1419/VOC

Variation of condition 3 (duration of planning permission) of appeal decision APP/D0515/A/14/2228/14 relating to planning application F/YR14/0040/F (Erection of 75m high (hub height) wind turbine, substation and transformer buildings and associated works), at Wind Turbine Land West Of Nightlayers Farm, Long Nightlayers Drive, Chatteris

You can view these applications, plans and other documents submitted and make comments about them on the Council's website at www.fenland.gov.uk via the Council's 'PublicAccess' service. Alternatively the applications are available to view online at any of our Customer Services Centres or Community Hubs by appointment only. To make an appointment, please contact our Customer Services team on 01354 654321 or see the Appointment Booking Form on our website at www.fenland.gov.uk/contactus.

* Should the council refuse this application then the applicant will have the right to appeal. If the appeal is dealt with through the Planning Inspectorate's Expedited Householder Appeals Service, comments made on this application will automatically be forwarded to the Inspectorate for consideration. In these circumstances there will be no opportunity to make additional comments. For more information on the appeals process please visit www.planning-inspectorate.gov.uk. Comments should be submitted in writing or online by 8 February 2023 to Development Services, Fenland District Council, Fenland Hall, County Road, March, PE15 8NQ. Please be aware that any comments you do make will form part of the public record.

Please refer to our planning privacy statement about how we use your personal data: www.fenland.gov.uk/article/14696/Privacy-notices

25 January 2023



Public Notice Licensing Act 2003 New Application for a Premises Licence

Mr S Pitsch Do hereby give notice that I have applied to the Licensing Authority at Fenland District Council for a New Premises Licence for Dartford Road March Cambs PE15 8LA and known as Tap That

The application is to permit: Sale by Retail of Alcohol (On Sales)
Monday 10:00 23:30
Tuesday 10:00 23:30
Wednesday 10:00 23:30
Thursday 10:00 23:30
Friday 10:00 23:30
Saturday 10:00 23:30
Sunday 10:00 23:30

Any person wishing to make representations to this application may do so by writing to Licensing Department, Fenland District Council, Fenland Hall, County Road, March Cambs, PE15 8NQ or by email to licensing@fenland.gov.uk not later than 9th February 2023. Representations received after this date cannot be considered. A copy of the application can be viewed at <https://fenland.gov.uk/article/15345/Licensing-Public-Consultation> if it is an offence knowingly or recklessly to make a false statement in connection with this application, the maximum fine on summary conviction being £5,000.

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PROPERTY

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On quiet mobile home park, Melissa Park. No children or pets.
£100 pw
07841 698313
07733 130091

Goods Vehicle Operator's Licence

SDM Fabrication Limited trading as SDM Fabrication Limited of Foundry Way, March, Cambridgeshire PE15 0WR is applying to change an existing license as follows:

To keep an extra 3 goods vehicles and 6 trailers at the operating centre at SDM Fabrication Limited, Foundry Way, March, Cambridgeshire PE15 0WR

Owners or occupiers of land (including buildings) near the operating centre(s) who believe that their use or enjoyment of that land would be affected, should make written representations to the Traffic Commissioner at Hillcrest House, 386 Harehills Lane, Leeds, LS9 6HF, stating their reasons, within 21 days of this notice. Representors must at the same time send a copy of their representations to the applicant at the address given at the top of this notice. A Guide to Making Representations is available from the Traffic Commissioner's office.

Town and Country Planning (Development Management Procedure) (England) Order 2015 NOTICE UNDER ARTICLE 13 OF APPLICATION FOR PLANNING PERMISSION

Proposed development at Hooks Drove Poultry Farm, Hooks Drove, Wimblington, March, Cambridgeshire, PE15 0QW
Take notice that an application is being made by Mr Dominic Parker, St Lawrence Hall Farms Ltd, for planning permission to develop an Agricultural Manager's Dwelling.
Local Planning Authority to whom the application is being submitted; Fenland District Council, Fenland Hall, County Road, March, Cambridgeshire, PE15 8NQ.
Any owner of the land or tenant who wishes to make representation about this application, should write to the council within 21 days of this notice.
My Derek Salisbury
23/01/2023
Statement of owner's rights: The grant of planning permission does not affect owners' rights to retain or dispose of their property, unless there is some provision to the contrary in an agreement or lease.
Statement of agricultural tenants' rights: The grant of planning permission for non-agricultural development may affect agricultural tenants' security of tenure.
'Owner' means a person having a freehold interest or a leasehold interest the unexpired term of which is not less than seven years.
'Tenant' means a tenant of an agricultural holding any part of which is comprised in the land.

CLASSIFIEDS

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Website: www.cliffordcrossauctions.co.uk
Find Us on Facebook • Tel: 01945 583398
NEXT GENERAL HOUSEHOLD AUCTION
Friday 27th January, 2023 at 10am
Over 900 Lots from private vendors including:
Stamps, Coins, Jewellery, Clocks, Copper Kettles, Pictures and Mirrors, Computer Games, Tea Sets, Carpet, Worktops, DDT's, Coats, Bric-a-brac, Furniture, Outside Effects including Wood and Kindling
Viewing: Thursday, 26th January, 2023 - 8am - 5pm
Friday 27th January, 2023 - 8am - 10am
Collection and payment of Goods: Friday 27th January and Monday 30th January, 2023
Auction of Collectables, Vintage Items, Bicycles and Antiques
Thursday, 26th January, 2023 at 10am
Viewing: Wednesday, 25th January, 2023 - 10am to 5pm
On-line - EasyInAuction.com, and in the saleroom
PLANT AUCTIONS EVERY WEDNESDAY AT 3.00AM

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Appendix 4: Consultation Website

Barratt and David Wilson Homes Cambridgeshire are delighted to invite you to a public exhibition setting out our plans for the development of land at South East March with a new residential community.

The land lies east of Wimblington Road and is allocated for residential development in the Adopted Fenland District Council Local Plan. We are seeking to deliver quality new homes with associated community facilities and infrastructure on the site and we would welcome comments from all interested parties on our draft proposals.

[CLICK HERE FOR THE PUBLIC CONSULTATION LEAFLET](#)



South East March
Public Consultation – A New Residential Community

Barratt and David Wilson Homes Cambridgeshire are delighted to invite you to a public exhibition setting out our plans for the development of land at South East March with a new residential community.

The land lies east of Wimblington Road and is allocated for residential development in the Adopted Fenland District Council Local Plan. We are seeking to deliver quality new homes with associated community facilities and infrastructure on the site and we would welcome comments from all interested parties on our draft proposals.

A public exhibition will be open to the public between
2pm and 8pm on Thursday 9th February 2023
and will take place at:
**Oliver Cromwell Hotel,
High Street, March,
Cambridgeshire, PE15 9LH**

You are also invited to review details of the proposals and give your feedback here: www.SEMarchconsultation.co.uk
or via email: SEMarch@pegasusgroup.co.uk

We look forward to hearing from you regarding the proposals for the development at South East March.



Site Location



Make Your Views Known

A public exhibition will be open to the public between:

2pm and 8pm on Thursday 9th February 2023

and will take place in:

**Oliver Cromwell Hotel,
High Street,
March,
Cambridgeshire,
PE15 9LH**

You are also invited to review details of the proposals and give your feedback in the form below, or via email:

SEMarch@pegasusgroup.co.uk

We look forward to hearing from you regarding
the proposals for the development
at South East March.

Comments Form

Please Indicate your Gender *

- Male
 Female
 Prefer Not to Say

Please Indicate your Age *

- Under 18
 18 - 35
 36 - 55
 56 - 70
 Over 70
 Prefer Not to Say

I am responding as a *

- Local Resident
 Local Business
 Local Councillor
 Representative of Local Group or Organisation

Postcode

Insert Your Comments Here

Submit



Appendix 5: Public Exhibition Attendees List

Community Consultation Registration form

February 2023

Welcome to the exhibition – thank you for taking the time to attend today’s event.

Please fill out your postcode and the number of people attending with you today. This helps us to monitor the effectiveness of our consultation programme.

Postcode	No. of Attendees
PE15 9HP	4
PE15 9HP	2
PE15 9PP	2
PE15 9RW	2
PE15 9QN	2
PE15 0DE	1
PE15 9PT	1
PE15 9QA	1
PE15 9NA	1
PE15 9PA	1
PE15 9UP	1
PE15 9DP	2
PE15 8E2	1

Postcode	No. of Attendees
PE15 9RW	2
PE15 0YH	1
PE15 9RW	2

Please note that this form will be included in the applicant’s Statement of Community Involvement document. The Statement of Community Involvement will then be submitted to Fenland District Council as part of any planning application and at that time will become publicly available.

Welcome to the exhibition – thank you for taking the time to attend today’s event.

Please fill out your postcode and the number of people attending with you today. This helps us to monitor the effectiveness of our consultation programme.

Postcode	No. of Attendees
PE15 8RS	1
PE15 9QA	2
PE15 9QW	2
PE15 8PE	1
IP12 8JN.	1
IP7 7ES	1
PE15 8PT	2
—	2
PE15 9QN	1
PE15 9DW	2
PE15 8NG	2
PE15 8PE	2
PE15 9EQ	1

Postcode	No. of Attendees
PE15 9SQ	2
PE15 9QN	2
PE15 8DN	1
PE15 9QN	1
PE15 8HU	ONE
PE15 9QA	2
PE15 9QW	2
PE15 9SQ	2
PE15 0LE	2
PE15 9QN	2
PE15 9QW	2
PE15 9EN	1
PE15 9DF	1

Please note that this form will be included in the applicant’s Statement of Community Involvement document. The Statement of Community Involvement will then be submitted to Fenland District Council as part of any planning application and at that time will become publicly available.

Welcome to the exhibition – thank you for taking the time to attend today’s event.

Please fill out your postcode and the number of people attending with you today. This helps us to monitor the effectiveness of our consultation programme.

Postcode	No. of Attendees
PE15 0BA	1
PE15 10Y	2
PE15 9QW	1
PE15 9EL	1
PE15 8TP	1
PE15 9EQ	1
PE15 9HG	1
PE15 9PT	1
PE15 9QH	2
PE15 9QH	1
PE15 8RD	1
PE15 9EJ	1
PE15 9NU	1

Postcode	No. of Attendees
PE15 9EJ	2
PE15 9QU	2
PE15 9DT	2
PE15 9DP	2
PE15 9RT	2
PE15 9BZ	2
—	2
PE15 0YA	1
PE15 9QD	1
PE15 9QW	1
PE15 1RD	1
PE15 9TN	1
PE15 9BX	1

Please note that this form will be included in the applicant’s Statement of Community Involvement document. The Statement of Community Involvement will then be submitted to Fenland District Council as part of any planning application and at that time will become publicly available.

Welcome to the exhibition – thank you for taking the time to attend today’s event.

Please fill out your postcode and the number of people attending with you today. This helps us to monitor the effectiveness of our consultation programme.

Postcode	No. of Attendees
PE15 9NB	1
PE15 9PU	2
PE15 8NH	1
PE15 9HP	1
PE15 9DP	2
PE15 9HQ	2
PE15 9EL	1
PE15 8TD	1
PE15 9QA	2
PE15 9DP	2
PE15 9QR	2
PE15 9QN	1
—	1

Postcode	No. of Attendees
PE15 9RA	2
PE15 9QV	2
PE15 9QV	2
PE15 9FH	2
PE13 4RW	1
PE15 9HP	1
PE15 9QN	1
PE15 9QW	1
PE15 9HP	2
PE15 9QN	2
PE15 9EQ	2
PE15 9RJ	2
PE15 9RW	2

Please note that this form will be included in the applicant’s Statement of Community Involvement document. The Statement of Community Involvement will then be submitted to Fenland District Council as part of any planning application and at that time will become publicly available.



Appendix 6: Public Exhibition Boards

South East March

Public Consultation – A New Residential Community

1

Welcome

Introduction

Barratt and David Wilson Homes Cambridgeshire welcome you to this public exhibition for proposed residential development at South East March. We control around 65% of the land at South East March allocated for residential development by Fenland District Council, however our proposals seek to demonstrate how the full site could be delivered as a comprehensive development scheme.

The purpose of this exhibition is to provide details in respect of these proposals and provide you with an opportunity to influence the emerging plans. This exhibition explains:

- Why the site is suitable for residential development
- The development opportunities and constraints of the site
- Design considerations
- Proposed timescales

Members of the project team are on hand today to answer any questions and feedback forms are available for you to complete. We thank you for taking the time to attend the exhibition.

Barratt and David Wilson Homes Cambridgeshire

The Site is being promoted by Barratt and David Wilson Homes Cambridgeshire ('BDW Cambridgeshire'), a trading name of Barratt Developments PLC. We are the nation's leading housebuilder and our vision is to lead the future of housebuilding by putting local communities and sustainability at the heart of everything we do.

This public consultation event sets out our initial design proposals as well as the technical and environmental considerations in developing the site. We are keen to engage with the local community and all other stakeholder parties before finalising our proposals and submitting a planning application in the summer.

The overarching vision for South East March is to deliver a high-quality, locally distinguishable and sustainable addition to the town. The proposed development will deliver much needed new homes, generous public open spaces, play areas and enhanced areas of biodiversity.

This is a fantastic opportunity for suitable and sustainable growth which will ensure a positive legacy for March and the wider Fenland District.



David Wilson Homes, Northstowe, Cambridgeshire



Barratt Homes, Hampton Water, Peterborough



A Joint Barratt and David Wilson Homes development

Site Location & Context

South East March has been allocated for residential development of around 600 dwellings in the Local Plan (Policy LP9) since 2014 and is therefore considered suitable for development. BDW Cambridgeshire control around 65% of the land allocated by Fenland District Council (FDC), however our proposals seek to demonstrate how the full Site could be delivered as a comprehensive development scheme.

The Adopted Development Plan

Fenland Local Plan

Fenland District Council's adopted Local Plan provides planning policies and a vision to guide the growth of the district in the period up to 2031. The Plan aims to deliver 11,000 new homes in sustainable locations in order to promote housing choice for residents and to support local business and employment.

The Plan seeks the delivery of 4,200 new homes in March, of which "around 600 dwellings" are identified for delivery at South-East March (Policy LP9 – March). The policy also seeks the potential delivery of new sports pitches, connections for pedestrians and cyclists, sustainable urban drainage features and enhanced landscaping.

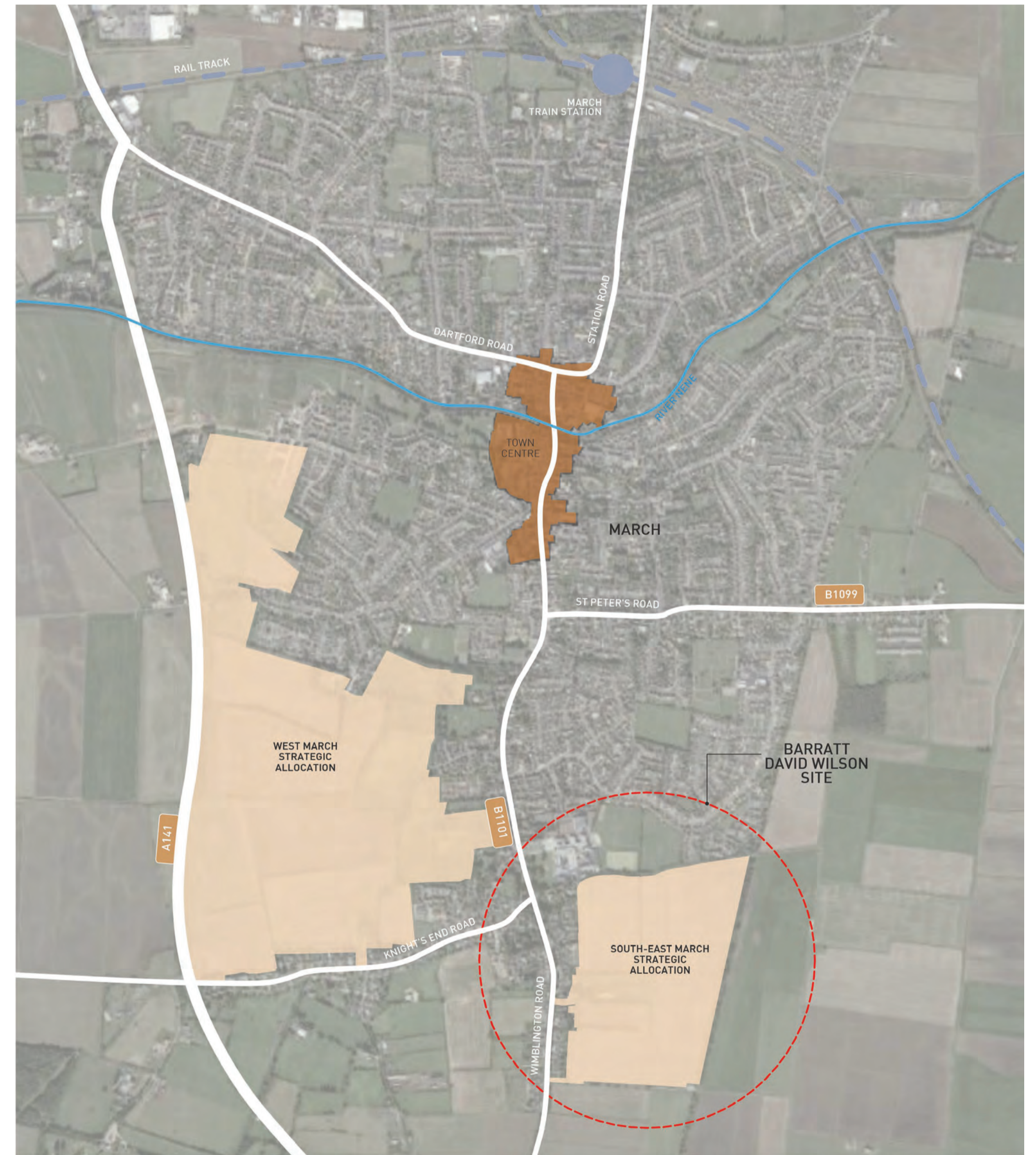
March Neighbourhood Plan

March Town Council has prepared a Neighbourhood Plan which has been adopted by Fenland District Council as part of the adopted Development Plan for the district. The Plan covers the period up to 2030 and provides a vision for the future of the community and sets out clear policies to help realise this vision.

The Neighbourhood Plan supports the delivery of the South East March allocation (Policy H1 – Large Development Sites) subject to the submission of a "Broad Concept Plan" and compliance with a number of requirements relating to stakeholder engagement, phasing of development and infrastructure provision.



Land Ownership Plan



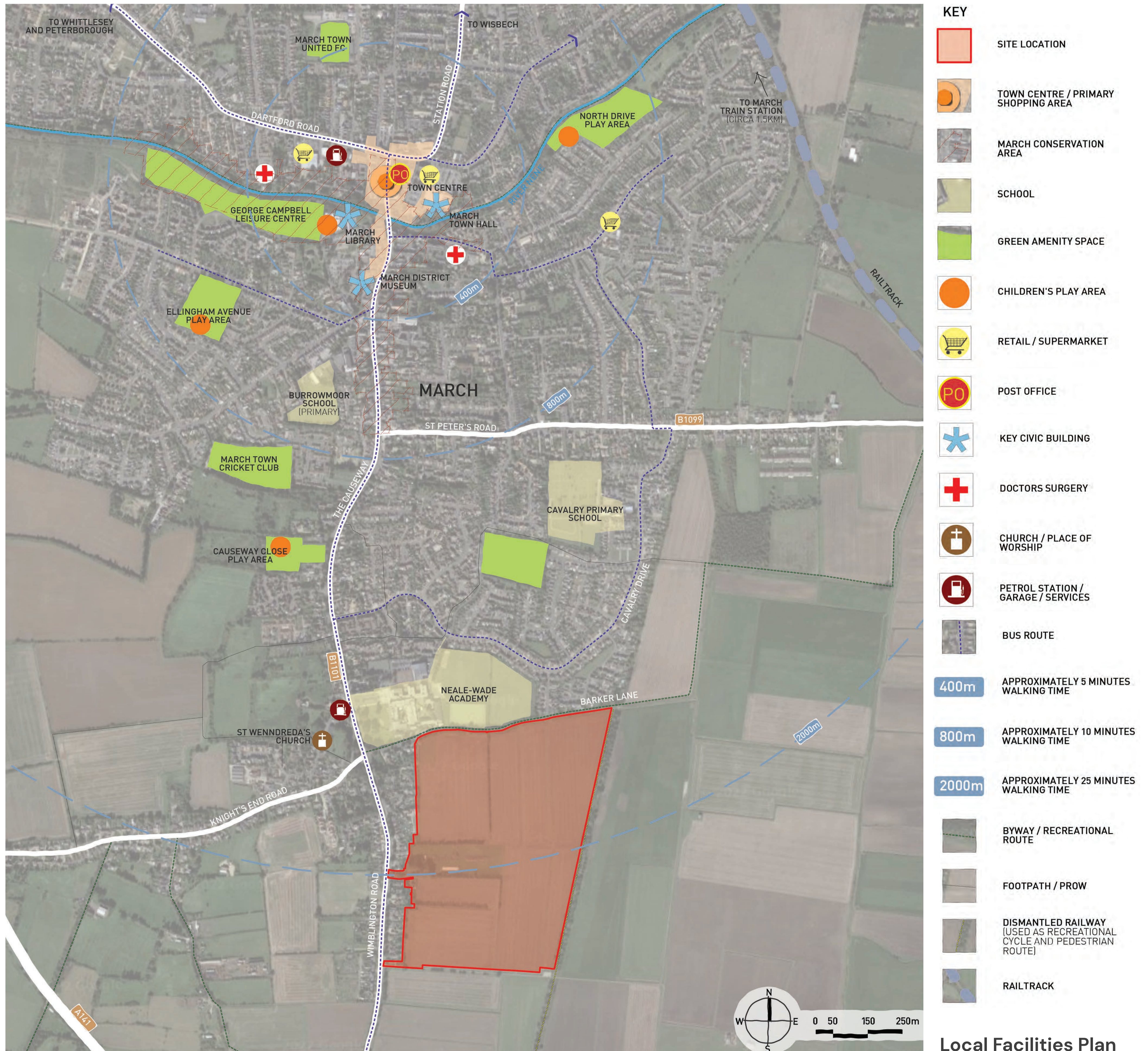
Planning Context Plan

Site Sustainability

Access to Services and Facilities

March is a sustainable location for development and it benefits from a wide range of services capable of meeting many day-to-day needs of its residents. The site is well connected to the surrounding urban area of March, and benefits from easy access to public transport and strategic highway links within close proximity of the site.

March town centre lies approximately 2km from the site and offers a multitude of local facilities within walking distance from the site, as illustrated in the plan below.



Local Facilities Plan

Vision & Opportunities

Vision

A development on the site at South East March presents an opportunity to provide a sustainable, landscape-led urban extension to March, on land allocated for residential development. We envisage the full site has the potential to accommodate up to 600 new homes, of which BDW control land that can accommodate 450 dwellings.

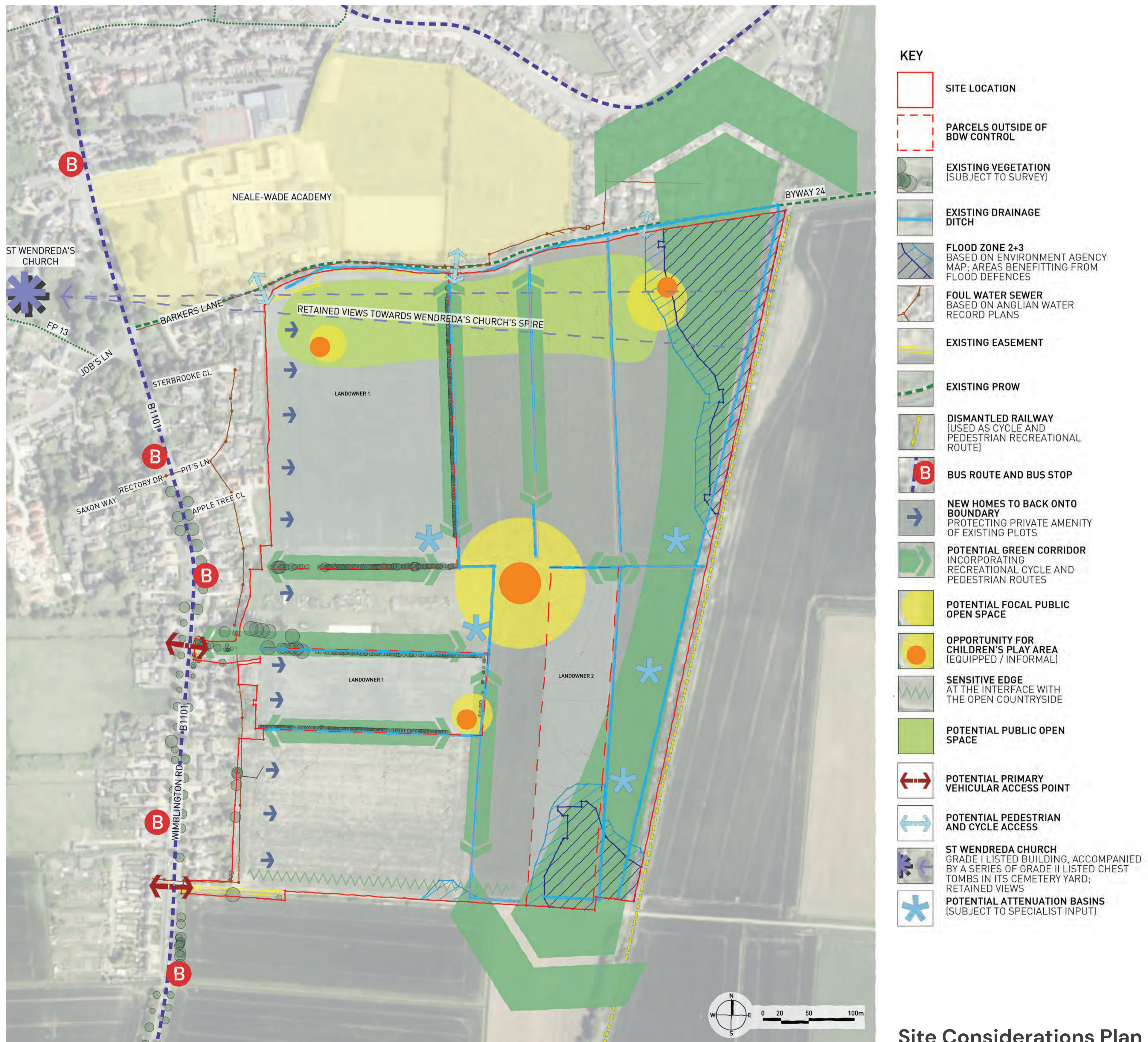
It is also envisaged that the substantial provision of multifunctional public open space at the development will allow for an attractive backdrop for the new homes, facilitating sustainable alternative modes of movement and enhanced pedestrian and cycle permeability.

Taking inspiration from its surroundings, development on the land at South East March is envisaged to provide a new place to live, while recognising new approaches to urban design and masterplanning. There will be:

- A highly connected network of attractive streets and spaces;
- Verdant tree lined streets;
- New formal parks and play areas;
- Open natural green spaces;
- Potential provision of outdoor sports facilities; and
- Houses of all sizes to meet a range of needs.

Opportunities

The Plan below shows the opportunities and technical considerations associated with the Land South East of March which have shaped the emerging design of the proposals.



Site Considerations Plan

South East March

Public Consultation – A New Residential Community

5

Concept Masterplan

The emerging Masterplan shown below provides the following:

- Delivery of approximately 450 homes of varied mix and type to meet local needs
- Vehicular access via two separate junctions off Wimblington Road
- 20% affordable housing which equates to 90 homes
- Significant new public open space with equipped play areas and recreation provision
- Significant new planting and landscaping to enhance biodiversity and local green infrastructure
- Potential for pedestrian and cycle access into the site from the northern edge, off the existing Public Rights of Way, with opportunity to connect these into a network of green corridors as part of the site's green infrastructure;
- Development which respects the amenity of neighbouring properties and land uses
- A comprehensive and sustainable drainage strategy to support the proposals
- An indicative layout which allows land parcels outside of the control of BDW Cambridgeshire to come forward for development at a later date.



Concept Masterplan



KEY	
	SITE LOCATION
	PARCELS OUTSIDE OF BDW CONTROL
	DEVELOPABLE AREA
	NATURAL GREEN SPACE
	SWALES ALONG PRIMARY ROUTE
	PRIMARY ROUTE (TREE LINED WITH GREEN VERGES)
	PROPOSED PEDESTRIAN / CYCLE PATH
	POTENTIAL ACCESS POINT
	PROPOSED FORMAL CHILDREN'S PLAY AREA
	ALLOTMENTS
	INDICATIVE ATTENUATION BASINS (SUBJECT TO SPECIALIST INPUT)
	EXISTING VEGETATION (SUBJECT TO SURVEY)
	INDICATIVE ACCESS TO SPORTS FIELDS (SUBJECT TO HIGHWAYS INPUT)
	INDICATIVE PEDESTRIAN AND CYCLE ACCESS (SUBJECT TO HIGHWAYS INPUT)
	INDICATIVE LANDMARK BUILDING
	FLOOD ZONE 2 & AREAS BENEFITING FROM FLOOD DEFENCES

Transport & Connectivity

Site Access Proposals

A preliminary access study has been undertaken which sets out a proposed access strategy (for vehicles, pedestrians and cyclists) comprising two junctions:

- a. Wimblington Road (early separate planning application to be submitted)
- b. Lambs Hill Drove

Barkers Lane will be used for a pedestrian and cyclist connection, offering an accessible connection into the north of the site.

The junctions have been designed bearing in mind national guidance and Cambridgeshire County Council's 'Highway Development Management – General Principles for Development' document.

The access strategy will be further refined with ongoing dialogue with the relevant authorities.

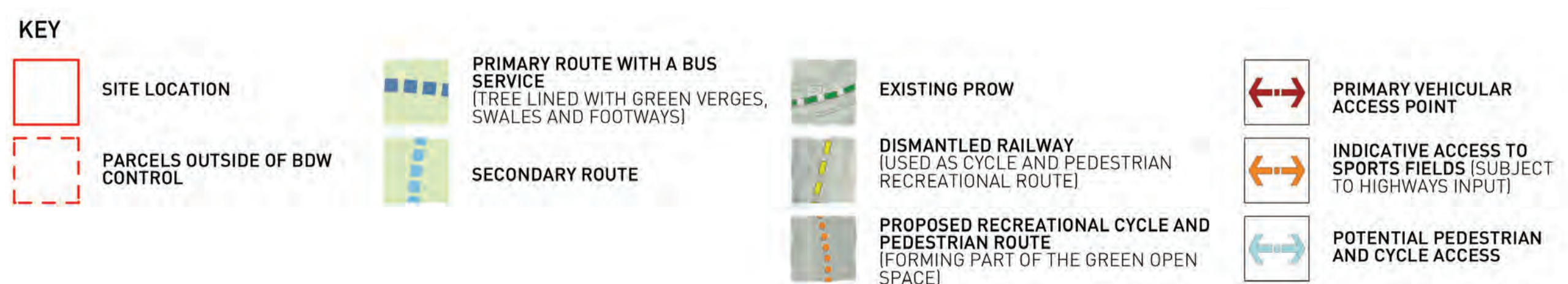
Sustainable Travel and Public Transport

The closest set of bus stops to the site are located on Wimblington Road. The bus stops are located approximately 95m and 210m north of the potential site access off Wimblington Road. A second set of bus stops are also located at the Wimblington Road / Lambs Hill Drove junction.

March also benefits from a railway station, around 2 miles from the site, providing services to key destinations such as Peterborough, Ely, Cambridge, Stansted Airport and Birmingham New Street.

Transport Assessment

The future planning application will be supported by a full Transport Assessment. This document will detail and assess the capacity of local roads, public transport provision, road safety and the need for any road improvements required to support the delivery of a sustainable highways solution. The Assessments will be subject to scrutiny and review by Cambridgeshire County Council.



Movement & Access Parameter Plan

Open Space & Landscaping

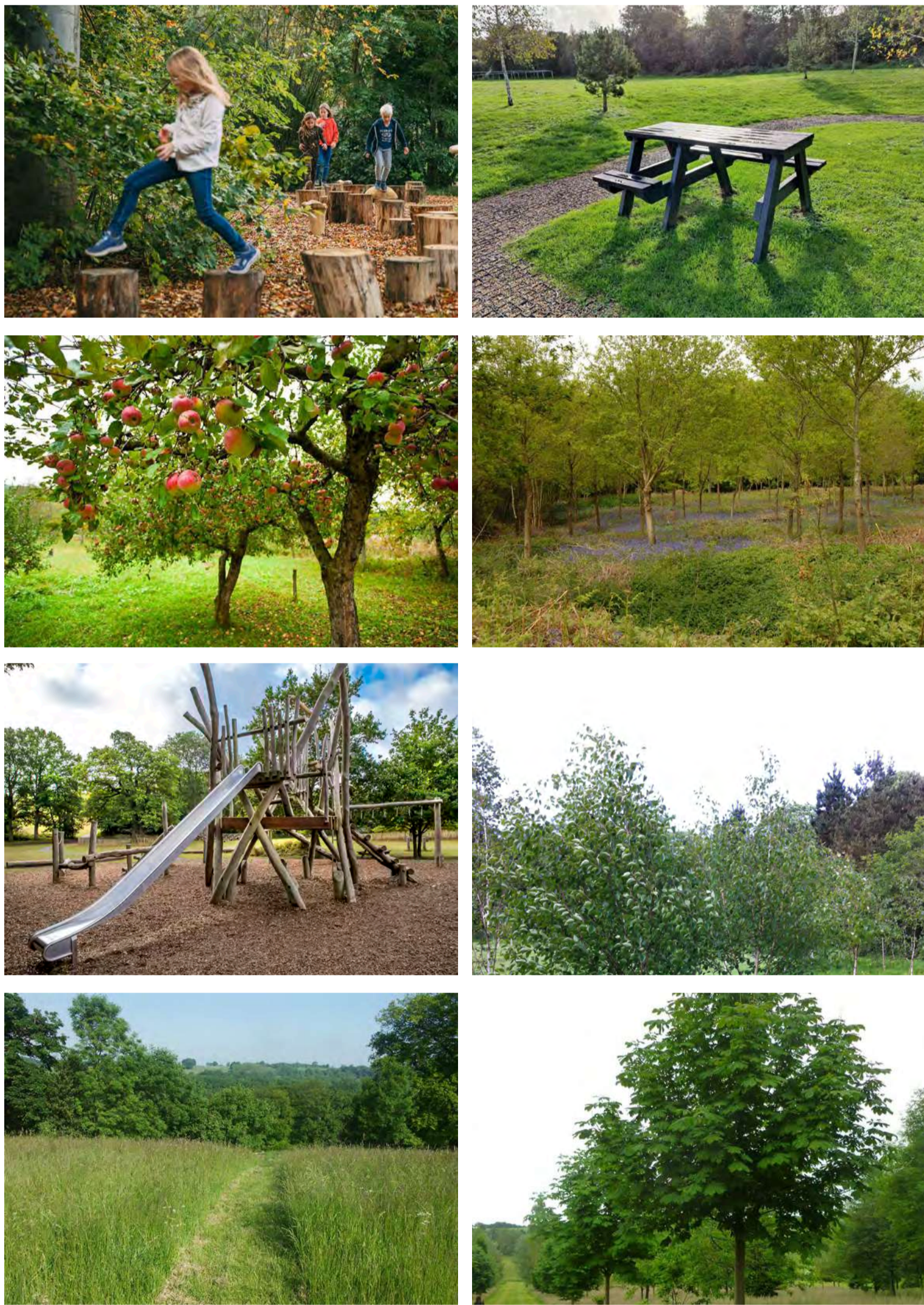
The delivery of the new green infrastructure and accessible public open space has been a driving factor in the creation of new routes and spaces within the masterplan, and the landscape helps to further define the public and private space whilst adding colour, water and seasonal interest to the residential environment.

An objective of the proposed development has been to retain and accentuate existing key landscape features within the site in order to maintain and enhance associated habitats and wildlife corridors. These features predominantly comprise of hedgerows and tree planting along field boundaries as well as drainage ditches across the site.

In addition to the retention of existing features, the proposed development will deliver a significant natural greenspace resource in close proximity to new and existing residents of March.

The landscape strategy is comprised of the following key components, in alignment with the open space requirements set out in the adopted Fenland Local Plan:

- Formal/equipped children’s play area, comprising a Neighbourhood Equipped Area of Play (NEAP) and a series of Local Equipped Areas of Play (LEAP) evenly distributed across the site;
- Allotments; and
- Town parks and informal natural greenspace.



Landscape and Open Space Parameter Plan

Surface Water Drainage

The vast majority of the site is located within Flood Zone 1 which has a less than 1 in 1,000 year chance of flooding and is therefore suitable for residential development. The north-east and south eastern extents of the site fall partially within Flood Zone 2 and 3, however these areas benefit from Environment Agency flood defences and would only flood in the event of a failure of the defences during an extreme storm. Notwithstanding this, these areas of the site will be proposed as public open space and kept free from built development.

A range of Sustainable Urban Drainage (SUDS) features including swales and ponds will be proposed across the site to manage surface water runoff and provide biodiversity benefits. Surface water will be attenuated onsite and released back into the existing ditch network at a restricted rate that does not exceed the existing greenfield runoff rate. This will ensure that there will not be an increase in the likelihood of flooding elsewhere.

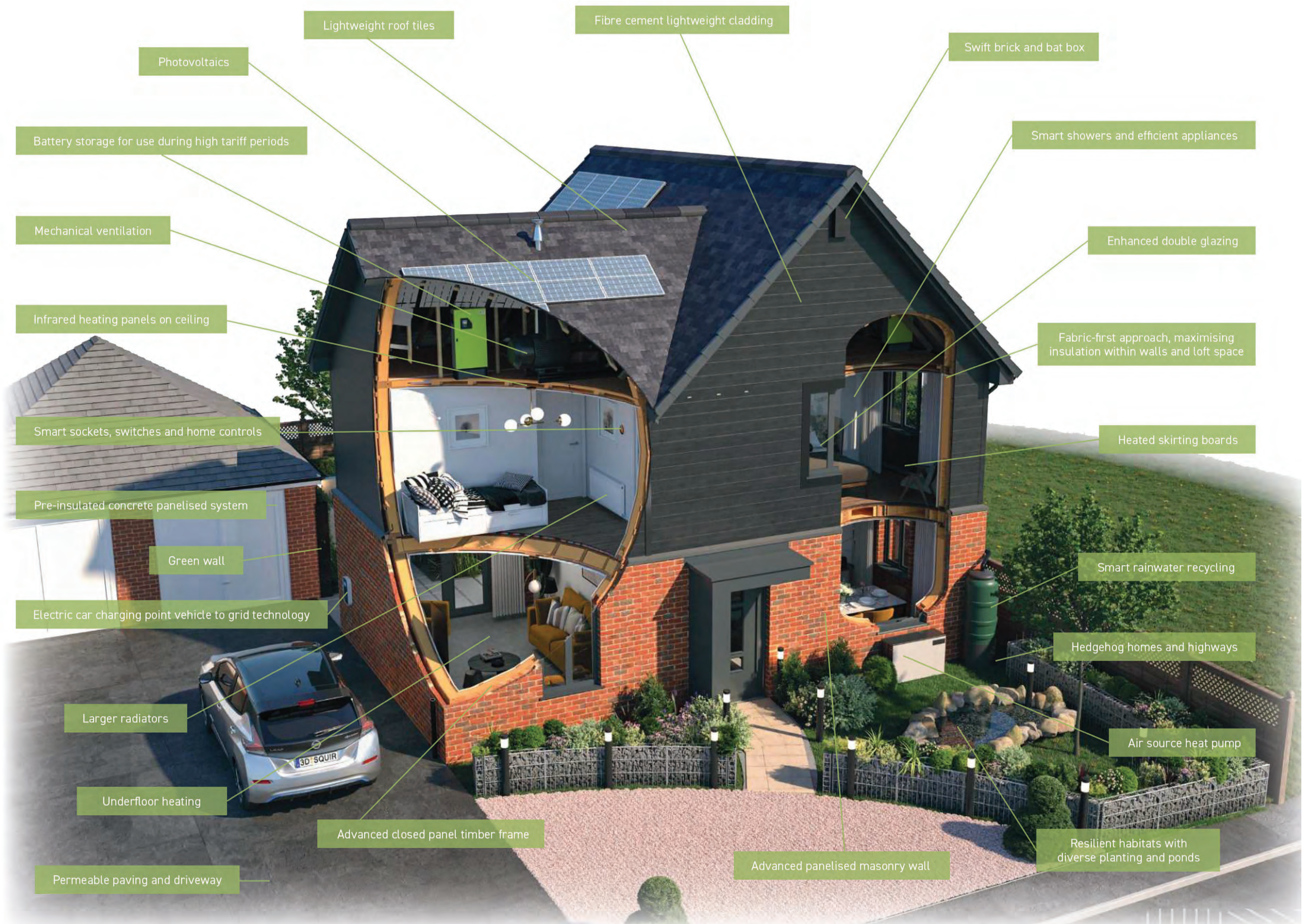


Sustainability & Biodiversity

Our Approach to Sustainability & Biodiversity

As the UK's largest housebuilder, we are committed to creating a positive environmental, social and economic legacy for future generations and we have a history of delivering high quality and sustainable homes and communities.

In 2020, Barratt announced its commitment to building zero carbon homes from 2030. The first step in achieving this ambitious target was to build a concept home of the future, in partnership with the University of Salford. This concept home has now been constructed and some of the key features are shown on the graphic below.



The Zed House – The first zero carbon house by a major housebuilder to substantially surpass the Future Homes Standard, delivering over 125% improvement in carbon emissions

Furthermore, when Barratt brings forward a development you can be certain that the ecological value of the land will be significantly increased, creating a legacy everyone can be proud of. This is exemplified by our multi-award winning Kingsbrook scheme in Aylesbury, delivered in partnership with the RSPB.

In 2021 alone we created 233Ha of new landscaped open space and planted/retained over 500,000 trees and shrubs. Our approach ensures:

- Biodiversity enhancements are designed from the very beginning of the planning process
- A minimum 30 years of future ecological management
- Adherence to the Ecological Mitigation Hierarchy as defined in national guidance
- Use of a suite of ecological solutions, already being rolled out nationally, including swift bricks, bat boxes and hedgehog highways
- Careful selection of nature-friendly species for hedges, woodland, open spaces and shrub planting.



Development Benefits

In preparing the proposals we have worked hard to design a scheme that can deliver new housing but also a package of community benefits.

The following benefits can be attributed to the emerging proposals:



Kickstarting the delivery of Fenland District Council strategic housing allocation, which will include market and affordable homes that are well connected and integrated with the existing settlement;



A mix of house types and sizes, catering for varied needs and creating sustainable community;



The delivery of safe accessible and high quality landscaped open spaces, including community food production areas, potential sports pitch provision, equipped children's play areas and natural play trails and other recreation opportunities for both new and existing residents;



An opportunity to reinforce the existing landscape character through enhancing existing landscaping and planting new trees and hedgerows;



The potential to create biodiversity enhancement through landscaping, new tree planting, Sustainable Drainage Systems and the introduction of substantial areas of public open spaces; and



Direct, indirect and induced jobs created through the construction of the development, stimulating the local economy

Local Infrastructure

As required by Fenland District Council, Cambridgeshire County Council and other statutory consultees (such as the NHS) our proposals will be supported by any necessary planning obligations and contributions towards local infrastructure such as additional school places, local healthcare improvements and local transport improvements.

The need for such improvements will be confirmed as part of the planning process, however, we would be happy to hear about what you think would be needed.

Economic Benefits

230

The development will support 230 direct and indirect construction jobs during the build out phase.



Around 500

Around 500 economically active and employed residents could live at the development once built and occupied.

£14.3million

An estimated total annual household expenditure of £14.3million per annum once the development is built and fully occupied. Of this figure and estimated £6.4million per annum is anticipated to be spent on food, drink, leisure, clothes and household goods.



£954,000

Once fully occupied, the proposed development is estimated to generate £954,000 per annum in Council Tax receipts (£2,110.20 rates – Band D).

Next Steps

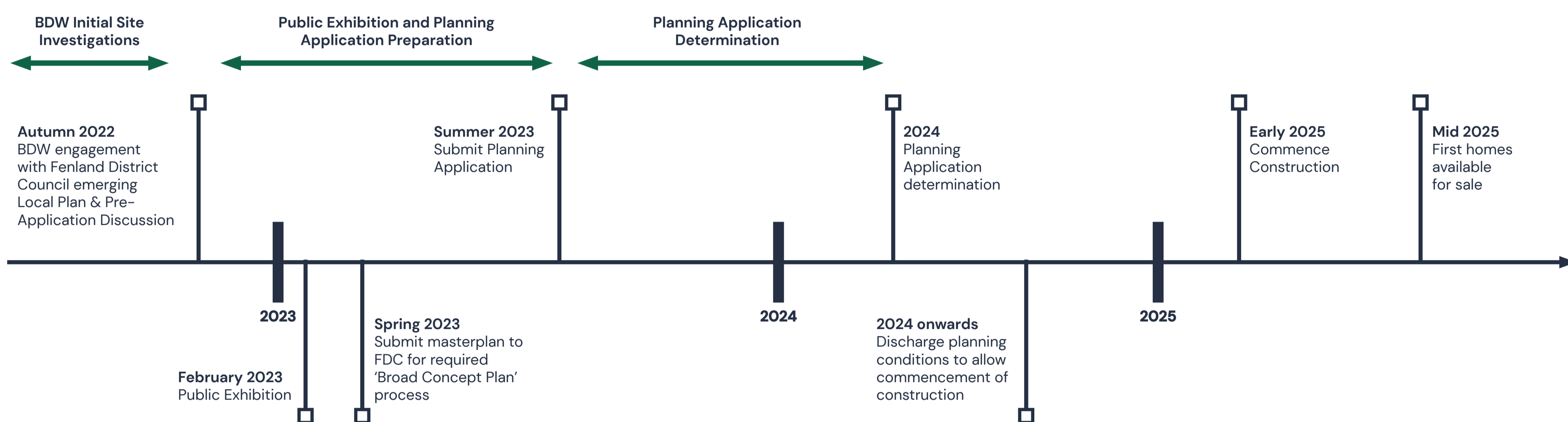
This is a fantastic opportunity to create a legacy to support the growth of March, and the scheme will bring forward much needed new housing to deliver the aspirations set out in the adopted Fenland Local Plan.

As the nation's largest housebuilder, we are well placed to deliver much needed market and affordable homes to address the country's ongoing housing shortage, and the identified housing need at March. This Site will be delivered by the local Peterborough office, which has a strong track record of delivery both within the Fenland District and across Cambridgeshire.

We recognise that successful developments must meet the needs of not just potential residents, but also of existing neighbouring communities. We therefore consult on new developments through tailored engagement with local communities and stakeholders, incorporating feedback into our plans to ensure local people have the opportunity to help shape developments within their community.

We are currently in the early stages of preparing a planning application for the land under our control, totalling 450 dwellings and both access points. In line with Local Plan Policy LP9, the planning application will demonstrate how the full allocation can be delivered, through comprehensive masterplanning of the whole site, ensuring the initial BDW planning application does not prejudice delivery of the additional land.

The anticipated timescales are set out below, and it is our aspiration to construct the site at South East March under both our brands; Barratt Homes and David Wilson Homes. This gives prospective purchasers a wider choice of dwelling types and sizes, it provides a variety in the design and type of dwellings on the site, assists with creating different character areas and allows the site to be delivered in a more timely manner with two construction teams on site delivering each brand simultaneously.



Feedback and Next Steps

We invite you to kindly complete a feedback form at the exhibition today.



Alternatively, you can view and download the exhibition forms and a feedback form online at the project website: www.SEMarchconsultation.co.uk



Feedback forms can then be sent to the following email address: SEMARCH@pegasusgroup.co.uk

Please provide feedback by 16th February 2023

Thank you for viewing our exhibition and proposals.



Appendix 7: Public Responses

Land at South East March.

Community Consultation Comments form

February 2023

All responses from today's exhibition will be carefully considered, and we welcome all feedback. Our intention is to examine all comments received and record them as part of our consultation process.

1 Bedroom Bungalows + Ground floor
1 bedroom flats would be nice
for elderly single people.

Once completed please deposit in the box or comment by emailing: SEMarch@pegasusgroup.co.uk

Alternatively you can reply by post to: South East March Consultation, Pegasus Group, Suite 4, Pioneer House, Vision Park, Histon, Cambridge, CB24 9NL

Comments should be received by **16th February 2023**

Please note that this form will be included in the applicant's Statement of Community Involvement document. The Statement of Community Involvement will then be submitted to Fenland District Council as part of any planning application and at that time will become publicly available.

Land at South East March.

Community Consultation Comments form

February 2023

All responses from today's exhibition will be carefully considered, and we welcome all feedback. Our intention is to examine all comments received and record them as part of our consultation process.

Volume of traffic is already high on Wisbech Road.
There are already serious issues in Bicker Lane where the
dormer now has at least 3 hours on and some of the
houses in Bicker Lane have fronted with garages.
Some are already about to be replaced.
The last proposal for use of 'private' land and with
the loss of green etc for leisure it seems silly to build
on it.
Additional land to south use Wisbech Road as for north traffic
will upgrade this
The road as being built will not support a increase of
traffic. There are already grounds nearby and right.
Where are the serious facilities for all the extra
traffic

Once completed please deposit in the box or comment by emailing: SEMARCH@pegasusgroup.co.uk

Alternatively you can reply by post to: South East March Consultation, Pegasus Group, Suite 4, Pioneer House, Vision Park, Histon, Cambridge, CB24 9NL

Comments should be received by 16th February 2023

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All responses from today's exhibition will be carefully considered, and we welcome all feedback. Our intention is to examine all comments received and record them as part of our consultation process.

Drainage and sewage issues haven't been addressed.
Parkers Lane, Jbs Lane flood regularly during rain.
Serious sewage problems on Parkers Lane. After the
heavy rain the sewage rises in the gardens.
Anglian Water hasn't dealt with these issues despite
complaints.

The current road system will not support the increased
traffic ~~on~~ leading to the centre of town as no extra
road is planned to be built.

Once completed please deposit in the box or comment by emailing: SEMARCH@pegasusgroup.co.uk

Alternatively you can reply by post to: South East March Consultation, Pegasus Group, Suite 4, Pioneer House, Vision Park, Histon, Cambridge, CB24 9NL

Comments should be received by 16th February 2023

Please note that this form will be included in the applicant's Statement of Community Involvement document. The Statement of Community Involvement will then be submitted to Fenland District Council as part of any planning application and at that time will become publicly available.

All responses from today's exhibition will be carefully considered, and we welcome all feedback. Our intention is to examine all comments received and record them as part of our consultation process.

I PERSONALLY WELCOME THIS NEW DEVELOPMENT. ✓
HOWEVER, ADD THIS TO EXISTING "NEW" BUILDINGS
WITHIN MARCH, I AM A LITTLE CONCERNED
ABOUT CAPACITY OF OUR DOCTORS, DENTISTS,
SCHOOLS ETC: HOPEFULLY, THESE "MANNING LEVEL
ESTABLISHMENTS" WILL BE INCREASED TO COPE?

GHOST LANE FROM THE SOUTH GOOD IDEA.
IN ADDITION, A SMALL 'FILTER' LANE WOULD
BENEFIT VEHICLES COMING FROM THE NORTH?

A REGULAR DOG WALKER HERE, FLOODING OF THESE
FIELDS CAN BE AN ISSUE, BUT CERTAINLY NOT
EVERY WINTER! THAT SAID, RAISING THE LAND
(GROUND WORK) WOULD PREVENT ISSUES? OR, BEEFED
UP DRAINAGE?

Once completed please deposit in the box or comment by emailing: SEMARCH@pegasusgroup.co.uk

Alternatively you can reply by post to: South East March Consultation, Pegasus Group, Suite 4, Pioneer House, Vision Park, Histon, Cambridge, CB24 9NL

Comments should be received by 16th February 2023

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Land at South East March.

Community Consultation Comments form

February 2023

All responses from today's exhibition will be carefully considered, and we welcome all feedback. Our intention is to examine all comments received and record them as part of our consultation process.

As regards the house building development on land east of Wimblington Road March.

I think its important to ensure that the access roads are built first before the housebuilding.

I think it would be nice to include a pub or a shop or a community room so that the people in the neighbourhood can get to know each other.

This was something that was taken into account when Peterborough was developed as a new town with some 20,000 houses built in areas that were formally villages around the city.

(Pro)

Once completed please deposit in the box or comment by emailing: SEMarch@pegasusgroup.co.uk

Alternatively you can reply by post to: South East March Consultation, Pegasus Group, Suite 4, Pioneer House, Vision Park, Histon, Cambridge, CB24 9NL

Comments should be received by 16th February 2023

Please note that this form will be included in the applicant's Statement of Community Involvement document. The Statement of Community Involvement will then be submitted to Fenland District Council as part of any planning application and at that time will become publicly available.

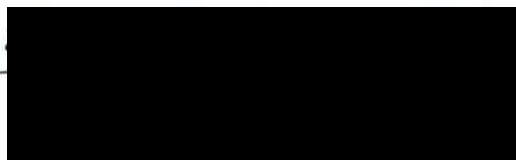
This area of land was earmarked in 2014 F.D.C. Local Plan as the most suitable area for building development in March in terms of things like flooding.

The development needs to take into account the towns infrastructure and the effect it will have on schools, the health centres (there are currently three) and dentists (there are just two dental practices in March both private)

I appreciate that the extra homes will increase revenue to FDC through council tax. I assume that a suitable contribution will be made to the NHS to bolster up the towns health centres and that schools and an increase in potential pupils and students need also to be taken into consideration.

The town presently has a major town centre regeneration project which has just started and will take a year to 18 months to complete.

There will be limited road access through the town centre (Broadstreet)



Lucy Manley

From: Pe15 9qa <reply-to+8e3e2f1b9eb4@crm.wix.com>
Sent: 26 January 2023 10:44
To: Greg Shaw; Luke Willis
Subject: [P22-0602 SE March] P22-0602 SE March - new submission

Categories: 4 Action Needed

Pe15 9qa just submitted your form: P22-0602 SE March
on [P22-0602 SE March](#)

Message Details:

Please Indicate your Gender: Prefer Not to Say

Please Indicate your Age: Prefer Not to Say

I am responding as a: Local Resident

Postcode: Pe15 9qa

Insert Your Comments Here: What about parking in town centre to accommodate new residents and much more traffic into and out of town? Knights End Road is already used as a cut through to the bypass where the traffic going up and down speed all the time.

If you think this submission is spam, [report it as spam](#).

To edit your email settings, go to your Inbox on desktop.

Lucy Manley

From: PE15 9EL <reply-to+4f432693f593@crm.wix.com>
Sent: 26 January 2023 11:41
To: Greg Shaw; Luke Willis
Subject: [P22-0602 SE March] P22-0602 SE March - new submission

Categories: 4 Action Needed

PE15 9EL just submitted your form: P22-0602 SE March
on [P22-0602 SE March](#)

Message Details:

Please Indicate your Gender: Female

Please Indicate your Age: 36 - 55

I am responding as a: Local Resident

Postcode: PE15 9EL

Insert Your Comments Here: Leave our countryside alone.

If you think this submission is spam, [report it as spam](#).

To edit your email settings, go to your Inbox on desktop.

Lucy Manley

From: PE15 9QW <reply-to+25b78a7bf85f@crm.wix.com>
Sent: 26 January 2023 14:18
To: Greg Shaw; Luke Willis
Subject: [P22-0602 SE March] P22-0602 SE March - new submission

Categories: 4 Action Needed

PE15 9QW just submitted your form: P22-0602 SE March
on [P22-0602 SE March](#)

Message Details:

Please Indicate your Gender: Female

Please Indicate your Age: 36 - 55

I am responding as a: Local Resident

Postcode: PE15 9QW

Insert Your Comments Here: This vast development will create a lot more traffic on the roads at this end of March and with no other way into town other than Wimblington Road, this is a death waiting to happen again. The traffic currently does not abide by the speed limit and extra traffic will serve to make this much worse. This development should not be going ahead without firm plans for a new bypass to link the Mill Hill roundabout to Upwell Road to avoid further congestion, noise and speeding traffic.

If you think this submission is spam, [report it as spam](#).

To edit your email settings, go to your Inbox on desktop.

Lucy Manley

From: PE15 9DP <reply-to+fdfbff6dc505@crm.wix.com>
Sent: 26 January 2023 15:34
To: Greg Shaw; Luke Willis
Subject: [P22-0602 SE March] P22-0602 SE March - new submission

Categories: 4 Action Needed

PE15 9DP just submitted your form: P22-0602 SE March
on [P22-0602 SE March](#)

Message Details:

Please Indicate your Gender: Female

Please Indicate your Age: 36 - 55

I am responding as a: Local Resident

Postcode: PE15 9DP

Insert Your Comments Here: March is unable to cope with current numbers for schools etc so need infrastructure to support growth rather than demise of town.

If you think this submission is spam, [report it as spam](#).

To edit your email settings, go to your Inbox on desktop.

Lucy Manley

From: Pe15 9qe <reply-to+ba06ac3b8af2@crm.wix.com>
Sent: 26 January 2023 17:56
To: Greg Shaw; Luke Willis
Subject: [P22-0602 SE March] P22-0602 SE March - new submission 5

Categories: 4 Action Needed

Pe15 9qe just submitted your form: P22-0602 SE March
on [P22-0602 SE March](#)

Message Details:

Please Indicate your Gender: Prefer Not to Say

Please Indicate your Age: Prefer Not to Say

I am responding as a: Local Resident

Postcode: Pe15 9qe

Insert Your Comments Here: How many properties are being built and what type?

If you think this submission is spam, [report it as spam](#).

To edit your email settings, go to your Inbox on desktop.

Lucy Manley

From: PE15 9DW <reply-to+0357e1f88a7c@crm.wix.com>
Sent: 26 January 2023 20:11
To: Greg Shaw; Luke Willis
Subject: [P22-0602 SE March] P22-0602 SE March - new submission 6
Categories: 4 Action Needed

PE15 9DW just submitted your form: P22-0602 SE March
on [P22-0602 SE March](#)

Message Details:

Please Indicate your Gender: Male

Please Indicate your Age: 36 - 55

I am responding as a: Local Resident

Postcode: PE15 9DW

Insert Your Comments Here: Very bad idea. Will be a tragedy to see the countryside decimated with a load of housing which will not have any supporting infrastructure in place. We cannot get a doctors appointment now. The roads will not cope with the additional traffic. I enjoy walking and cycling around the proposed site. What a waste of some of the best fertile soil in the country. Not at all happy with this proposal.

If you think this submission is spam, [report it as spam](#).

To edit your email settings, go to your Inbox on desktop.

Lucy Manley

From: PE15 9DW <reply-to+ea50c8687939@crm.wix.com>
Sent: 26 January 2023 20:16
To: Greg Shaw; Luke Willis
Subject: [P22-0602 SE March] P22-0602 SE March - new submission 7
Categories: 4 Action Needed

PE15 9DW just submitted your form: P22-0602 SE March
on [P22-0602 SE March](#)

Message Details:

Please Indicate your Gender: Female

Please Indicate your Age: 36 - 55

I am responding as a: Local Resident

Postcode: PE15 9DW

Insert Your Comments Here: Please do not destroy my views of beautiful fields with yet more houses, we need to keep the fields for the wildlife and environment, the reason we bought our bungalow was because it was in a lovely cul de sac with lovely views of fields, I do not want to look at new build houses at the bottom of it, March as a town is getting to overcrowded we do not have the roads, GP surgeries, dentists, shops to cope with more population, also is very popular with responsible dog walkers, I suppose this comment will not be listened to as you do not care about the environment and who live in it, we have no voice. 🤔🤔🤔🤔🤔🤔🤔🤔🤔🤔🤔🤔

If you think this submission is spam, [report it as spam](#).

To edit your email settings, go to your Inbox on desktop.

Lucy Manley

From: Pe15 9qd <reply-to+7ccae743e1d5@crm.wix.com>
Sent: 26 January 2023 20:34
To: Greg Shaw; Luke Willis
Subject: [P22-0602 SE March] P22-0602 SE March - new submission 8
Categories: 4 Action Needed

Pe15 9qd just submitted your form: P22-0602 SE March
on [P22-0602 SE March](#)

Message Details:

Please Indicate your Gender: Female

Please Indicate your Age: 56 - 70

I am responding as a: Local Resident

Postcode: Pe15 9qd

Insert Your Comments Here: I feel that march does not need anymore houses. They are already building over 1,000 houses at the back of my bungalow. The roads cannot cope with anymore cars. There are not enough doctors, schools, dentists etc. Keep march as a market town not a city. That is the reason we moved here. Who is moving into these houses. Where are they going to find work. ?

If you think this submission is spam, [report it as spam](#).

To edit your email settings, go to your Inbox on desktop.

Lucy Manley

From: PE159PU <reply-to+487e555d65b7@crm.wix.com>
Sent: 26 January 2023 20:34
To: Greg Shaw; Luke Willis
Subject: [P22-0602 SE March] P22-0602 SE March - new submission 9

Categories: 4 Action Needed

PE159PU just submitted your form: P22-0602 SE March
on [P22-0602 SE March](#)

Message Details:

Please Indicate your Gender: Female

Please Indicate your Age: 56 - 70

I am responding as a: Local Resident

Postcode: PE159PU

Insert Your Comments Here: I think this entire project will destroy local residents enjoyment of the area and take away the green spaces we love. There is a reason we live in the age of March... you will drive us into the middle if you go ahead with this. Traffic will be vastly increased around Neale Wade Academy (especially during construction), March does not have the amenities to withstand an huge influx of people. Please stop stealing the countryside from the people who live here.

If you think this submission is spam, [report it as spam](#).

To edit your email settings, go to your Inbox on desktop.

Lucy Manley

From: Pe15 9qe <reply-to+58082c957fe7@crm.wix.com>
Sent: 26 January 2023 20:51
To: Greg Shaw; Luke Willis
Subject: [P22-0602 SE March] P22-0602 SE March - new submission 10
Categories: 4 Action Needed

Pe15 9qe just submitted your form: P22-0602 SE March
on [P22-0602 SE March](#)

Message Details:

Please Indicate your Gender: Prefer Not to Say

Please Indicate your Age: Prefer Not to Say

I am responding as a: Local Resident

Postcode: Pe15 9qe

Insert Your Comments Here: The town cannot take more big developments. The infrastructure isn't her. We need another GP surgery and schools already, before building more developments. The town is always busy with traffic. Sort the potholes in the roads first please.

If you think this submission is spam, [report it as spam](#).

To edit your email settings, go to your Inbox on desktop.

Lucy Manley

From: PE15 8SU <reply-to+93d5b08bd7c5@crm.wix.com>
Sent: 26 January 2023 23:00
To: Greg Shaw; Luke Willis
Subject: [P22-0602 SE March] P22-0602 SE March - new submission 11
Categories: 4 Action Needed

PE15 8SU just submitted your form: P22-0602 SE March
on [P22-0602 SE March](#)

Message Details:

Please Indicate your Gender: Prefer Not to Say

Please Indicate your Age: 18 - 35

I am responding as a: Local Resident

Postcode: PE15 8SU

Insert Your Comments Here: Our major concern about this new development is around how it will impact our town, schools, doctors surgeries, dentists ETC. We currently have four primary schools, three of which are at capacity. Say you propose to build 50 new houses, all of which are sold to families with children of school age, where do you expect them to go to school? It is already impossible to get a doctors appointment, where will all of these people register? Are you expecting the people who buy these homes to already be residents of March? Traffic through town is already a pain, there is a redesign happening at the moment, but does that account for all the extra traffic as a result of this new housing development?

If you think this submission is spam, [report it as spam](#).

To edit your email settings, go to your Inbox on desktop.

Lucy Manley

From: PE15 9LY <reply-to+bd3528f3ae07@crm.wix.com>
Sent: 27 January 2023 08:50
To: Greg Shaw; Luke Willis
Subject: [P22-0602 SE March] P22-0602 SE March - new submission 12
Categories: 4 Action Needed

PE15 9LY just submitted your form: P22-0602 SE March
on [P22-0602 SE March](#)

Message Details:

Please Indicate your Gender: Female

Please Indicate your Age: 56 - 70

I am responding as a: Local Resident

Postcode: PE15 9LY

Insert Your Comments Here: I am really against this development going ahead . We often walk through that part of the town which is beautiful countryside and it should be left as just that. The town does not have enough schools, doctors or facilities to accommodate yet another housing estate, are BDW going to be providing these and perhaps shops for the residents in these new houses . March is seriously lacking in vital services for the residents it now has , who is going to take care of their need let alone residents on a new development that is being built in our beautiful countryside .

If you think this submission is spam, [report it as spam](#).

To edit your email settings, go to your Inbox on desktop.

Lucy Manley

From: PE15 9QN <reply-to+340a57892f92@crm.wix.com>
Sent: 28 January 2023 09:29
To: Greg Shaw; Luke Willis
Subject: [P22-0602 SE March] P22-0602 SE March - new submission 13

Categories: 4 Action Needed

PE15 9QN just submitted your form: P22-0602 SE March
on [P22-0602 SE March](#)

Message Details:

Please Indicate your Gender: Male

Please Indicate your Age: 36 - 55

I am responding as a: Local Resident

Postcode: PE15 9QN

Insert Your Comments Here: Can you confirm if there is a Planning Application for this development? Screening/Outline or Full? If so could you provide the reference to it as part of the consultation.

If you think this submission is spam, [report it as spam](#).

To edit your email settings, go to your Inbox on desktop.

Lucy Manley

From: PE15 9QW <reply-to+a9ab11407f30@crm.wix.com>
Sent: 05 February 2023 10:39
To: Greg Shaw; Luke Willis
Subject: [P22-0602 SE March] P22-0602 SE March - new submission 14

Categories: 4 Action Needed

PE15 9QW just submitted your form: P22-0602 SE March
on [P22-0602 SE March](#)

Message Details:

Please Indicate your Gender: Male

Please Indicate your Age: 56 - 70

I am responding as a: Local Resident

Postcode: PE15 9QW

Insert Your Comments Here: I am concerned with the proposed plans for construction of houses down Lamb Hill Drove not only are you taking away a popular safe dog walking area for myself and others that walk their dogs down there that live along Wimblington Road and others that bring their dogs in cars from March to walk their dogs (I guess this hasn't been taking into consideration or matters to you) as we will not be able to walk our dogs down there once/if building starts and also taking more wild life habitat, I am concerned about the build up of traffic along Wimblington road the traffic along this road gets really heavy as it is, you get cars flying along this road some pass my house going out towards Mill Hill doing at least 80 to 100MPH and also coming into March from Mill Hill it is dangerous if the proposal goes through there will be even more traffic using this road with cars then entering or emerging from Lambs Hills Drove for residents in the proposed houses being built. What measures will you take to control the flow of traffic will you install cameras speed bumps move the 30MPH sign further up toward Mill Hill so try slow the traffic (which is unlikely when a lot don't slow down now) and how will it effect the residents already living along Wimblington Road opposite and either side of Lambs Hill drove and us that have rear parking coming onto Wimblington Road from the access tracks to the rear of our houses? I have also been told you will be putting a bus access into Lambs Hill Drove for potential new residents why is there a need for this when there is already two bus stops along Wimblington Road either side of this road surely they can walk to these bus stops if need to catch a bus? Also I was informed that at the back of St Wendreda's Church and residents of Knights End Road there is going to be a big shopping complex being built along the bypass and they will completely close off the access from Knights End Road onto the bypass which means all the residential traffic from there will then

use Wimblington Road to get to the bypass so more traffic there also.
Regards A Burgess

If you think this submission is spam, [report it as spam](#).

To edit your email settings, go to your Inbox on desktop.

Lucy Manley

From: PE158 <reply-to+e2d06bbc367e@crm.wix.com>
Sent: 05 February 2023 12:55
To: Greg Shaw; Luke Willis
Subject: [P22-0602 SE March] P22-0602 SE March - new submission 15

Categories: 4 Action Needed

PE158 just submitted your form: P22-0602 SE March
on [P22-0602 SE March](#)

Message Details:

Please Indicate your Gender: Male

Please Indicate your Age: 36 - 55

I am responding as a: Local Resident

Postcode: PE158

Insert Your Comments Here: This development is absolutely ridiculous. We have not got the services or infrastructure for yet another development . March has always been know as a town know for its farming and now your deciding to take away that land for more housing . When are you and other competitors going to get it into your profiteering heads , that a town need the infrastructure in place before more houses are built . You are all in it to make money and to help with the town folk who would have to suffer while this development takes place . We stopped Estover Road and I hope the people of March get behind and try and stop you too .

If you think this submission is spam, [report it as spam](#).

To edit your email settings, go to your Inbox on desktop.

Lucy Manley

From: PE159DI <reply-to+d882875c43ab@crm.wix.com>
Sent: 07 February 2023 17:33
To: Greg Shaw; Luke Willis
Subject: [P22-0602 SE March] P22-0602 SE March - new submission 16

Categories: 4 Action Needed

PE159DI just submitted your form: P22-0602 SE March
on [P22-0602 SE March](#)

Message Details:

Please Indicate your Gender: Male

Please Indicate your Age: 56 - 70

I am responding as a: Local Resident

Postcode: PE159DI

Insert Your Comments Here: I cannot believe that yet another Housing Development proposal is happening in March, There is already a massive Housing Development happening from behind St Wendreda's Church up to the old River Nene, Houses being built at the end of Wisbech Road near the roundabout and plans for Housing development on upwell road. I am not at all happy with these proposals because of the following :- 1. Not enough doctor's Surgeries to deal with the growing population 2. Dental surgeries not able to deal with the population we have now let alone any increases 3. Increased Traffic & pollution caused by more houses 4. Not enough Education facilities to deal with new families. 5. Loss of Market Town feel becoming more like a mini City. 6. Loss of yet more countryside which will effect animals like Hares, Deer & red listed Birds like Corn Buntings Grey Partridges & also Yellow Wagtails, Barn owls & winter fields for Whooper Swans & Cranes. 8. Loss of area's for Dog walkers, Horse riders and general walkers. 9. Not enough infrastructure like shops & facilities to deal with increased population.

If you think this submission is spam, [report it as spam](#).

To edit your email settings, go to your Inbox on desktop.

Lucy Manley

From: Pe159qw <reply-to+1ec2416ac048@crm.wix.com>
Sent: 09 February 2023 16:56
To: Greg Shaw; Luke Willis
Subject: [P22-0602 SE March] P22-0602 SE March - new submission 17

Categories: 4 Action Needed

Pe159qw just submitted your form: P22-0602 SE March
on [P22-0602 SE March](#)

Message Details:

Please Indicate your Gender: Male

Please Indicate your Age: 56 - 70

I am responding as a: Local Resident

Postcode: Pe159qw

Insert Your Comments Here: Making the road busier, changing the feel of being in the countryside, the drains sewer system will need up dating, more for us residents to deal with,, I am against this development, it's just not right for this area Way to many houses .

If you think this submission is spam, [report it as spam](#).

To edit your email settings, go to your Inbox on desktop.

Lucy Manley

From: PE15 9HP <reply-to+3b74c01c6f8b@crm.wix.com>
Sent: 10 February 2023 17:09
To: Greg Shaw; Luke Willis
Subject: [P22-0602 SE March] P22-0602 SE March - new submission 18

Categories: 4 Action Needed

PE15 9HP just submitted your form: P22-0602 SE March
on [P22-0602 SE March](#)

Message Details:

Please Indicate your Gender: Male

Please Indicate your Age: 56 - 70

I am responding as a: Local Resident

Postcode: PE15 9HP

Insert Your Comments Here: Firstly may I say that this was a very informative exhibition and the staff very knowledgeable. I would like to make the following comments regarding the plans. I believe the skate park is in completely the wrong place, this would encourage young people to congregate in a far corner of the site which would not be policed, maybe more allotments or a nature reserve would be more suitable on this flood plain. I also have concerns around the amount of exits planned onto Barkers Lane. This is an unlit gravel track which is uneven and having 4 exits seems excessive as it serves no other purpose other than to access the countryside. Flooding and drainage will always be a concern as the fields regularly flood now in the winter. I'm not sure about the play area close to Neale Wade school, this also seems it would be a magnet for students to come to before and after school & break times if accessible and probably wouldn't be nice for people buying the new properties in that area. I look forward to the next update meeting to get a better idea of the final plans.

If you think this submission is spam, [report it as spam](#).

To edit your email settings, go to your Inbox on desktop.

Lucy Manley

From: PE15 9HP <reply-to+8cfe16f0bf22@crm.wix.com>
Sent: 10 February 2023 17:23
To: Greg Shaw; Luke Willis
Subject: [P22-0602 SE March] P22-0602 SE March - new submission 19

Categories: 4 Action Needed

PE15 9HP just submitted your form: P22-0602 SE March
on [P22-0602 SE March](#)

Message Details:

Please Indicate your Gender: Female

Please Indicate your Age: 56 - 70

I am responding as a: Local Resident

Postcode: PE15 9HP

Insert Your Comments Here: After attending the exhibition on the 9.2.23

I would like to make the following points. 1. More allotments and green space in the top corner on barkers lane/woodmans way 2. No skate park. 3. Only one Cycle and pedestrian access point from Barkers lane four are excessive and not needed. 4. Leave all trees as a screen from new builds along Barkers Lane. 5. Flooding is a big concern and requires proper drainage to be put in.

If you think this submission is spam, [report it as spam](#).

To edit your email settings, go to your Inbox on desktop.

Lucy Manley

From: PE15 9QN <reply-to+3600dc0a88a9@crm.wix.com>
Sent: 12 February 2023 13:50
To: Greg Shaw; Luke Willis
Subject: [P22-0602 SE March] P22-0602 SE March - new submission 20

Categories: 4 Action Needed

PE15 9QN just submitted your form: P22-0602 SE March
on [P22-0602 SE March](#)

Message Details:

Please Indicate your Gender: Female

Please Indicate your Age: 56 - 70

I am responding as a: Local Resident

Postcode: PE15 9QN

Insert Your Comments Here: On going to the first consultation on Thursday 9th February 2023 my first impression was that there were no added local services included in the planned project. Nothing appears to help the existing community. Please advise where all the future tenants of possible 650 dwellings are to receive medical assistance i.e. doctors, clinics, and education from. The schools are already over subscribed as are the local doctors. It is already very hard to get an appointment. I also noticed that there appears to be discrimination whereas no thought has been given to those who maybe infirm or disabled and require a single level dwelling. Is this so that more money can be had on two or three storey buildings or that only fit, young and healthy people are required to live there? Shouldn't everyone be considered? I was happy to see a bicycle lane incorporated in the plans. Does this mean that those who can crawl upstairs but require a mobility scooter can get out and about?

If you think this submission is spam, [report it as spam](#).

To edit your email settings, go to your Inbox on desktop.

Lucy Manley

From: PE14 9NU <reply-to+ac032d64c039@crm.wix.com>
Sent: 13 February 2023 20:22
To: Greg Shaw; Luke Willis
Subject: [P22-0602 SE March] P22-0602 SE March - new submission 26

Categories: 4 Action Needed

PE14 9NU just submitted your form: P22-0602 SE March
on [P22-0602 SE March](#)

Message Details:

Please Indicate your Gender: Female

Please Indicate your Age: 36 - 55

I am responding as a: Local Resident

Postcode: PE14 9NU

Insert Your Comments Here: Thank you for the proposal. I was hoping to make it in person to the consultation at the Oliver Cromwell Hotel but unfortunately got stuck in traffic and made it back too late. My main feedback is to do with public rights of way access to the new development - throughout the development there is an emphasis on pedestrians and cyclists. While I tick both those boxes there is an important access user group that you have left out of your proposal - equestrians. You also mention a preliminary access study that was conducted and I wonder why equestrians were not included in this study considering they are important stakeholders? Byway 24, which borders the north of the proposed development and goes onto Barker's lane is a byway that is used by equestrians (myself included) regularly (this includes horse riders and carriage drivers) as well as the dismantled railway (part of Woodman's way) is not only used by cyclists and pedestrians but by equestrians as well. The proposal to include rights of way for pedestrians and cyclists only across the development is concerning and not inclusive of other forms of active travel and recreational users of green space. Access routes should be multiuser where possible. Increasing safe off-road access options for local equestrians would bring so much benefit to the community, considering equestrianism supports a large part of the local economy, and considering that there will now be an increase in traffic due to new housing and an influx of people using roads (especially taking into account the large proposed development taking place by Knights End Road). There are several properties with horses in the proximity of both these developments e.g. along Wimblington Road and a livery yard on Knights End Road. Carriage driving is often used by people with mobility issues or physical disabilities, so it is important this equestrian user group is also taken into consideration. Please can I urge the

developers not to forget about making the green spaces accessible to all. Many thanks, Dr Dee Pollard

If you think this submission is spam, [report it as spam](#).

To edit your email settings, go to your Inbox on desktop.

Lucy Manley

From: PE159QL <reply-to+2549b8fb3a0c@crm.wix.com>
Sent: 16 February 2023 18:40
To: Greg Shaw; Luke Willis
Subject: [P22-0602 SE March] P22-0602 SE March - new submission 27

Categories: 4 Action Needed

PE159QL just submitted your form: P22-0602 SE March
on [P22-0602 SE March](#)

Message Details:

Please Indicate your Gender: Female

Please Indicate your Age: 56 - 70

I am responding as a: Local Resident

Postcode: PE159QL

Insert Your Comments Here: I am really against this idea of building a large development in this location. I have lived in Barkers Lane for 31 years and every time there is heavy rain the drainage just cannot cope with it. We have raw sewage on a regular basis pumping out of the drains down the lane, toilet paper and everything else that people flush down the toilet leaving it completely flooded, having to walk through this is dangerous to our health. This is not a one off incident it has been happening for the last 20 years plus and I have been told by Anglian Water that the drains cannot cope with the amount of properties that use these drains, I have been told many times that It will be sorted but nothing is done. Two years ago the raw sewage was pumping out of my sink drains into my garden, flooding my garden with toilet paper and poo, Anglian Water had to clean it up, my neighbours garden was completely flooded. My dog became ill from walking in it and I had a very large vets bill. Building more houses in this vicinity will only make matters worse no matter what promises are made. There is no infrastructure in place to provide doctors, dentists and school places for all the people who will live in these houses, there are already plans for developments off Knights End Road. Apart from this it is an area of open space, lots of wildlife, foxes and deer, a place where local people can walk and get out of the town with no congestion and car fumes.

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Lucy Manley

From: PE159QL <reply-to+3a80de6a8554@crm.wix.com>
Sent: 16 February 2023 18:41
To: Greg Shaw; Luke Willis
Subject: [P22-0602 SE March] P22-0602 SE March - new submission 28

Categories: 4 Action Needed

PE159QL just submitted your form: P22-0602 SE March
on [P22-0602 SE March](#)

Message Details:

Please Indicate your Gender: Female

Please Indicate your Age: 56 - 70

I am responding as a: Local Resident

Postcode: PE159QL

Insert Your Comments Here: I am really against this idea of building a large development in this location. I have lived in Barkers Lane for 31 years and every time there is heavy rain the drainage just cannot cope with it. We have raw sewage on a regular basis pumping out of the drains down the lane, toilet paper and everything else that people flush down the toilet leaving it completely flooded, having to walk through this is dangerous to our health. This is not a one off incident it has been happening for the last 20 years plus and I have been told by Anglian Water that the drains cannot cope with the amount of properties that use these drains, I have been told many times that It will be sorted but nothing is done. Two years ago the raw sewage was pumping out of my sink drains into my garden, flooding my garden with toilet paper and poo, Anglian Water had to clean it up, my neighbours garden was completely flooded. My dog became ill from walking in it and I had a very large vets bill. Building more houses in this vicinity will only make matters worse no matter what promises are made. There is no infrastructure in place to provide doctors, dentists and school places for all the people who will live in these houses, there are already plans for developments off Knights End Road. Apart from this it is an area of open space, lots of wildlife, foxes and deer, a place where local people can walk and get out of the town with no congestion and car fumes.

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Lucy Manley

From: PE15 9PR <reply-to+a1eaafa18776@crm.wix.com>
Sent: 24 February 2023 12:27
To: Greg Shaw; Luke Willis
Subject: [P22-0602 SE March] P22-0602 SE March - new submission 29

Categories: 4 Action Needed

PE15 9PR just submitted your form: P22-0602 SE March
on [P22-0602 SE March](#)

Message Details:

Please Indicate your Gender: Male

Please Indicate your Age: 56 - 70

I am responding as a: Local Resident

Postcode: PE15 9PR

Insert Your Comments Here: This proposal along with the development proposed on the land beyond Princess Ave, will increase traffic flow along Wimblington Rd & The Avenue to and from town. What will be done to improve the junction of The Avenue with Cavalry drive. This is already a busy junction and increased traffic flow across the junction will make it more difficult/potentially dangerous to exit Cavalry drive, especially as traffic heading out of town generally exceeds the 30 MPH speed limit. Road markings are already poor, meaning residents cars are vulnerable Whilst not directly concerning this proposal, the Princess Ave development will mean more HGV traffic during construction, going past the junction.

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Lucy Manley

From: PE15 9QN <reply-to+30370627b810@crm.wix.com>
Sent: 03 March 2023 06:50
To: Greg Shaw; Luke Willis
Subject: [P22-0602 SE March] P22-0602 SE March - new submission 30

Categories: 4 Action Needed

PE15 9QN just submitted your form: P22-0602 SE March
on [P22-0602 SE March](#)

Message Details:

Please Indicate your Gender: Male

Please Indicate your Age: 36 - 55

I am responding as a: Local Resident

Postcode: PE15 9QN

Insert Your Comments Here: As a local resident this will impact us all severely with the major traffic on wimblington road and at the back with the proposed houses being built . Along with the noise pollution at the front and back it will increase the air pollution and light pollution . If this is to get approved then to assist the residents with minimising these impacts then acoustic sound proofing fence should be layed at the back of the properties on wimblington road along with trees 🌲 also as these will mitigate the air and noise pollution coming into the local residents property's and also help the fact that the new properties won't be over looking the properties . The cost of acoustic fencing and trees is minimal compared to affect it will have on local residents .

Recommendations must be put forward to try keep the traffic to 30mph on the main road so IE average speed cameras to enforce this also to help with the noise

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Lucy Manley

From: PE15 9QN <reply-to+b820872ecb34@crm.wix.com>
Sent: 07 March 2023 20:54
To: Greg Shaw; Luke Willis
Subject: [P22-0602 SE March] P22-0602 SE March - new submission 31

Categories: 4 Action Needed

PE15 9QN just submitted your form: P22-0602 SE March
on [P22-0602 SE March](#)

Message Details:

Please Indicate your Gender: Female

Please Indicate your Age: 36 - 55

I am responding as a: Local Resident

Postcode: PE15 9QN

Insert Your Comments Here: The local drainage needs to be reviewed properly, despite the water company saying there are no issues each year there are flooded drains, they clear them but do not rectify the issue as it is re-occurring. Wimblington road is already extremely busy and speed limits are not respected therefore it is already extremely dangerous for children walking to school, this is without the additional 1200+ cars this housing development will bring to the town, while the model states there are 1.5 cars per household on average in the uk we live in an area with little to no buses and the housing scheme is too far away from the train station for it to reduce the road vehicle use- therefor 99.9 % of household will have 2 cars which will only increase once families grow- access points need to be thought out well (much better than the current proposal) to reduce the negative impact on the current resident's being able to access their property. If the current proposal is applied it will be almost impossible to exit our driveways in a safe manor due to the volume and speed of the cars on the main road. Additional speed awareness signs and or speed cameras should be considered as part of this built to the entry and exit of the town. The proposed access points will most defiantly not be safe without additional measures put in place to reduce the speed of the cars. According to the current proposed development the green space is predominantly facing the farmland that is due to remain- why cant this be flipped to the entrance/ backing onto the current houses to ensure the privacy of the current residents is respected, this will ensure that the impact of noise/light and air pollution is reduced for the homes already and families that already live in the area. I believe the development could and should be laid out more respectfully and sympathetic to the houses the development will negatively impact. Boundary fencing should be wood acoustic throughout the years of building to reduce the dreadful noise and unsightly visual impact the built will have on the life's of the people that

live on Wimblington road. Houses should not be built to overlook current properties' and gardens, post built boundary fencing and landscaping should include trees around the parameter of the development to ensure additional cost of maintaining privacy is not inflicted on the current residents.

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Town & Country Planning Act 1990 (as amended)
Planning and Compulsory Purchase Act 2004

Cambridge

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F/YR22/0633/F

Applicant: St Lawrence Hall Farms

Agent : Derek Salisbury Practice

Hook Drove Poultry Farm, Hook Drove, Wimblington, March

Erect 1 no dwelling (3-storey, 4-bed and living accommodation/farm office in roof space) with detached double garage with storage above, in association with poultry farm

Officer recommendation: Refuse

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

1 EXECUTIVE SUMMARY

- 1.1 The site is considered to fall outside of a settlement, it is therefore defined as an 'Elsewhere' location under Policy LP3, which seeks to restrict development to that which is demonstrably essential to the effective operation of land-based enterprise.
- 1.2 The Council has used the services of an Agricultural Consultant, Sanham Agricultural Planning Limited, to review the submitted documentation and provide an assessment of the demonstration for essential need. It is considered that the existing 2 dwellings on the farm are capable of providing for an uninterrupted labour supply and that there is no essential/functional need for 3 workers to permanently live at this site. Furthermore, the site is in close proximity to March and Wimblington and as such a dwelling within a nearby settlement would be suitable and available to fulfil the applicant's accommodation needs for their employees.
- 1.3 The application site falls within Flood Zone 3, the highest risk of flooding. Given that the essential need for a dwelling in this location has not been proven, a wider sequential test would be applicable. Insufficient assessment has been undertaken and inadequate information submitted to demonstrate that it is not possible for the development to be located on a site with a lower risk of flooding and without proven essential need the development does not provide any wider sustainability benefits, as such both the sequential and exception tests fail.
- 1.4 There are no issues to address in relation to residential amenity, ecology or highways and parking, subject to conditions.
- 1.5 The proposed dwelling is traditionally designed and of a scale reflective of the plot on which it is located, however when considered in the context of the existing bungalow it would sit alongside, the proposal would create an incongruous and dominant feature, out of scale with its immediate surroundings.
- 1.6 Overall, the development is considered to be unacceptable and the recommendation is one of refusal.

2 SITE DESCRIPTION

- 2.1 The application site is part of a wider poultry farm consisting of 8 poultry sheds, associated structures and attenuation lagoon. There are 2 existing dwellings on the unit, Hook Drove Cottage a 2-storey chalet style dwelling with detached garage and Hook Drove Bungalow a modest single-storey dwelling with detached outbuilding. These are accessed via a single-track private road which adjoins Wimblington Road, March to the west and Hook Road, Wimblington to the east.
- 2.2 The dwelling the subject of this application is proposed to be located within the garden area serving the existing bungalow, this is a mainly grassed area with some planting, a utilities pole/cables are located to the front (south) of the site alongside the road, ditch to the east, existing implement store building to the north and the existing bungalow to the west. The site is within Flood Zone 3.

3 PROPOSAL

- 3.1 The application seeks full planning permission for a 3-storey, 4-bed dwelling with living accommodation/farm office in the roof space and a detached double garage with storage above, in association with the poultry farm
- 3.2 The dwelling measures 15.4m (including chimney) x 7m and 9.2m in height (ridge of roof), accommodation consists of living room, kitchen/diner, WC/shower room and utility at ground floor, 3 bedrooms (1 with en-suite) at first floor and a further 2 rooms at second floor level.
- 3.3 The garage measures 7m x 8m and 7.2m in height, 2 parking spaces are provided with storage above.
- 3.4 Full plans and associated documents for this application can be found at:

[F/YR22/0633/F | Erect 1 no dwelling \(3-storey, 4-bed and living accommodation/farm office in roof space\) with detached double garage with storage above, in association with poultry farm | Hook Drove Poultry Farm Hook Drove Wimblington March Cambridgeshire PE15 0QW \(fenland.gov.uk\)](https://www.fenland.gov.uk/planning-and-building-control/development-planning/development-planning-2022-2023/F/YR22/0633/F)

4 SITE PLANNING HISTORY

Relating to the wider poultry farm (from redevelopment):

F/YR15/0464/F	Variation of condition 3 of planning permission F/YR14/0204/F, to enable installation of roof mounted solar panels, individual bio-mass boilers and additional windows to each poultry barn	Granted 24/8/2015
---------------	---	----------------------

F/YR14/0661/F	Variation of condition 5 (imposition of a condition listing approved plans) of planning permission F/YR14/0135/F (Variation of condition 5 (imposition of a condition listing approved plans) relating to planning permission F/YR12/0742/F (Erection of 4 poultry barns with associated structures and biomass boilers, and formation of a lagoon) in relation to inclusion of individual boilers to be located within each poultry barn with boiler flues and fuel storage silos.	Granted 22/10/2014
F/YR14/0523/F	Erection of a poultry barn, 2 x feed silos and a fuel storage silo for biomass heating	Granted 10/9/2014
F/YR14/3056/COND	Details reserved by conditions 2 and 3 relating to planning permissions F/YR14/0135/F and F/YR12/0742/F (Erection of 4 poultry barns with associated structures and biomass boilers, and formation of a lagoon)	Approved 11/7/2014
F/YR14/0204/F	Variation of condition 3 (imposition of a condition listing approved plans) relating to planning permission F/YR14/0131/NONMAT and F/YR11/0459/F (Erection of 3 poultry barns and associated farm store, staff building, water tank and pump house and formation of a lagoon involving demolition of existing poultry farm buildings) in relation to minor material amendments	Granted 4/6/2014
F/YR14/0135/F	Variation of condition 5 (imposition of a condition listing approved plans) relating to planning permission F/YR12/0742/F (Erection of 4 poultry barns with associated structures and biomass boilers, and formation of a lagoon) in relation to minor material amendments	Granted 16/5/2014
F/YR14/0326/SC	Screening Opinion: Additional poultry house and amended bio-mass heating installation	Further Details Not Required 9/5/2014
F/YR12/0742/F	Erection of 4 poultry barns with associated structures and biomass boilers, and formation of a lagoon	Granted 20/12/2012
F/YR12/0452/SC	Scoping Opinion - Erection of 4 poultry barns with associated structures and biomass boiler(s), formation of a lagoon and erection of an agricultural dwelling	Further Details Required 10/7/2012

F/YR11/0459/F	Erection of 3 poultry barns and associated farm store, staff building, water tank and pump house and formation of a lagoon involving demolition of existing poultry farm buildings	Granted 7/9/2011
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Relating to Hook Drove Cottage:

F/YR14/3085/COND	Details reserved by Conditions 5, 6 and 9 of planning permission F/YR12/0817/F (Erection of a 2-storey 3-bed agricultural dwelling with a detached garage)	Approved 4/9/2014
------------------	--	----------------------

F/YR12/0817/F*	Erection of a 2-storey 3-bed agricultural dwelling with a detached garage	Granted 17/12/2012
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*There is a condition restricting the occupancy of this dwelling.

Relating to Hook Drove Bungalow:

F/YR15/0715/F	Erection of a single-storey front extension; installation of external wall insulation and replacement roof involving removal of chimney to existing dwelling, involving demolition of existing outbuilding	Granted 25/9/2015
---------------	--	----------------------

M/68/139/D**	Erection of a bungalow	Granted 31/1/1969
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**There is a condition restricting the occupancy of this dwelling.

5 CONSULTATIONS

5.1 Cambridgeshire County Council Highways (3/1/2023)

I can confirm that Hook Drove is a private street. The public highway extends no further than the B1101 Wimblington Road as per the below extract from the indicative mapping which I have access to (green hatching). The access onto the public highway is already metalled so no further changes are needed in this regard.



As previously pointed out, Hook Drove is narrow and devoid of passing places. However, the intensification associated with a single dwelling in light of existing uses is very minor so it would be unreasonable to ask for the inclusion of passing places or widening of the B1101 junction.

In short, I have no objection to the application as it is acceptable in highway terms. Please can the following Informative be appended to any permission. I have no Conditions to recommend.

5.2 Cambridgeshire County Council Highways (27/6/2022)

Highways note the carriageway is a single-track width. Highways have no objections to this application in principle.

*However, the plans in the application requires a few more details:
Please show the width of the access.*

The access should be sealed and to be drained away from the highway in a bound material for a minimum of 5m back from highway. The vehicular access shall be laid out and constructed in accordance with the Cambridgeshire County Council construction specification. Surface water from private roads/ driveways areas must not discharge onto the public highway, and appropriate intervention must be provided. Please demonstrate a method at the boundary of the private and public highway of the access.

Should the applicant be able to amend the access in light of the minor comment above, then please append the following conditions and informative to any permission granted:

Conditions

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

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

5.3 Environment Agency (20/2/2023)

We have no objection to the proposed development but wish to make the following comments.

Flood Risk

In accordance with the National Planning Policy Framework (paragraph 162), development should not be permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower probability of flooding. It is for the Local Planning Authority to determine if the sequential test has to be applied and whether or not there are other sites available at lower flood risk. Our flood risk standing advice reminds you of this and provides advice on how to apply the test.

We have reviewed the submitted Flood Risk Assessment (FRA) with regard to tidal and designated main river flood risk sources only.

We consider that the main source of flood risk at this site is associated with watercourses under the jurisdiction of the Internal Drainage Board (IDB). As such, we have no objection to the proposed development on flood risk grounds. However, the IDB should be consulted with regard to flood risk associated with watercourses under their jurisdiction and surface water drainage proposals.

In all circumstances where flood warning and evacuation are significant measures in contributing to managing flood risk, we expect local planning authorities to formally consider the emergency planning and rescue implications of new development in making their decisions.

Advice for the Applicant

*Any proposed flood resilient measures should follow current Government Guidance. For more information on flood resilient measures, please see the Department for Communities and Local Government (DCLG) guidance document "Improving the Flood Performance of New Buildings – Flood Resilient Construction, 2007", which is available on the following website:
<https://www.gov.uk/government/publications/flood-resilient-construction-of-new-buildings>*

The Environment Agency operates a flood warning system for existing properties currently at risk of flooding to enable householders to protect life or take action to manage the effect of flooding on property. Receiving the flood warnings is free; you can choose to receive your flood warning as a telephone message, email, fax or text message. To register your contact details, please call Floodline on 0345 988 1188 or visit <https://www.gov.uk/sign-up-for-flood-warnings>.

Registration to receive flood warnings is not sufficient on its own to act as an evacuation plan. We are unable to comment on evacuation and rescue procedures for developments. Advice should be sought from the emergency services and the Local Authority's emergency planners when producing a flood evacuation plan.

5.4 Environment Agency (22/6/2022)

We have no objection to the proposed development but wish to make the following comments.

Review of the Flood Risk Assessment

The site is located within Flood Zone 3 on our Flood Map for Planning. The submitted Flood Risk Assessment (FRA) is dated 2014 and relates to the construction of a poultry shed at the site instead of a new dwelling. As such, the FRA is not considered to be appropriate for the proposed development. Given that the site is located approximately 8km from the nearest main river and is outside the extent of our Fenland breach mapping, we consider that the main source of flood risk at this site is associated with Internal Drainage Board (IDB) watercourses. As such, we have no objection to the proposed development but recommend that a revised FRA is requested that is relevant to the proposed development and recommends appropriate flood risk mitigation measures.

The IDB should be consulted with regard to flood risk associated with their watercourses and surface water drainage proposals.

Advice for the Applicant

Flood Resilient Measures As the site is located within an area considered to be at risk of flooding, we recommend that flood resilient measures are incorporated into the proposed dwelling. Any proposed flood resilient measures should follow current Government Guidance. For more information on flood resilience techniques, please see the Department for Communities and Local Government (DCLG) guidance document "Improving the Flood Performance of New Buildings – Flood Resilient Construction, 2007", which is available on the following website: <https://www.gov.uk/government/publications/flood-resilient-construction-of-new-buildings>

Flood Warning

The Environment Agency operates a flood warning system for properties currently at risk of flooding to enable householders to protect life or take action to manage the effect of flooding on property. Floodline Warnings Direct (F.W.D.) is a national system run by the Environment Agency for broadcasting flood warnings. Receiving the flood warnings is free; you can choose to receive your flood warning as a telephone message, email, fax or text message. To register your contact details, please call Floodline on 0345 988 1188 or visit www.gov.uk/flood

Registration to receive flood warnings is not sufficient on its own to act as an evacuation plan. We are unable to comment on evacuation and rescue procedures for developments. Advice should be sought from the emergency services and the Local Authority's emergency planners when producing a flood evacuation plan.

Foul Drainage

The site is located in an area which is not served by the public foul sewer. Accordingly, the proposal will need to be served by a non-mains drainage system.

In addition to planning permission you may also require an Environmental Permit from the Environment Agency. Please note that the granting of planning permission does not guarantee the granting of an Environmental Permit. Upon receipt of a correctly filled in application form we will carry out an assessment. It can take up to 4 months before we are in a position to decide whether to grant a permit or not.

Domestic effluent discharged from a treatment plant/septic tank at 2 cubic metres or less to ground or from a treatment plant at 5 cubic metres or less to surface water in any 24 hour period must comply with General Binding Rules provided that no public foul sewer is available to serve the development and that the site is not

within an inner Groundwater Source Protection Zone. Discharges from septic tanks directly to a surface water are not allowed under the general binding rules.

A soakaway used to serve a non-mains drainage system must be sited no less than 10 metres from the nearest watercourse, not less than 10 metres from any other foul soakaway and not less than 50 metres from the nearest potable water supply.

Where the proposed development involves the connection of foul drainage to an existing non-mains drainage system, the applicant should ensure that it is in a good state of repair, regularly de-sludged and of sufficient capacity to deal with any potential increase in flow and loading which may occur as a result of the development.

Where the existing non-mains drainage system is covered by a permit to discharge then an application to vary the permit will need to be made to reflect the increase in volume being discharged. It can take up to 13 weeks before we decide whether to vary a permit.

For further guidance please see: <https://www.gov.uk/permits-you-need-for-septic-tanks/overview>

We hope this information is of assistance. If you have any queries, please do not hesitate to contact us.

5.5 Middle Level Commissioners (provided from agent)

Surface Water Discharge

The documentation and calculations provided show that there is enough capacity in the lagoon to deal with the increase in discharge from the new dwelling and garage for a 1-in-100-year event plus 40% for climate change.

You should be aware that if it is later found that any increases are entering the Board's system due to inadequacies in system design either through failure or changes, natural or through intervention, then the Board's consent will be required for this. Your client would accordingly be advised at this time what information would be required.

Treated Foul Discharge

Thank you for the completed Discharge Consent application form in respect of the processing of treated effluent from the above development, and subsequent payment.

Please be aware that this submission has been considered from a technical perspective and as a result a recommendation to issue consent subject to certain conditions has been forwarded to the Clerk to the Board.

The Clerk will process the application and issue the consent in due course.

5.6 Environmental Health (FDC)

The Environmental Health Team note and accept the submitted information and have 'No Objections' to the proposed development. The proposal is unlikely to have a detrimental effect on local air quality or the noise climate. Given the location of the development the following condition should be imposed in the event planning consent is granted.

UNSUSPECTED GROUND CONTAMINATION

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

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

5.7 Wildlife Officer (FDC)

Recommendation:

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

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

Pre-commencement Condition(s) –

- *No development shall take place (including any demolition, ground works, site clearance) until a method statement for ensuring no negative impacts to Water Voles has been submitted to and approved in writing by the local planning authority. The content of the method statement shall include the:*

- a) purpose and objectives for the proposed works;*
- b) detailed design(s) and/or working method(s) necessary to achieve stated objectives (including, where relevant, type and source of materials to be used);*
- c) extent and location of proposed works shown on appropriate scale maps and plans;*
- e) persons responsible for implementing the works;*

The works shall be carried out strictly in accordance with the approved details after works have commenced and shall be retained in that manner thereafter.

Compliance Condition(s) -

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

Assessment/Comment:

It is agreed with the documents presented within the application that the only significant ecological constraint to the site is the potential for Water Voles to be present within the ditch. While methodology is given on how to ensure at least no net negative impact on the Water Voles within the Agricultural Appraisal, this methodology should be expanded upon as outlined within the pre-commencement Conditions as a methods statement. It is important that the methodology is present in such a way that on site contractors can complete the works with no outside help

or a ecological clerk of works is employed to undertake the works. The condition surrounding nesting birds has been attached to ensure that the works do not involve the removal of woody vegetation without the correct surveys and guidance.

5.8 March Town Council *Recommend Approval*

Local Residents/Interested Parties

5.9 National Farmers Union (NFU):

- a specific level of staffing is required and accommodation is expected
- 2 competent staff being available at all times necessitates 3 are required to provide cover
- Off site accommodation is not practical due to distance
- Proposed dwelling is adjacent existing housing and the unit

5.10 National Farmers Union (NFU) – Health and Safety Consultant:

- High levels of fatality and significant injury occurs in this industry
- Applicant must manage health and safety risks including lone working
- Tasks of specific health and safety concern were listed
- The farm would be significantly safer with 2 persons working at night

5.11 Country Land and Business Association (CLA):

- Endorse the conclusions of the Statement of Agricultural Need
- 2 workers need to be on site at all times
- 3 dwellings should be available for 3 of the 4 employees; cover has to be available during holidays, days off and cover for sickness
- Poultry workers have 87 days off per annum
- Site is functional 24/7
- There are 2 dwellings on site and 4 employees
- Will enable the applicant to attract and retain staff
- Functional need for the dwelling has been demonstrated.

5.12 Meadow View R & S Ltd (consultants working with the applicant):

- Quality on site accommodation is key to recruiting staff
- Recruitment has been hampered by inability to confirm on site accommodation will be made available
- 24hr supervision is required
- 2 appropriate members of staff are required on site at all times and to ensure this 3 residences are required

5.13 Agricultural Advisor for Crown Farms Ltd

- The size of the farm with advanced technology requires well trained and motivated staff, minimum of 2 at all times
- Critical issues must be dealt with in a timely manner that is not possible with farm staff living at a distance
- 3 residential dwellings are required to account for days off, holidays and sickness
- On farm accommodation promotes better life balance/mental health

5.14 Manager of the Poultry Farm, currently residing at Hook Drove Cottage at the site:

- Work long and anti-social hours
- Family have outgrown Hook Drove Cottage
- Proposed dwelling will enable separate bedrooms and space for visitors

- Proposal would enable Hook Drove Cottage to be available for the assistant manager and Hooks Drove Bungalow to house a poultry worker to support the manager
- 2 people required on site at all times
- Very big farm and responsibility for animal welfare
- Good on site accommodation vital for recruiting and retaining staff

5.15 Assistant Manager of the Poultry Farm:

- Currently housed in rented accommodation in March
- Work long and anti-social hours
- Journey to and from the farm can take 20mins and be dangerous in bad weather
- Intention that the manager move into the new dwelling so they can move to the existing cottage and the bungalow is proposed to be refurbished to provide accommodation for the farm worker
- The need for 2 employees on site is essential to provide immediate response to emergencies and provide safe working conditions.

5.16 7 local resident comments have been received (1 from Whittlesey Road, 1 from Crown Close, 1 from Norfolk Court, 1 from Stonecross Way, 1 from Badgeney Road, 1 from Wimblington Road, all March and 1 from Hook Road, Wimblington), in relation to the following:

- Farm represents significant investment
- Important to support businesses
- Employees contribute to the wider community
- Site of this size requires adequate trained staff at all times to ensure cover for holiday periods, illness
- Incentive of good accommodation plays an important part on staff recruitment/retention
- Will help ensure continued success of business
- In keeping with existing buildings
- Local area and neighbour would not be adversely affected by additional traffic
- Little affordable local housing for farm workers in the area
- Reduce the need to commute
- Due to remote location minimal opportunity for dwellings close enough to deliver staff level objectives

6 STATUTORY DUTY

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

7 POLICY FRAMEWORK

National Planning Policy Framework (NPPF)

National Planning Practice Guidance (NPPG)

National Design Guide 2021

Context – C1

Identity – I1, I2

Built Form – B2

Movement – M3
Nature – N3
Homes and Buildings – H1, H2, H3

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
LP6 – Employment, Tourism, Community Facilities and Retail
LP12 – Rural Areas Development Policy
LP14 – Responding to Climate Change and Managing the Risk of Flooding in Fenland
LP15 – Facilitating the Creation of a More Sustainable Transport Network in Fenland
LP16 – Delivering and Protecting High Quality Environments across the District
LP19 – The Natural Environment

Emerging Local Plan

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

LP1 – Settlement Hierarchy
LP2 – Spatial Strategy for the Location of Residential Development
LP5 – Health and Wellbeing
LP7 – Design
LP8 – Amenity Provision
LP11 – Community Safety
LP18 – Development in the Countryside
LP20 – Accessibility and Transport
LP22 – Parking Provision (Appendix 6)
LP23 – Historic Environment
LP24 – Natural Environment
LP25 – Biodiversity Net Gain
LP26 – Carbon Sinks and Carbon Sequestration
LP27 – Trees and Planting
LP28 – Landscape
LP32 – Flood and Water Management
LP50 – Residential site allocations in Wimblington

Delivering and Protecting High Quality Environments in Fenland 2014

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

Cambridgeshire Flood and Water SPD 2016

March Neighbourhood Plan 2017

H2 – Windfall Development

- **Principle of Development**
- **Demonstration of essential need**
- **Design considerations and visual amenity of area**
- **Residential Amenity/Health and wellbeing**
- **Highways and Parking**
- **Flood Risk and Drainage**
- **Ecology**

9 BACKGROUND

- 9.1 The wider site has historically been a poultry farm, Hook Drove Bungalow obtained permission in 1969 with an agricultural occupancy condition. Planning permission was obtained for the phased redevelopment of the site between 2011 and 2015 (including applications for amendments).
- 9.2 Hook Drove Cottage obtained planning permission under F/YR12/0817/F in 2012 with conditions imposed in relation to the 'Hook 2' phase of development and agricultural occupancy. The assessment of the scheme considered that there was an essential functional need for an additional dwelling in association with 'Hook 2', which more than doubled the size of the existing poultry farm. The Agricultural Consultant at the time advised that the farm would be too large for a single person to manage alone and the lack of an appropriate dwelling close to the site could impact recruitment. It was also considered that existing homes in the area were not near enough to fulfil the need, the site could be difficult to access in adverse weather conditions and the existing manager could not alone fully fulfil the need for the entire unit proposed.
- 9.3 The supporting documentation advised that a 24 hour presence could not be achieved by 1 person and that the solution was *'to have a minimum of two permanent, full time staff to guarantee sufficient overlap to ensure that site is never left unattended. This can be supported by the two assistant stockmen and part time labour at peak times...'*
- 9.4 The current application seeks to obtain permission for a third dwelling on the unit and additional/amended information has been submitted during the course of the application including providing a response to the Agricultural Consultant's assessment and a revised Flood Risk Assessment which relates to the proposed development (as it originally referred to construction of a poultry shed).

10 ASSESSMENT

Principle of Development

- 10.1 The site is considered to fall outside of a settlement, it is therefore defined as an 'Elsewhere' location under Policy LP3, which seeks to restrict development to that which is demonstrably essential to the effective operation of local agriculture, horticulture, forestry, outdoor recreation, transport or utility services.
- 10.2 The application comes forward as a proposal for residential accommodation to serve an existing poultry farm. As such, the principle of the development is accepted through LP3, which amongst others, supports the farming community and agricultural development, and recognises that in certain circumstances it is necessary to locate dwellings in otherwise unsustainable locations. This is however, subject to meeting (where residential development is concerned) the strict test of demonstrating an essential need, Policy LP12, Part D sets out the requirements as to how this essential need will be demonstrated.

10.3 Whilst the policies of the emerging local plan carry extremely limited weight in decision making the following are relevant to this application:

Policy LP1, Part B establishes settlement boundaries and advises that land outside settlement boundaries, such as this site, is defined as countryside where development is restricted. Policy LP18, Part D set out the criteria for new dwellings in the countryside.

Demonstration of essential need

10.4 Policy LP12 Part D relates specifically to the development proposed and sets out that applications of this nature should provide supporting evidence to explain the following;

- (a) *The existing functional need for the dwelling,*
- (b) *The number of part time and full-time worker(s) to live in the dwelling,*
- (c) *The length of time the activity has been established,*
- (d) *The financial viability of the enterprise,*
- (e) *The availability of other suitable accommodation on site or in the area,*
- (f) *How the proposed size of the dwelling relates to the viability of the enterprise.*

10.5 The NPPG (Paragraph: 010 Reference ID: 67-010-20190722) advises that relevant considerations in relation to agricultural dwellings are:

- *evidence of the necessity for a rural worker to live at, or in close proximity to, their place of work to ensure the effective operation of an agricultural, forestry or similar land-based rural enterprise (for instance, where farm animals or agricultural processes require on-site attention 24-hours a day and where otherwise there would be a risk to human or animal health or from crime, or to deal quickly with emergencies that could cause serious loss of crops or products);*
- *the degree to which there is confidence that the enterprise will remain viable for the foreseeable future;*
- *whether the provision of an additional dwelling on site is essential for the continued viability of a farming business through the farm succession process;*
- *whether the need could be met through improvements to existing accommodation on the site, providing such improvements are appropriate taking into account their scale, appearance and the local context; and*
- *in the case of new enterprises, whether it is appropriate to consider granting permission for a temporary dwelling for a trial period.*

10.6 There are 2 existing dwellings on site which have conditions limiting their occupancy; Hook Drove Cottage, resided in by the manager and Hook Drove Bungalow, has been/will be resided in by a stockman (currently vacant and undergoing removal of asbestos and refurbishment). There are currently 4 full-time employees at the site.

10.7 It has previously been evidenced and acknowledged that there is an essential functional need for 2 dwellings on this site under planning permission F/YR12/0817/F for Hook Drove Cottage. The farm has undertaken redevelopment and expansion with considerable investment, it is now well established and benefits from long term contract agreements with a major producer supplying poultry to high street retail outlets. The application is

accompanied by a letter from HSBC advising that St Lawrence Hall Farms Limited (the applicant) is a profitable business, has been for the last 3 years and beyond and has sufficient funds to construct the additional dwelling. As such, in this case, it is not considered necessary to seek further in evidence in respect of the viability of the enterprise.

- 10.8 The main consideration is whether there is sufficient evidence of need to support an additional permanent dwelling on this site, bringing the total to 3.
- 10.9 The supporting documentation advises that the poultry industry is subject to ever increasing demands for improvements in animal welfare and operating controls, this combined with sophisticated environmental systems and bio-security require increases in staff attendance.
- 10.10 These demands are exacerbated by the increased bird population since permission was given for the previous dwelling in 2012 (an increase from 441,000 to 504,000). It is acknowledged that an additional poultry barn obtained planning permission in 2014 under F/YR14/0523/F and was subsequently constructed bringing the total to 8 barns (each measuring 22m x 140m), on a 4.6ha site.
- 10.11 The documentation goes on to state that as a result there is an essential need for additional full-time supervision to be available 24 hours a day and the proposed dwelling would accommodate an additional supervisory 'assistant manager' within 'sight and sound' of the livestock farm buildings. It is contended that there is a requirement for 3 staff to live on site in order that a minimum of 2 are available at all times to cover emergencies, that staff have 87 days off per annum and cover is required for this period in addition to sickness.
- 10.12 The Council has used the services of an Agricultural Consultant, Sanham Agricultural Planning Limited, to review the submitted documentation and provide an assessment of the demonstration for essential need. It is considered that the existing 2 dwellings are capable of providing for an uninterrupted labour supply to cover for holidays, sickness or any other unforeseen circumstances, on a unit of this size and with the degree of automation on site, to ensure the welfare of the birds kept at the site and there is no essential/functional need for 3 workers to permanently live at this site. Furthermore, the site is in close proximity to March and Wimblington and as such a dwelling within a nearby settlement would be suitable and available to fulfil the applicant's accommodation needs for their employees, the assistant manager currently lives in rented accommodation in March and the bungalow on site is vacant, hence only 1 dwelling on site is currently occupied.
- 10.13 It is contended that the Manager's family have outgrown Hook Drove Cottage and the application proposes a larger dwelling for them to reside. The NPPG (Paragraph: 010 Reference ID: 67-010-20190722) sets out considerations in relation to agricultural dwellings including whether the need could be met through improvements to existing accommodation on site. If a specific level of accommodation is required the existing cottage could be extended (permitted development rights have not been restricted) or alternatively the existing bungalow (or cottage) could be replaced by a larger dwelling (concerns set out below regarding the scale of the proposal are in respect of its relationship with the existing bungalow, not that a replacement dwelling of this scale would be unacceptable), in fact the Council have suggested that a replacement dwelling would be acceptable and could incorporate a modest annexe if necessary, it should be noted however that this is not an acceptance that a third permanent,

stand-alone dwelling is required, but an option put forward with the intention to work proactively with the applicant to find an acceptable arrangement for the site.

- 10.14 It is also acknowledged that there are permitted development rights in relation to the temporary siting of caravans/mobile homes for agricultural workers which could be utilised.

Design considerations and visual amenity of area

- 10.15 The proposed dwelling is traditionally designed, of a scale reflective of the plot on which it sits and the proposed garage does appear as subservient to the proposed dwelling, albeit unnecessarily excessive in height at 7.2m resulting in a tall gable frontage at odds with the design of the dwelling. The existing bungalow, which the proposal would sit alongside is a modest 3-bed dwelling at only 5.2m in height and almost comparable in width, as such the proposal would create an incongruous and dominant feature, out of scale with its immediate surroundings. It should also be noted that the existing Cottage a 3-bed chalet style dwelling at 7.8m in height, also of a smaller scale.
- 10.16 The materials proposed are Wienerberger Hartford Red Multi Bricks and Wienerberger Old Hollow Victorian pantiles. The existing bungalow is constructed in a buff multi brick and grey pantile, while Hook Drove Cottage is a red multi brick and tile. The proposed materials are similar to those used for the cottage and as such are considered acceptable
- 10.17 Existing boundary hedging is to remain and enhanced with native species to enclose the site, grassed area retained where the site is not developed and concrete to the parking and turning area (along with a bin collection area), all of which is reflective of the existing site surrounding.

Residential Amenity/Health and wellbeing

- 10.18 Due to the location of the proposal in relation to the existing farm there is potential for noise, disturbance, lighting and odour nuisance and Policy LP16 (o) seeks to ensure that existing businesses are not unreasonable constrained or threatened by the introduction of sensitive uses, such as dwellings. However, in this case the dwelling is applied for in conjunction with the existing business and will be conditioned to ensure that remains the case, as is required by Policy LP3.
- 10.19 The proposal is located on garden land serving the existing bungalow, which would therefore reduce the amenity space available, an area is retained comparable with the scale of the existing dwelling, however this falls slightly short of the third of the plot required by Policy LP16 (h), the proposed dwelling is afforded in excess of a third of the plot.
- 10.20 The existing bungalow features 3 windows which face towards the proposed development which serve the living room and 2 bedrooms (information taken from F/YR15/0715/F), the proposed garage is located approximately 6m distant at a height of 7.2m which would detrimentally impact outlook from these rooms, there are no windows proposed to the first floor of the garage and future development such as this could be restricted by condition. There are first and second floor windows in the western gable end of the proposed dwelling, the first-floor window serves a bathroom which could be conditioned to be obscure glazed, the 2 second floor windows serve a habitable attic room, views would be restricted to some degree by the proposed garage and at a distance of 21m between dwellings any impacts in relation to overlooking would not be considered significantly adverse.

10.21 The garage does feature a personnel door into the garden of the existing bungalow and a window to the rear (which could be conditioned to be obscure glazed), it is understood that this is due to the fact that the farm managers vehicle, which is to be parked here, is available for use by staff members. The boundary treatment between dwellings is 1.5m high hit and miss timber fencing, which would not ordinarily provide an adequate level of privacy. This overall arrangement is somewhat unusual, however given the nature of the use of the wider site is in this case considered acceptable.

Highways and Parking

10.22 The site is accessed via a private, narrow, single track road which is devoid of passing places and is utilised by HGV's in association with the poultry farm. However, the LHA have no objections to the application, advising that the intensification associated with an additional single dwelling is very minor. Furthermore, the dwelling is proposed in association with the existing farm and as such a number of trips would have occurred as a result of commuting had the employee not resided on site.

10.23 Policy LP15 and Appendix A of the Fenland Local Plan advise that 3 parking spaces should be provided for a dwelling such as this, a double garage is proposed with the required dimensions to be considered 2 parking spaces and there is sufficient space on the drive for at least 1 additional vehicle and space for turning, which given the narrowness of the Hook Drove would be essential. The parking serving the existing bungalow is retained and unaffected by the proposal.

Flood Risk and Drainage

10.24 The application site falls within Flood Zone 3, the highest risk in relation to rivers and the sea and is at a medium risk of surface water flooding. Policy LP14 of the Fenland Local Plan and Chapter 14 of the NPPF seek to steer developments to the areas with the least probability of flooding and development will not be permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower risk of flooding. If it is evidenced by an adequate sequential test that it is not possible for development to be located in areas with a lower risk of flooding the exception test will then apply.

10.25 The Environment Agency have no objections to the proposal, advising that it is for the LPA to assess the sequential test.

10.26 The application is accompanied by a Flood Risk Assessment and Drainage Strategy (FRA & DS) which advises that finished floor levels will be 300m above existing ground level and that due to the essential need for the development the sequential and exception tests do not apply.

10.27 Given that the essential need for a dwelling in this location has not been proven (refer to paras 10.12-10.13 above) a wider sequential test would be applicable. Insufficient assessment has been undertaken and inadequate information submitted to demonstrate that it is not possible for the development to be located on a site with a lower risk of flooding and without proven essential need the development does not provide any wider sustainability benefits, as such both the sequential and exception tests fail, and the development is contrary to the aforementioned policies.

10.28 The FRA & DS advise that surface water run-off will be conveyed to the existing attenuation lagoon, this and the comments from Middle Level Commissioners

(provided via the applicant's agent) advises that there is sufficient capacity in the existing lagoon to deal with the increased surface water from the proposal. Information submitted within the application advises that this will then be harvested, filtered and treated for use in the farming process.

- 10.29 The site is located in an area which is not served by the public foul sewer and as such the proposal would need to be served by non-mains drainage, subject to the relevant consents/permits. It is proposed to utilise a replacement package treatment plant which will also serve the existing office and bungalow.

Ecology

- 10.30 The Council's Wildlife Officer agrees with the documents submitted with the application that the only significant ecological constraint to the site is the potential for Water Voles to be present in the adjoining ditch. The application is accompanied by a Water Vole Method Statement, incorporating a biodiversity checklist, however the Wildlife Officer considers that this should be expanded upon and recommends a pre-commencement condition in this regard, which can be imposed should the application be successful. Additional conditions in relation to semi-natural habitats and to ensure removal of vegetation outside bird breeding season are also recommended.

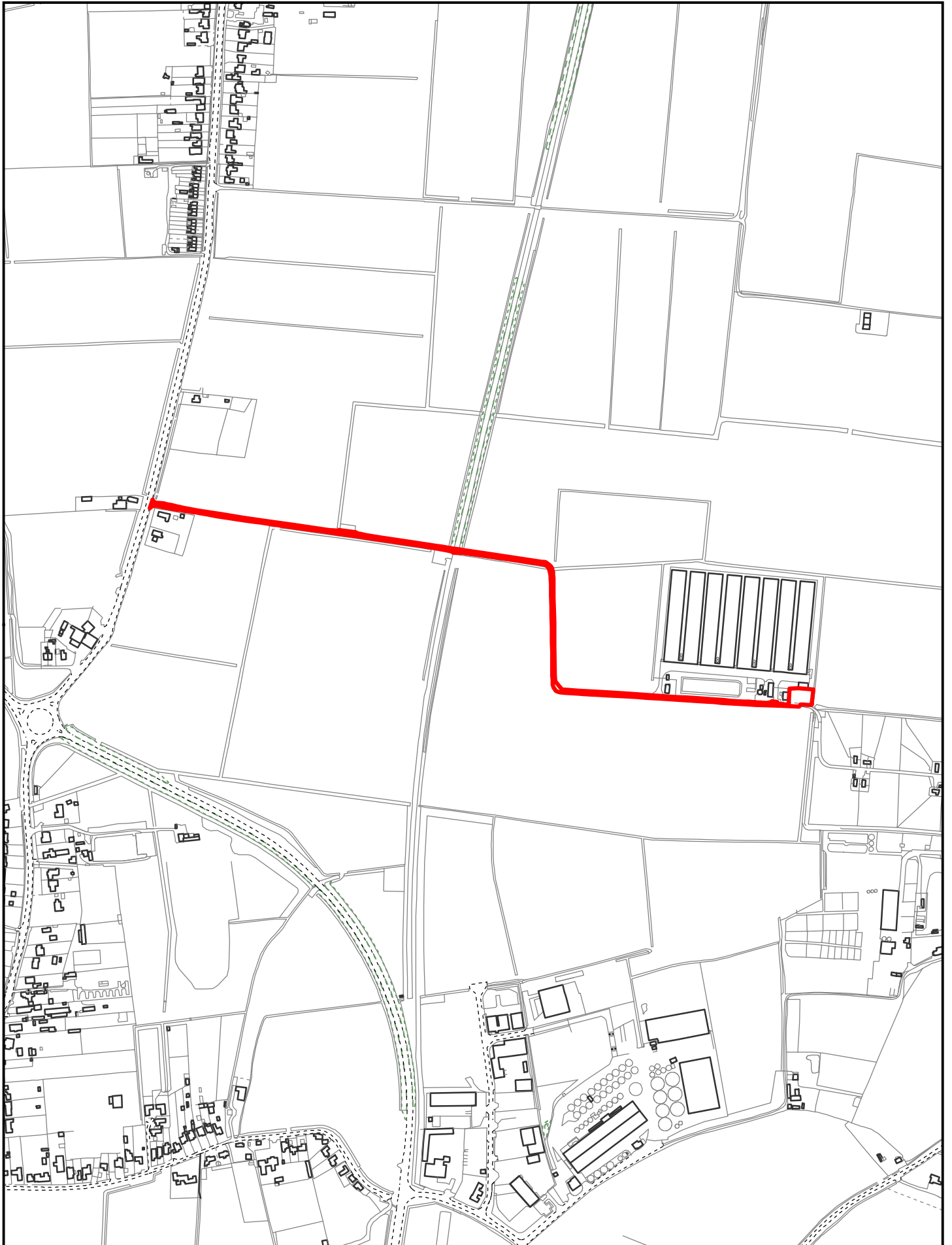
11 CONCLUSIONS

- 11.1 The site is considered to fall outside of a settlement, it is therefore defined as an 'Elsewhere' location under Policy LP3, which seeks to restrict development to that which is demonstrably essential to the effective operation of land-based enterprise.
- 11.2 The Council has used the services of an Agricultural Consultant, Sanham Agricultural Planning Limited, to review the submitted documentation and provide an assessment of the demonstration for essential need. It is considered that the existing 2 dwellings on the farm are capable of providing for an uninterrupted labour supply and that there is no essential/functional need for 3 workers to permanently live at this site. Furthermore, the site is in close proximity to March and Wimblington and as such a dwelling within a nearby settlement would be suitable and available to fulfil the applicant's accommodation needs for their employees.
- 11.3 The application site falls within Flood Zone 3, the highest risk of flooding. Given that the essential need for a dwelling in this location has not been proven, a wider sequential test would be applicable. Insufficient assessment has been undertaken and inadequate information submitted to demonstrate that it is not possible for the development to be located on a site with a lower risk of flooding and without proven essential need the development does not provide any wider sustainability benefits, as such both the sequential and exception tests fail.
- 11.4 There are no issues to address in relation to residential amenity, ecology or highways and parking, subject to conditions.
- 11.5 The proposed dwelling is traditionally designed and of a scale reflective of the plot on which it is located, however when considered in the context of the existing bungalow it would sit alongside, the proposal would create an incongruous and dominant feature, out of scale with its immediate surroundings.
- 11.6 Overall, the development is considered to be unacceptable and the recommendation is one of refusal.

12 RECOMMENDATION

Refuse; for the following reasons:

1.	<p>To promote sustainable development in rural areas, Policy LP3 of the Fenland Local Plan 2014 seeks to restrict development in areas outside of settlements to that which is demonstrably essential for the effective operation of land-based enterprise such as agriculture. This demonstration is determined through the criteria as set out under Policy LP12 Part D.</p> <p>The proposal is for the erection of a new dwelling and garage associated with an established agricultural enterprise, Hook Drove Poultry Farm. It is considered that the existing 2 dwellings at the farm are capable of providing for an uninterrupted labour supply to cover for holidays, sickness or any other unforeseen circumstances, on a unit of this size and with the degree of automation on site, to ensure the welfare of the birds kept at the site and there is no essential/functional need for 3 workers to permanently live at this site. Furthermore, the site is in close proximity to March and Wimblington and as such a dwelling within a nearby settlement would be suitable and available to fulfil the applicant's accommodation needs for their employees. As such the proposal is contrary to the aforementioned policies and would result in an unwarranted dwelling in an otherwise unsustainable location.</p>
2.	<p>The site lies in Flood Zone 3, the highest risk of flooding. Policy LP14 of the Fenland Local Plan and Chapter 14 of the NPPF seek to steer developments to the areas with the least probability of flooding and development will not be permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower risk of flooding. If it is evidenced by an adequate sequential test that it is not possible for development to be located in areas with a lower risk of flooding the exception test will then apply</p> <p>The application is accompanied by a Flood Risk and Drainage Strategy, however this asserts that the sequential test does not apply as the proposal is in relation to the existing poultry farm. As the essential need for a dwelling in this location has not been proven (reason for refusal 1) a wider sequential test would be applicable. Insufficient assessment has been undertaken and inadequate information submitted to demonstrate that it is not possible for the development to be located on a site with a lower risk of flooding and without proven essential need the development does not provide any wider sustainability benefits, as such both the sequential and exception tests fail, and the development is contrary to the aforementioned policies.</p>
3.	<p>Policy LP16 of the Fenland Local Plan 2014 and Policy DM3 of the Delivering and Protecting High Quality Environments in Fenland SPD 2014, para 130 of the NPPF 2021 and Chapters C1 and I1 of the NDG 2021, seek to ensure that developments make a positive contribution to local distinctiveness and the character of the area and respect the local built environment.</p> <p>The proposed development, when considered in the context of the existing bungalow would create an incongruous and dominant feature, out of scale with its immediate surroundings and contrary to the aforementioned policies.</p>



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F/YR22/0633/F

Scale = 1:7,500



SCALE BAR : 1/500

0 10M 20 30

PV PANELS
EXISTING
POULTRY BARNS

PROPOSED SOUTH AND EAST BOUNDARY HEDGE

EXISTING 'BOUNDARY HEDGEROW' TO BE MAINTAINED AT HEIGHT 1.5 METRES SPECIES TO COMPLEMENT AND ENHANCE THE EXISTING FARM HEDGEROW :-

- 70% CRATAEGUS MONOGYNA (HAWTHORN).
- 15% ACER CAMPESTRE (FIELD MAPLE)
- 10% CARPINUS BETULAS (HORNBEAM)
- 5% MALUS SYLVESTRIS (CRAB APPLE)

ALL TO PROVIDE ENHANCED SCREENING AND BIO-DIVERSITY OPPORTUNITY.

ANCILLARY
FARM BUILDINGS

SECURE ENTRY TO
EXISTING FARM

1.5M HIGH HIT AND MISS'
TIMBER BOARDED FENCE

IMPLEMENT
STORE

PV PANELS

EXISTING
BUNGALOW

2CP
BUNGALOW
AND PARKING

3CP

POWER
POLE

EXISTING GRASS AREA SITE
FOR PROPOSED DWELLING

FOUL DRAINAGE DISCHARGE FROM
DWELLING TO CONNECT TO EXISTING
FOUL DRAIN TO DISCHARGE TO
REPLACEMENT STP APPROVED BY IDB

**PROPOSED
GARAGE AND MANAGER'S DWELLING**

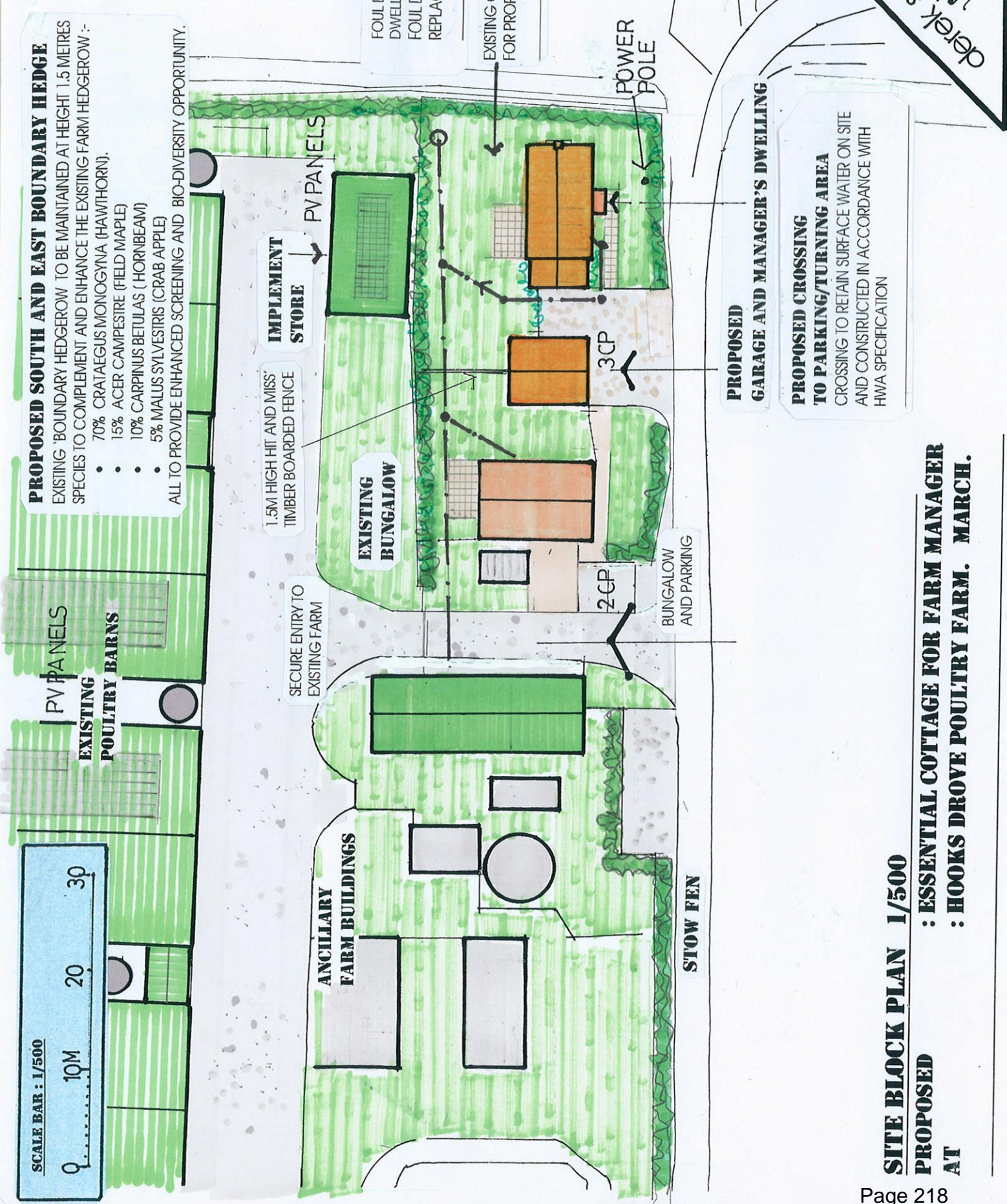
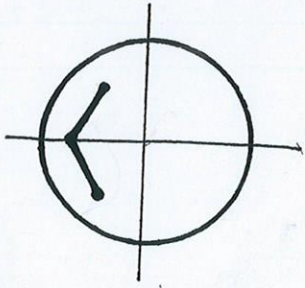
**PROPOSED CROSSING
TO PARKING/TURNING AREA**
CROSSING TO RETAIN SURFACE WATER ON SITE
AND CONSTRUCTED IN ACCORDANCE WITH
HWA SPECIFICATION

SITE BLOCK PLAN 1/500

**PROPOSED
AT**

**: ESSENTIAL COTTAGE FOR FARM MANAGER
: HOOKS DROVE POULTRY FARM. MARCH.**

derek salisbury practice
rtdm house oakborough road
eastleigh hampshire sp4 7jz
telephone +44 (0)1256 713322
22.07.02B

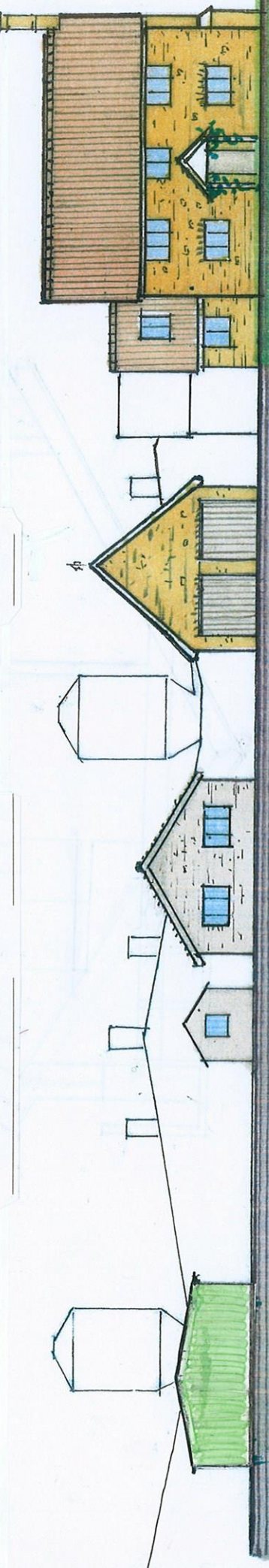


PROPOSED
AG MANAGER'S DWELLING

PROPOSED
GARAGE

EXISTING
BUNGALOW

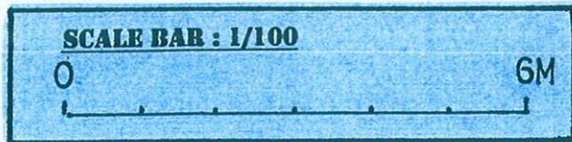
FARM RECEPTION BUILDING
AND ENTRANCE



PROPOSED DWELLING AND GARAGE

FRONTAGE ELEVATION TO STOW FEN
VIEW TAKEN WITHIN BOUNDARY HEDGE. SCALE 1/250

SET AGAINST THE BACKDROP OF POULTRY FARM BUILDINGS AT THE EAST ENTRANCE END ON THE REMAINING VACANT AREA WITHIN THE FARM. THE PROPOSAL PROVIDES AN ATTRACTIVE PUNCTUATION ENDING TO THE FRONTAGE REFLECTING THE DWELLING AND GARAGE PREVIOUSLY APPROVED AT THE WEST (EXIT) END OF THE FARM.



AG WORKERS COTTAGE EXTERNAL FACING MATERIALS :-
 LOCAL VERNACULAR STYLE USING LOCAL NATURAL MATERIALS

WALLS - SELECTED CLAY STOCK FACING BRICK WALLING
 WIENERBERGER 65mm TERCA HARTFORD FACING BRICKS
 - CONTRAST EMBELLISHMENTS (ARCHES ETC)

ROOF - CLAY PANTILES
 WIENERBERGER KORAMIC OLD HOLLOW VICTORIAN 451

JOINERY - COTTAGE STYLE
 IRISH OAK FINISH uPVC DOORS + WINDOWS



LOFT STORAGE ABOVE
 GROUND FLOOR GARAGE

CAR PARK 1 CAR PARK 2 CAR PARK 3

**EXISTING
 BUNGALOW**

**PROPOSED
 GARAGE**

AGRICULTURAL DWELLING

THE 'TIED' AGRICULTURAL DWELLING IS PROPOSED TO ACCOMMODATE THE ADDITIONAL ESSENTIAL FULL TIME POULTRY SUPERVISOR TO LIVE ON-SITE.

THE PROPOSAL IS THE RESULT OF AN AGRICULTURAL APPRAISAL WHICH CONCLUDES :-

- PROVEN FUNCTIONAL NEED
- THERE IS NO SUITABLE ALTERNATIVE ACCOMMODATION AVAILABLE ON THE FARM OR WITHIN CLOSE PROXIMITY

- THE DWELLING WOULD BE HIGHLY SUSTAINABLE WITH HIGH LEVELS OF THERMAL INSULATION AND LOW MAINTENANCE, NATURAL MATERIALS.- THE PROPOSAL ACCORDS WITH THE RELEVANT FENLAND D.C LOCAL PLAN POLICIES and NPPF GUIDANCE.
 - THE DWELLING WOULD INTEGRATE WELL INTO THE DISTANT SURROUNDING PROPERTIES AND NO MATERIAL ADVERSE IMPACT WOULD ARISE AS A RESULT OF OVERLOOKING OR LOSS OF AMENITY.

THE PROPOSED DWELLING IS COMMENSURATE WITH THE FARM POULTRY ACTIVITY WILL INCLUDE LOCAL LOW MAINTENANCE MATERIALS IN LOCAL VERNACULAR STYLE.
 THE DWELLING IS DESIGNED TO PROTECT AMENITIES OF DISTANT PROPERTIES WITH NO ADVERSE IMPACT.

ALTHOUGH THE SITE LIES OUTSIDE AREAS OF IDENTIFIED SPECIAL LANDSCAPE VALUE AND CANNOT BE SEEN FROM SURROUNDING DISTANT PROPERTIES - CARE IS TAKEN TO ENSURE THAT THE DWELLING WOULD BLEND AND HARMONISE WELL WITH THE CHARACTER OF THE FARM AND WOULD INTEGRATE WELL INTO THE FENLAND SETTING INTO THE RURAL SETTING.

SOUTH ELEVATION [DWELLING AND GARAGE TO DROVE FEN ACCESS] 1/100

PROPOSED AT : **ESSENTIAL COTTAGE FOR FARM MANAGER**
 : **HOOKS DROVE POULTRY FARM. MARCH.**

derek salisbury practice
 hockley house crookborough road
 nuffield east sussex H22 3WY
 telephone + fax 01825 713332
 22.01/05 A

SCALE BAR : 1/100



PROPOSED AGRICULTURAL TIED DWELLING

- EVER-INCREASING POULTRY ACTIVITIES AND INDUSTRY STANDARDS REQUIRE ADDITIONAL AND ESSENTIAL FULL-TIME SUPERVISION WITHIN SIGHT + SOUND OF THE FARM TO PROTECT THE WELFARE AND SECURITY OF THE BIRDS AND MAINTAIN CONTINUOUS AND SAFE OPERATION OF THE SOPHISTICATED ENVIRONMENTAL CONTROLS AND SYSTEMS.
- A SMALL BUNGALOW EXISTS ON-SITE AND WILL BE RETAINED FOR USE BY THE FARM STOCKMAN AND FAMILY.
- THE EXISTING MANAGER'S DWELLING AT THE WEST END OF THE FARM WILL BE MAINTAINED AND OCCUPIED BY THE FARM SUPERVISOR AND FAMILY.
- THE NEW DWELLING IS PROPOSED TO ACCOMMODATE THE FARM MANAGER TO ENSURE CONTINUOUS PRESCENCE ON SITE REQUIRED TO MANAGE THE OPERATING SYSTEMS TO ENSURE CONTINUOUS PROTECTION AND WELFARE OF THE BIRDS.
- THE PROPOSAL FOR THE NEW 'TIED' DWELLING IS THE SUBJECT OF THE AGRICULTURAL CONSULTANTS DETAILED STUDY AND APPRAISAL TO INFORM THE APPLICATION AND TO DEMONSTRATE THE ESSENTIAL NEED.
- THE NEW AND EXISTING DWELLINGS ARE 'AG TIED' FOR USE BY LIVE-IN FARM STAFF.



PROPOSED AG' TIED DWELLING

PROPOSED GARAGE

EXISTING BUNGALOW

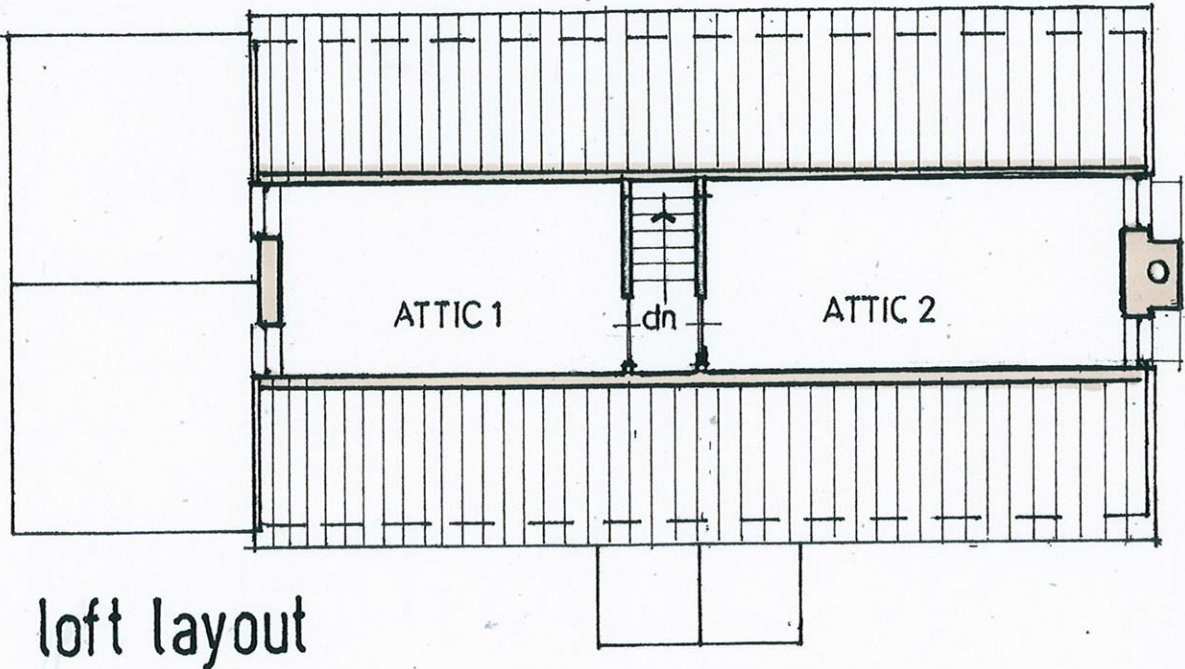
SUSTAINABILITY OF DWELLING

- SURFACE WATER FROM THE COTTAGE WILL DISCHARGE TO THE ATTENUATION LAGOON TO BE HARVESTED, FILTERED, TREATED FOR USE IN THE FARMING PROCESS.
- RENEWABLE ENERGY ELECTRICITY PROVIDED BY PV PANELS
- HEATING FOR THE PROPOSED FARM MANAGER'S DWELLING WILL BE BY ELECTRICITY OR FARM LPG ALBEIT BENEFITTING FROM ENHANCED LEVELS OF INSULATION.
- HEATING WILL BE SUPPLEMENTED BY A WOOD BURNING STOVE USING WOOD FROM RENEWABLE SOURCES.
- THE PROPOSED FARM SUPERVISOR WILL LIVE ON SITE WITH NO WORK TRAVEL JOURNEYS
- ENERGY SAVING ELEVATED INSULATED CONSTRUCTION.

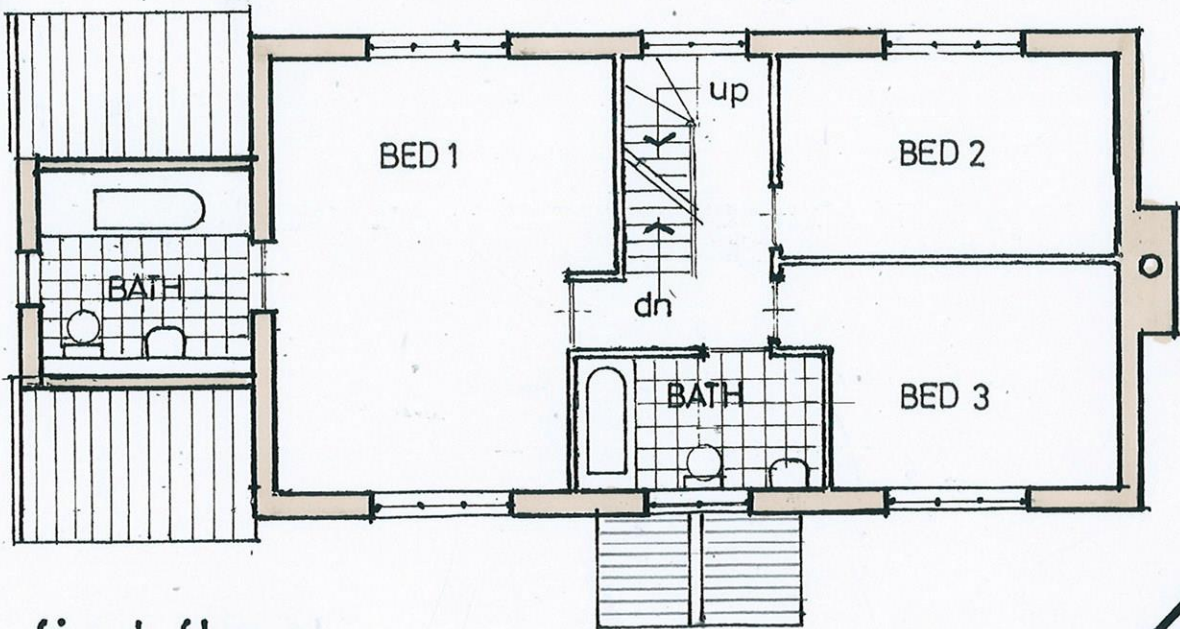
NORTH ELEVATION [DWELLING AND GARAGE TO POULTRY FARM 1/100
PROPOSED AT : **ESSENTIAL COTTAGE FOR FARM MANAGER**
AT : **HOOKS DROVE POULTRY FARM. MARCH.**

derek salisbury practice
 hoddern house crombeorough road
 hully east sussex tn22 3xy
 telephone + fax 01825 713332
 22.07/06

SCALE BAR : 1/100



loft layout



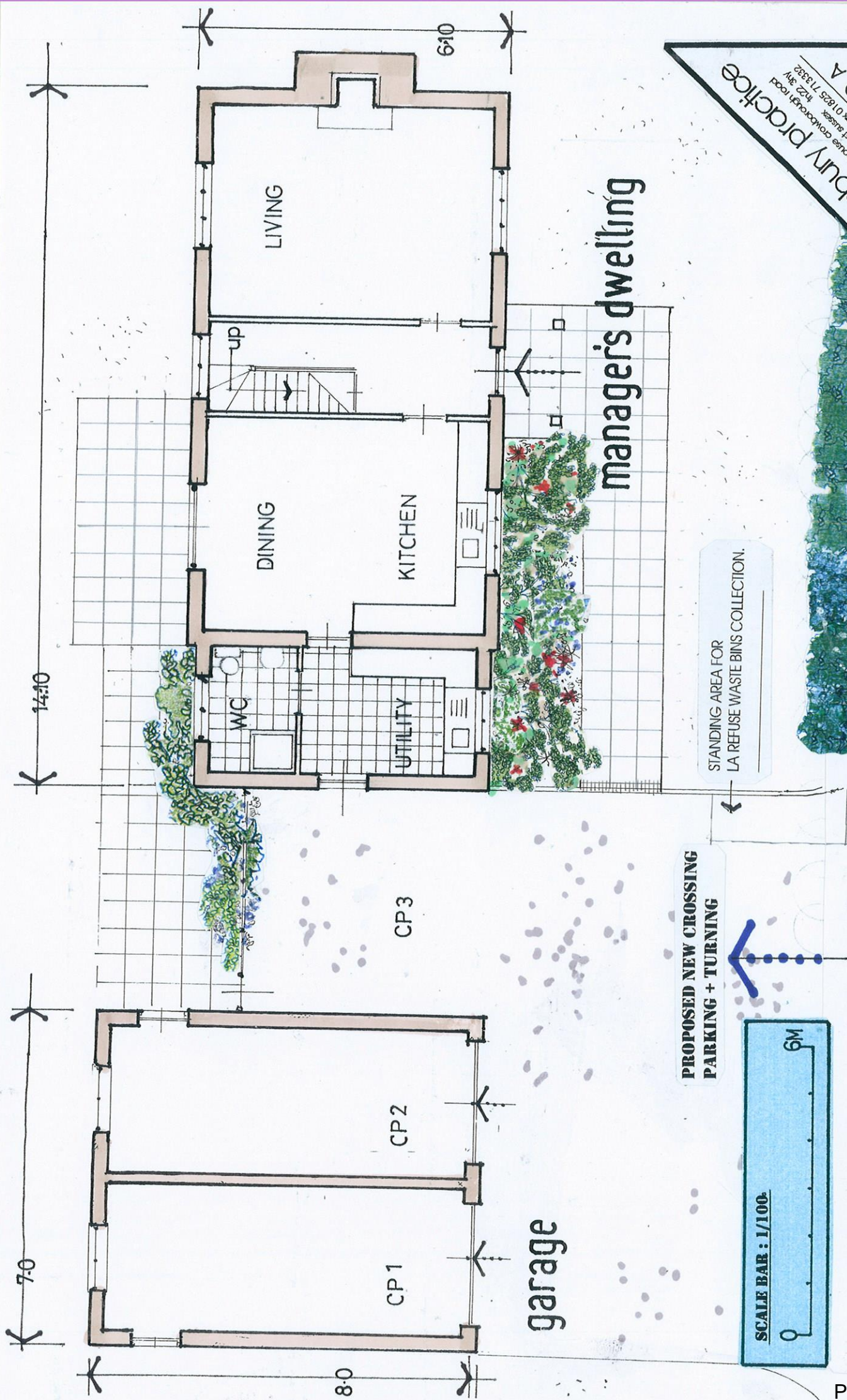
first floor

FIRST FLOOR AND LOFT PLANS 1/100

**PROPOSED
AT**

**: ESSENTIAL COTTAGE FOR FARM MANAGER
: HOOKS DROVE POULTRY FARM. MAP**

derek salisbury practice
hookem house crowsborough road
nulleigh east sussex TN22 3NY
telephone + fax 01323 713332
22.07/04

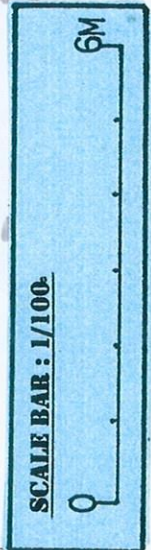


manager's dwelling

garage

STANDING AREA FOR
LA REFUSE WASTE BINS COLLECTION.

PROPOSED NEW CROSSING
PARKING + TURNING



GROUND FLOOR LAYOUT [GARAGE AND DWELLING] 1/100
PROPOSED : ESSENTIAL COTTAGE FOR FARM MANAGER
AT : HOOKS DROVE POULTRY FARM. MARCH.

INFILL BOUNDARY HEDGE
WITH NATIVE SPECIES

derek salisbury practice
 22.07/03 A
 hockley road, covechurch road
 hully + east, salisbur, nr22 3HY
 telephone + fax 01825 713322

F/YR23/0252/O

**Applicant: Mr Jamie McGarvie
Ashewell Developments**

**Agent : Mr Ian Gowler
Gowler Architectural**

Land East Of 12, Eastwood End, Wimblington, Cambridgeshire

Erect 1no dwelling (outline application with all matters reserved)

Officer recommendation: Refuse

Reason for Committee: Number of representations contrary to Officer recommendation

1 EXECUTIVE SUMMARY

- 1.1 This application seeks outline permission with all matters reserved for the erection of a dwelling. This application is a resubmission of a previously refused application. No amendments have been made to the previously refused scheme.
- 1.2 The proposed development will be constructed to the rear of an existing frontage development and accessed by a long vehicular access between existing dwellings and would represent a tandem or backland form of development which would result in a substandard form of development which would conflict with and undermine the prevailing form of linear frontage development in Eastwood End. The proposal would fail to accord with the provisions of the National Planning Policy Framework, specifically paragraphs 130 and 134, and Policies LP1, LP2, LP3, LP12 and LP16 of the adopted Fenland Local Plan 2014.
- 1.3 The proposed development would detract from the private enjoyment of existing occupiers' properties by virtue of potential loss of privacy and overlooking, noise, disturbance and general activity generated by the development of this piece of land and its associated proposed residential use. The development would erode the rural character and outlook of adjoining occupiers to the detriment of the amenities presently enjoyed by existing residents. The proposal would be contrary to the provisions of the NPPF 2021 and Policies LP1, LP2, LP3 and Policy LP16 of the adopted Fenland Local Plan 2014.
- 1.4 The proposed development of the form indicated, if approved, would establish an unacceptable precedent for a substandard form of development, to the detriment of the local built form and character and the associated adverse effects on established residential amenity and privacy of existing occupiers. If approved, the proposal would result in difficulties refusing similar forms of development which would cumulatively significantly detract from the character and appearance of the area and undermine the amenities presently afforded to local residents. The proposal would therefore fail to accord with the provisions of the NPPF 2021 and Policies LP1, LP2, LP3, LP12 and LP16 of the adopted Fenland Local Plan 2014.
- 1.5 The recommendation is therefore to refuse this application as its contrary to the aforementioned planning policies.

2 SITE DESCRIPTION

- 2.1 The application site is located off the southern spur of Eastwood End, approximately 390m from the junction with the A141 Isle of Ely Way.
- 2.2 The existing site comprises pony paddocks, with an unmade field access via a narrow strip between existing frontage properties at 10 and 12 Eastwood End.

3 PROPOSAL

- 3.1 This application seeks outline permission with all matters reserved for future consideration. It is therefore only the principle of development being sought at this stage and the details and nature of the dwelling, detailed access arrangements etc are not for consideration at this stage.
- 3.2 An indicative plan accompanies the proposal, showing a red line defining the access and area of the 'developable plot'
- 3.3 The rectangular plot for the dwelling is proposed to the rear of the existing frontage properties accessed by a long (30m) strip between existing dwellings.
- 3.4 Full plans and associated documents for this application can be found at: [F/YR23/0252/O | Erect 1no dwelling \(outline application with all matters reserved\) | Land East Of 12 Eastwood End Wimblington Cambridgeshire \(fenland.gov.uk\)](#)

4 SITE PLANNING HISTORY

Reference	Description	Decision
F/YR21/1292/O	Erect up to 1no dwelling (outline application with all matters reserved)	Refuse 15/02/2022

5 CONSULTATIONS

5.1 Wimblington Parish Council

This application appears to be a resubmission of a previously refused application. The proposed development will be constructed to the rear of an existing frontage development and accessed by a long vehicular access between existing dwellings and would represent a tandem or backland form of development which would result in a substandard form of development and would conflict with and undermine the prevailing form of linear frontage development in Eastwood End.

The proposed development would detract from the private enjoyment of existing occupiers' properties by virtue of potential loss of privacy and overlooking, noise, disturbance and general activity generated by the development of this piece of land and its associated proposed residential use.

The development would erode the rural character and outlook of adjoining occupiers to the detriment of the amenities presently enjoyed by existing residents.

The proposed development, if approved, would establish an unacceptable precedent for a substandard form of development, to the detriment of the local

built form and character and the associated adverse effects on established residential amenity and privacy of existing occupiers. If approved, the proposal would result in difficulties refusing similar forms of development which would cumulatively significantly detract from the character and appearance of the area and undermine the amenities presently afforded to local residents. The proposal would therefore fail to accord with the provisions of the NPPF 2021 and Policies LP1, LP2, LP3, LP12 and LP16 of the adopted Fenland Local Plan 2014.

5.2 CCC Minerals and Waste

The proposed development is located within the Waste Consultation Area for the safeguarded waste site known as Hook Lane as identified under Policy 16 (Consultation Areas) of the Cambridgeshire and Peterborough Minerals and Waste Local Plan (2021).

Policy 16 seeks to safeguard waste management facilities. It states that development within a CA will only be permitted where it is demonstrated that the development will not prejudice the existing or future use of the area, i.e. the waste management site for which the CA has been designated; and not result in unacceptable amenity issues or adverse impacts to human health for the occupiers or users of such new development, due to the ongoing or future use of the area for which the CA has been designated.

It is noted that the proposed development is for the erection of one dwelling and that the maps indicate the site is approximately 200 metres south of the Hook Lane site with several dwellings located between the two sites. The MWPA is, in this instance, content that the proposal is unlikely to prejudice the Hook Lane site and raises no objection to the proposal.

5.3 FDC Environmental Health

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

This service would however welcome a condition on construction working times due to the close proximity to existing noise sensitive receptors, with the following considered reasonable;

No construction work shall be carried out and no plant or power operated machinery operated other than between the following hours: 08:00 hours and 18:00 hours on Monday to Friday, 08:00 hours and 13:00 hours on Saturday and at no time on Sundays, Bank or Public Holidays, unless otherwise previously agreed in writing with the Local Planning Authority

5.4 Local Residents/Interested Parties

Supporters

11 letters of support were received with regard to the above application. 2 of these letters were from properties within Chatteris with the remainder from properties in March. The reasons for support are as follows:

- - Neighbourhood currently being developed by local builders

- Area in need of more housing
- Development in keeping with other homes being built along Eastwood End

Objectors

17 letters of objection were received with regard to the above application. All of these letters were from properties within Wimblington (16 from properties within Eastwood End, 1 from a property within Eaton Estate). The reasons for objection are as follows:

- Previous permission refused. Same documents have been presented again;
- Previous permission strongly objected to;
- Proposed development within 5 metres of ditch which hasn't been maintained and results in flooding;
- Detrimental impact on quality of life;
- No benefit to local community ;
- Loss of privacy and overlooking;
- Further loss of greenfield and wildlife habitat ;
- Overshadowing and loss of light ;
- Poor access ;
- Need to retain linear feature of Eastwood End ;
- If approved would allow for further ad hoc and unwanted development ;
- Negative impact on amenity of other properties;
- Highway safety;
- Light and noise pollution ;
- Stress on local amenities ;
- Out of keeping within the area ;
- Detriment to rural setting ;
 - Refuse collection ;
 - Reduce value of housing that currently backs onto the paddock;

6 STATUTORY DUTY

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

7 POLICY FRAMEWORK

7.1 National Planning Policy Framework (NPPF)

Para 2 – Applications to be determined in accordance with the development plan unless material considerations indicate otherwise

Para 11 – A presumption in favour of sustainable development

Para 47 – All applications for development shall be determined in accordance with the development plan, unless material considerations indicate otherwise

Para 130 – Achieving well-designed places

Para 134 – Development that is not well designed should be refused

7.2 National Planning Practice Guidance (NPPG)

7.3 National Design Guide 2021

Context
Identity
Built Form
Nature
Uses

7.4 Fenland Local Plan 2014

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

7.5 Emerging Local Plan

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

LP5 – Health and Wellbeing
LP7 – Design
LP8 – Amenity Provision
LP18 – Development in the Countryside
LP32 – Flood and Water Management

8 KEY ISSUES

- Principle of Development
- Visual Amenity/Form and Character
- Residential Amenity
- Precedent
- Other

9 BACKGROUND

9.1 This application is a resubmission of F/YR21/1292/O, as detailed in the planning history above. No amendments have been made to the previously refused application. This previous application was refused for the following reasons:

1. The proposed development, indicating a dwelling constructed to the rear of existing frontage development and accessed by a long vehicular access between existing dwellings, would represent a tandem or backland form of development which would result in a substandard form of development which would conflict with and undermine the prevailing form of linear frontage development in Eastwood End. Accordingly, the proposal would fail to accord with the provisions of the National Planning Policy Framework, specifically paragraphs 130 and 134, and Policies LP1, LP2, LP3, LP12 and LP16 of the adopted Fenland Local Plan 2014.

2. The proposed development as indicated on the submitted plans would detract

from the private enjoyment of existing occupiers' properties by virtue of potential loss of privacy and overlooking, noise, disturbance and general activity generated by the development of this piece of land and its associated proposed residential use. The development would erode the rural character and outlook of adjoining occupiers to the detriment of the amenities presently enjoyed by existing residents.

Accordingly, the proposal would be contrary to the provisions of the NPPF 2021 and Policies LP1, LP2, LP3 and Policy LP16 of the adopted Fenland Local Plan 2014.

3. The proposed development of the form indicated, if approved, would establish an unacceptable precedent for a substandard form of development, to the detriment of the local built form and character and the associated adverse effects on established residential amenity and privacy of existing occupiers. If approved, the proposal would result in difficulties refusing similar forms of development which would cumulatively significantly detract from the character and appearance of the area and undermine the amenities presently afforded to local residents.

The proposal would therefore fail to accord with the provisions of the NPPF 2021 and Policies LP1, LP2, LP3, LP12 and LP16 of the adopted Fenland Local Plan 2014.

9.2 Members will recall a similar application, reference F/YR23/0188/O (Erect a dwelling (outline application with all matters reserved), Land South of 30 Eastwood End, Wimblington) which was heard at Planning Committee on the 26th April 2023 and subsequently refused.

10 ASSESSMENT

Principle of Development

- 10.1 The site is located adjacent to an established residential area, although not in a particularly sustainable location. However, new development would accord with the principle of development in such locations subject to issues such as form and character.
- 10.2 Policy LP14 relates to areas at higher risk of flooding. The site is identified as being located within Flood Zone 1 and within the Middle Level Drainage Board's area. The advice of the Drainage Board should be sought by the developer in the event that permission is forthcoming.
- 10.3 Policy LP16 of the Local Plan requires new development to comply with a listed set of criteria in order for approval of development to be forthcoming
- 10.4 The principle of development locally is therefore considered to be generally acceptable subject to the detailed considerations below.

Visual Amenity/Form and Character

- 10.5 The application is in outline form with all matters reserved for future consideration. It is therefore the principle only of development which is for consideration at this stage.

- 10.6 The application site comprises pony paddocks and grassed single carriage gated access to the paddocks from Eastwood End.
- 10.7 The red line to the site shows a rectangular building plot on part of the pony paddocks and accessed by the same 'field' entrance.
- 10.8 The dwelling would be located to the rear of existing frontage development, accessed by a long (30m) vehicular access between existing residential properties.
- 10.9 Whilst it is acknowledged that some new development has taken place within the area, even including part of the pony paddocks, as highlighted by the supporters of the proposal, this has taken the form of linear frontage development along Eastwood End. Aerial photographs of the form of development of Eastwood End are quite striking in demonstrating that the form of built development in the locality, with older and new housing development all following the linear frontage form of built development with agricultural or undeveloped land beyond.
- 10.10 Whilst Wimblington is designated as a Growth Village under LP3 of the Fenland Local Plan, Eastwood End it is not particularly well served in terms of local services, facilities or public transport and is bisected from services within the main part of the village by the A141, Isle of Ely Way.
- 10.11 As a result, Eastwood End is predominantly characterised by residential development along the road frontage in a linear frontage form almost exclusively.
- 10.12 Development of a single plot, in depth, and to the rear of existing frontage development, served by a long access track between existing established residential properties, would represent development in tandem or 'backland' development, totally at odds and out of keeping with existing development in the locality.

Residential Amenity

- 10.13 With the linear form of development prevalent in the area, the predominant form is of frontage houses with mainly front and rear-facing windows and in this part of the settlement overlooking pony paddocks to the rear. As a result, the occupiers have incorporated low fencing or post and rail to their rear gardens, optimising their outlook onto undeveloped land.
- 10.14 A new dwelling as proposed would be likely to interfere with this pre-existing arrangement and would result in the potential for significant overlooking and loss of privacy to existing occupiers in whatever form the new dwelling might take.
- 10.15 Although there is no legal entitlement to a 'view' the undermining of the rural characteristics of the locality would detract from the right of occupiers to the peaceful setting and enjoyment of the privacy of their rear gardens and outlook and potentially undermine the wellbeing of local residents accordingly.
- 10.16 Furthermore, the proposed vehicular access, whilst a gated grassed access to the pony paddocks only (and likely used on an occasional basis) close to, and between existing residential properties would generate additional and regular

vehicular movements associated with residential use, to the detriment of the peaceful enjoyment of adjoining occupiers' residential properties.

10.17 Backland development is generally considered to represent a substandard form of development and specifically, in this location, is clearly borne out by the potential adverse effects it would cumulatively accrue is approved.

10.18 It is of note that the third party representations objecting to the proposal (17) arise from residents adjoining or in the locality of the site, whilst those of support (11) originate from further afield.

Precedent

10.19 Precedent is not an issue usually cited as a reason for refusing development as each application should be assessed on its merits. However, in this case, there is a similar development which has recently been refused (F/YR23/0188/O) and by the same applicant in the vicinity of the site and likely to have the same repercussions for local residents and the form and character of the development area.

10.20 Accordingly, it is considered that, in this specific instance, the development should be resisted on the basis of establishing an unacceptable precedent for future development within the area.

Other

10.21 Whilst the points of the local residents affected by and objecting to the proposal are noted, issues such as loss of view have been addressed above, property devaluation is not a planning issue and views are not a legal right; drainage can be overseen under building regulations and the Drainage Board.

10.22 Issues of impact on residential amenity, traffic generation, lack of services (sustainability issues) and adverse effects on existing residents are addressed in the report above.

10.23 The Parish Council has unequivocally stated that it objects to the application on the basis that the proposal would not be in keeping with the area.

11 CONCLUSIONS

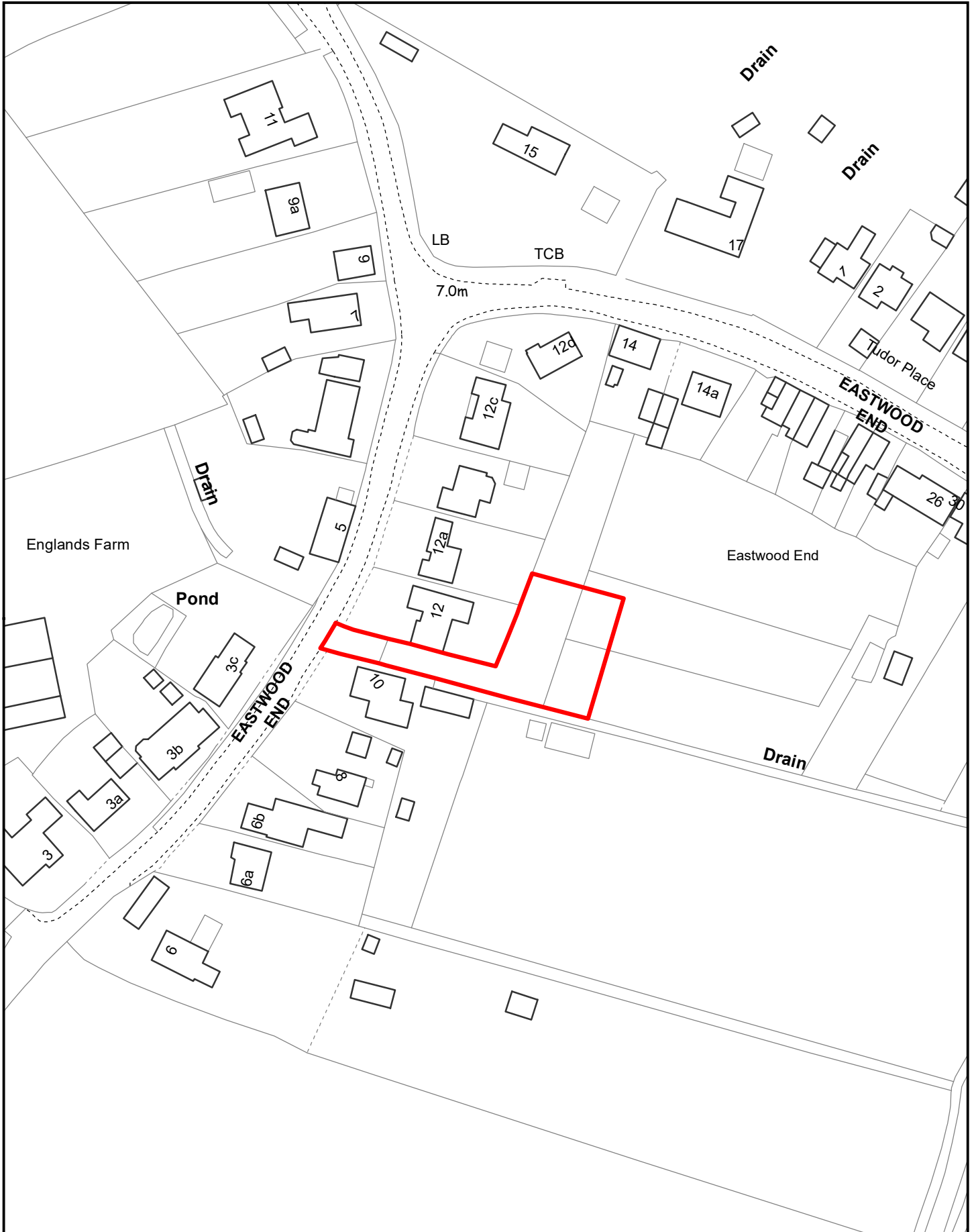
11.1 Whilst some limited development is generally considered to be acceptable within the villages, the form of development proposed under this application would represent a substandard backland layout to the detriment of the prevailing built form and character, would detract from the amenities of adjoining occupiers and would establish an unacceptable precedent for future development in the area, to the detriment of the character and appearance of the locality.

12 RECOMMENDATION

Refuse, for the following reasons:

1	The proposed development, indicating a dwelling constructed to the rear of existing frontage development and accessed by a long vehicular access between existing dwellings, would represent a tandem or
---	--

	<p>backland form of development which would result in a substandard form of development which would conflict with and undermine the prevailing form of linear frontage development in Eastwood End. Accordingly, the proposal would fail to accord with the provisions of the National Planning Policy Framework, specifically paragraphs 130 and 134, and Policies LP1, LP2, LP3, LP12 and LP16 of the adopted Fenland Local Plan 2014.</p>
2	<p>The proposed development as indicated on the submitted plans would detract from the private enjoyment of existing occupiers' properties by virtue of potential loss of privacy and overlooking, noise, disturbance and general activity generated by the development of this piece of land and its associated proposed residential use. The development would erode the rural character and outlook of adjoining occupiers to the detriment of the amenities presently enjoyed by existing residents.</p> <p>Accordingly, the proposal would be contrary to the provisions of the NPPF 2021 and Policies LP1, LP2, LP3 and Policy LP16 of the adopted Fenland Local Plan 2014.</p>
3	<p>The proposed development of the form indicated, if approved, would establish an unacceptable precedent for a substandard form of development, to the detriment of the local built form and character and the associated adverse effects on established residential amenity and privacy of existing occupiers. If approved, the proposal would result in difficulties refusing similar forms of development which would cumulatively significantly detract from the character and appearance of the area and undermine the amenities presently afforded to local residents.</p> <p>The proposal would therefore fail to accord with the provisions of the NPPF 2021 and Policies LP1, LP2, LP3, LP12 and LP16 of the adopted Fenland Local Plan 2014.</p>



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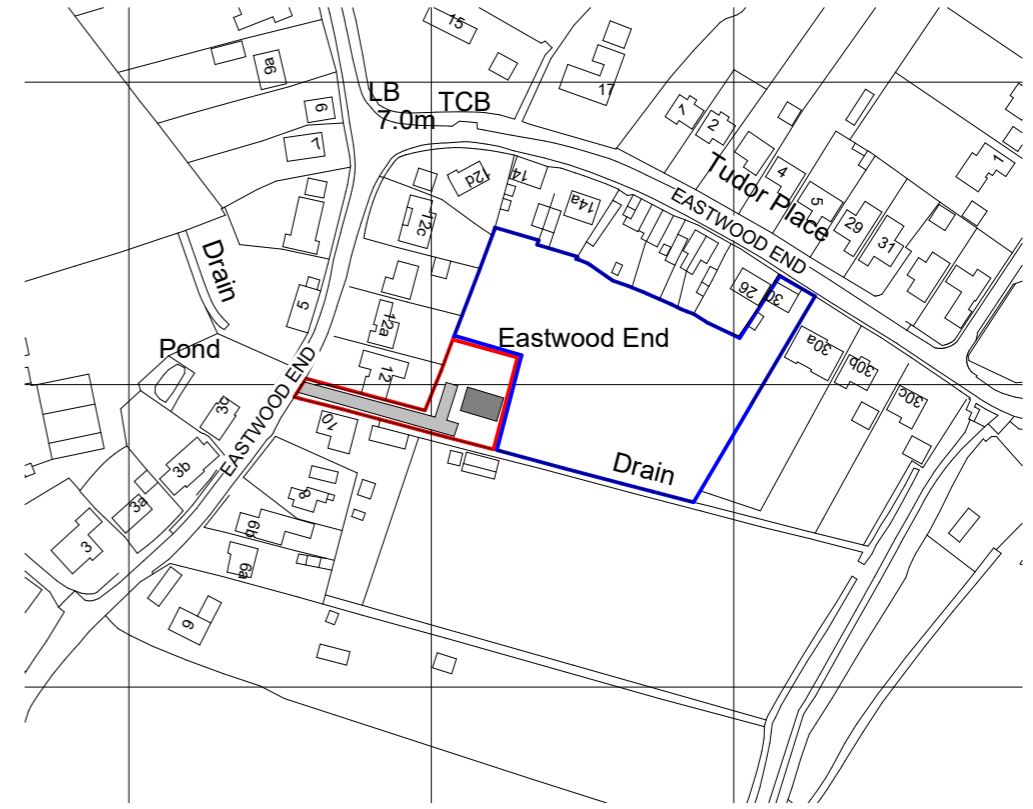
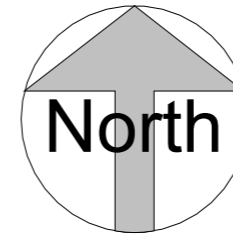
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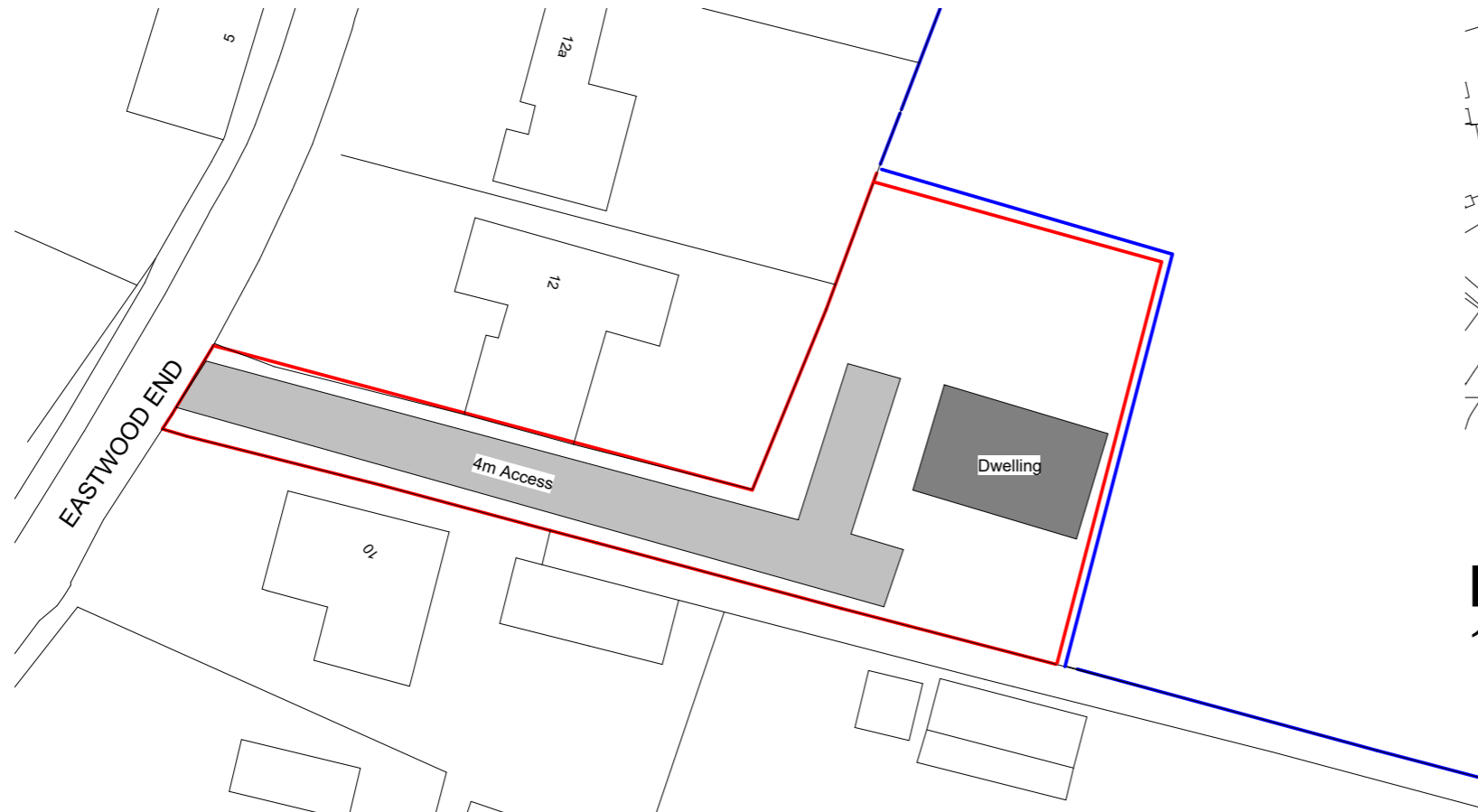


Notes


Any discrepancies to be brought to attention of Author as soon as possible.
 All dimensions shown in "mm" unless otherwise shown.
 Unless stated otherwise, this drawing has been assessed for risks and nothing is deemed to be outside of normal good safe working practice that would be covered by a contractors Construction Phase Health and Safety Plan.



Location Plan
 1 : 2500



Indicative Site Plan
 1 : 500

 Ian Gowler Consulting Ltd Architectural and Domestic Energy Consultant Grove House, 22 Primrose Hill, Doddington, Cambs, PE15 0SU tel. 01354 667005 email. ian@gowler-architectural.co.uk			
Proposed Residential Development at Land at Eastwood End, Wimblington			
Proposed Dwelling			
date	scale	drawing no.	rev
Issue Date	As indicated @ A3	227 - P101	

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F/YR23/0077/O

Applicant: Mrs Joanne Fuller-Gray

Agent : Mr Chris Walford
Peter Humphrey Associates Ltd

Land South Of Ferry Farm London Road And Accessed Off, Stocking Drove, Chatteris, Cambridgeshire

Erect up to 6no dwellings (outline application with all matters reserved)

Officer recommendation: Refuse

Reason for Committee: Number of letters of support contrary to the Officer's recommendation

1 EXECUTIVE SUMMARY

- 1.1. The application seeks outline planning permission for 6 dwellings with all matters reserved, though access is indicated as being from Stocking Drove.
- 1.2. The site is located outside of any defined settlement boundary and therefore is classed as 'Elsewhere Development.' Policy LP3 says that development in such 'elsewhere' locations will be restricted to that which is demonstrably essential (relative to set uses and criteria which are set out within the policy). The application is not presented as being necessary in relation to such exceptions. The proposal is evidently contrary to Local Plan Policy LP3.
- 1.3. It is considered that the development will result in material harm to the character and appearance of the area. The limited benefits derived through the erection of a further six dwellings are not considered sufficient enough to outweigh this harm, particularly given the location of the dwellings in relation to local services which will likely result in a primary reliance on private motor vehicles contrary to the transport aims of the Local Plan and the NPPF.
- 1.4. With regard to location, the proposal fails to recognise the open character of the countryside, the pattern and character of the natural landscape and built development at this location. The proposal would introduce new built form, in a ribbon development type pattern along Stocking Drove, which is contrary to any form of settlement, and is harmful to the existing character and appearance of the countryside in this location.
- 1.5. Consequently, the recommendation is to refuse the application.

2 SITE DESCRIPTION

- 2.1 The subject site is a large, relatively flat, rectangular parcel of land, approximately 4997 sq m, located on the western side of Stocking Drove. The site lies in the countryside outside of the settlement of Chatteris with its existing use described on the application form as a manege and paddock. The site lies within flood zone 1.
- 2.2 The site is surrounded by open agricultural land to the south and west, and adjoins open agricultural land across Stocking Drove to the east. To the north of the site is a small cluster of buildings by the intersection of Stocking Drove with London Road.

3 PROPOSAL

- 3.1 The application is seeking outline permission for the erection of up to 6no. live-work homes and confirmed on the application form as being for market housing. It was noted that there was a discrepancy between the application form and the Design and Access Statement. Clarification from the agent has confirmed that the application is in outline form with all matters reserved. Matters of layout, appearance, access, scale and landscaping will be reserved for future consideration should the application be approved.
- 3.2 An indicative plan shows that each of the six plots would have its own access point to Stocking Drove, which runs along the east of the site.
- 3.3 Full plans and associated documents for this application can be found at: [F/YR23/0077/O | Erect up to 6no dwellings \(outline application with all matters reserved\) | Land South Of Ferry Farm London Road And Accessed Off Stocking Drove Chatteris Cambridgeshire \(fenland.gov.uk\)](https://fenland.gov.uk/F/YR23/0077/O | Erect up to 6no dwellings (outline application with all matters reserved) | Land South Of Ferry Farm London Road And Accessed Off Stocking Drove Chatteris Cambridgeshire)

4 SITE PLANNING HISTORY

- 4.1 This site itself has no planning history. Decisions in the vicinity of the site will be addressed in the Background section later in the report.

5 CONSULTATIONS

Consultee comments

5.1 Chatteris Town Council:

Recommend Refusal. Contrary to Policy LP16 of the Fenland Local Plan 2014, would result in urban sprawl in a rural location, unsuitable access road, no pedestrian access (footpath).

5.2 County Archaeology:

The proposed development lies in an area of archaeological potential. Sited to the south of Chatteris town, on a spur of the main Fen Island jutting out into the fen to the south and west. Fen-edge locations such as these were frequently the focus settlement activity in the pre-drainage landscape, particularly the Prehistoric and Roman periods. This is evident in this area from the Bronze Age settlement (Cambridgeshire Historic Environment Record ref 10901) and cropmark enclosures (CHER 10664) to the northeast at Tithebarn Farm, and worked flint find spot to the south, just off Stocking Drove (CHER 10909). Less than 400m to the northeast are the earth work remains of the Medieval Moated site at Wood farm (CHER 01097) and site of the later 17th century Wood house and Gardens (CHER 01097a). Medieval ridge and furrow is evident on the opposing side of Stocking drove from the proposed development and also to the west and south west (CHER 11640, 05863).

Archaeological investigations to the west of London Road and the proposed development found a number of undated features as well as post medieval features (CHER ECB5281, ECB6148). Whilst we do not object to development from proceeding in this location, we consider that the site should be subject to a programme of archaeological investigation secured through the inclusion of a negative condition, such as the example condition approved by DCLG.

Archaeology Condition: No demolition/development shall commence until the applicant, or their agents or successors in title, has implemented a programme of archaeological work, commencing with the evaluation of the application area, that has been secured in accordance with a Written Scheme of Investigation (WSI) that has been submitted to and approved by the Local Planning Authority in writing. For land that is included within the WSI, no demolition/development shall take place other than under the provisions of the

agreed WSI, which shall include: 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.

REASON: To safeguard archaeological assets within the approved development boundary from impacts relating to any demolitions or groundworks associated with the development scheme and to ensure the proper and timely preservation and/or investigation, recording, reporting, archiving and presentation of archaeological assets affected by this development, in accordance with national policies contained in the National Planning Policy Framework (MHCLG 2019).

Informatives: Partial discharge of the condition can be applied for once the fieldwork at Part c) has been completed to enable the commencement of development. Part d) of the condition shall not be discharged until all elements have been fulfilled in accordance with the programme set out in the WSI

5.3 **Environmental Health:**

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

5.4 **County Highways:**

Please provide the visibility splay for the accesses.

The access should be sealed and to be drained away from the highway in a bound material for a minimum of 5m back from the existing footway. The vehicular access shall be laid out and constructed in accordance with the Cambridgeshire County Council construction specification. Surface water from private roads/ driveways areas must not discharge onto the public highway, and appropriate intervention must be provided. Please demonstrate a method at the boundary of the private and public highway of the access.

Should the applicant be able to amend the access in light of the minor comment above.

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

5.5 **County Ecology:**

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

Recommended condition(s)/Reason(s) for refusal: Pre-Commencement Conditions(s) –

- *No development shall take place (including demolition, ground works, vegetation clearance) until a construction environmental management plan (CEMP: Biodiversity) has been submitted to and approved in writing by the local planning authority. The CEMP (Biodiversity) shall include the following:*
 - a) *Summary of potentially damaging activities.*
 - b) *Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements) including ensuring no Non-Native Invasive Species are spread across the site.*

- c) *The location and timing of sensitive works to avoid harm to biodiversity features.*
- d) *The times during construction when specialist ecologists need to be present on site to oversee works.*
- e) *Responsible persons and lines of communication.*

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.

- *No external lighting shall be erected until, a “lighting design strategy for biodiversity” for all lighting across the site shall be submitted to and approved in writing by the local planning authority. The strategy shall:*

- a) *identify those areas/features on site that are particularly sensitive for ecological constraints 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 provision 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.*

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.

- *Notwithstanding the submitted details, no development shall take place until a scheme for the soft landscaping of the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include the following details: -Planting plans to all public areas, retained hedge and trees, species, numbers, size and density of planting, with the purpose to result in no net loss of biodiversity; -Placement, type and number of any recommended biodiversity enhancements; and -Boundary treatments. Development shall be carried out in accordance with the submitted details and at the following times: Any trees, shrubs or hedges forming part of the approved landscaping scheme (except those contained in enclosed rear gardens to individual dwellings) that die, are removed or become diseased within five years of the implementation of the landscaping scheme shall be replaced during the next available planting season by the developers, or their successors in title with an equivalent size, number and species to those being replaced. Any replacement trees, shrubs or hedgerows dying within five years of planting shall themselves be replaced with an equivalent size, number and species.*

Compliance Condition(s) –

- *No removal of hedgerows, trees or shrubs shall take place between 1st March and 31st August inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds’ nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the local planning authority.*

- *Where it is intended to create semi-natural habitats, all species used in the landscaping schedules shall be locally native species of local provenance unless otherwise agreed in writing with the local planning authority.*

Assessment/Comment: The proposed application is unlikely to have significant negative impacts on biodiversity or protected species so long as the proposed removed habitats are adequately compensated for within a landscaping document. The Preliminary Ecological Appraisal, outlines a number of recommended mitigation and compensations which should be represented within the CEMP and landscaping document.

By following all recommendations within the PEA I see that the proposal will result in no new negative impacts for material ecological concerns while also resulting in a net positive gain for biodiversity. The conditions above aim to ensure that these outcomes are represented within the final development.

5.6 Local Residents/Interested Parties

6no letters of support were received. These letters were all received from residents within Chatteris.

All 6 letters were the same, and state: *"I am happy to support the above referenced planning application in Stocking Drove. The dwellings proposed will be very aesthetically pleasing and encompass environmentally sustainable living whilst working from home".*

6 STATUTORY DUTY

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

7 POLICY FRAMEWORK

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

Fenland Local Plan 2014

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

Emerging Local Plan

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

LP1: Settlement Hierarchy
LP2: Spatial Strategy for the location of residential development
LP4: Securing Fenland's Future
LP5: Health and Wellbeing
LP7: Design
LP8: Amenity Provision
LP12: Meeting Housing Needs
LP18: Development in the Countryside
LP19: Strategic Infrastructure
LP20: Accessibility and Transport
LP22: Parking Provision
LP24: Natural Environment
LP25: Biodiversity Net Gain

LP27: Trees and Planting
LP28: Landscape
LP32: Flood and Water Management
LP33: Development of Land Affected by Contamination

8 KEY ISSUES

- **Principle of Development**
- **Design and Visual Amenity**
- **Residential Amenity**
- **Flood Risk**
- **Highways/parking**

9 BACKGROUND

- 9.1 There are a number of recent decisions relating to development in the vicinity of the site which Members should be aware of when determining this application.
- 9.2 An outline application for up to 3x dwellings, located on the northern side of London Road, infilling the space between the dwellings at 130 and 132 London Road, was approved by Planning Committee in 2019, contrary to officer recommendation (F/YR19/0760/O). A reserved matters application and separate full application were subsequently approved at this site.
- 9.3 North-west of the site, on the southern side of London Road, an initial outline application (F/YR18/0222/O) for a dwelling was refused by the LPA in 2018, on the basis that the proposed development was contrary to Policies LP3 and LP16 of the Fenland Local Plan 2014, and would be at odds with the dispersed nature of the development along London Road. Subsequent application F/YR20/0182/O, also for a dwelling on the same site, which made no attempt to address the reasons for refusal, was granted by Planning Committee contrary to officer recommendation in 2020.
- 9.4 North of the site, at the intersection of London Road and Stocking Drove, an outline application for 1 dwelling (F/YR22/0293/O) was also granted by Planning Committee contrary to officer recommendation in 2022. This site is located between the 'Ferry farm' dwelling, and the intersection.

10 ASSESSMENT

Principle of Development

- 10.1 Policy LP3 of the Fenland Local Plan identifies Chatteris as an 'other Market Town'. The application site, however, lies beyond the western side of Stocking Drove road, significantly removed from the continuous form of settlement at Chatteris, and is outside of the settlement boundary and thus classed as 'Elsewhere' development. Within such areas, development is restricted to that which is demonstrably essential to the effective operation of local agriculture, horticulture, forestry, outdoor recreation, transport or utility services; and to minerals or waste development in accordance with separate Minerals and Waste Local Development Documents (LDDs).
- 10.2 Policy LP12 states, at Part A, that "*new development will be supported where it contributes towards the sustainability of that settlement and does not harm the wide-open character of the countryside*" and identifies the following criteria:
- (a) *The site is in or adjacent to the existing developed footprint of the village; and*
 - (b) *It would not result in coalescence with any neighbouring village; and*
 - (c) *It would not have an adverse impact on the character and appearance of the surrounding countryside and farmland*
 - (d) *The proposal is of a scale and in a location that is in keeping with the core shape and form of the settlement, and will not adversely harm its character and appearance; and*

- (e) *It would not extend linear features of the settlement or result in ribbon development; and*
- (f) *The site retains and respects natural boundaries such as trees, hedgerows, embankments and drainage ditches; and*
- (g) *The site retains and respects ecological, heritage and biodiversity features; and*
- (h) *It would not result in the loss of important open space within the village; and*
- (i) *It would not result in the loss of high-grade agricultural land, or if so, comprehensive evidence is provided to justify the loss. This should include an assessment of all alternative reasonable opportunities in the locality to develop on lower grades of agricultural land; and*
- (j) *It would not put people or property in danger from identified risks; and*
- (k) *It can be served by sustainable infrastructure provision, such as surface water and wastewater drainage and highways.*

- 10.3 The developed footprint referred to in criteria (a) of Policy LP12 is further defined in a footnote as *“the continuous built form of the settlement and excludes:*
- (a) individual buildings and groups of dispersed or intermittent buildings, that are clearly detached from the continuous built-up area of the settlement*
 - (b) gardens, paddocks, and other undeveloped land within the curtilage of buildings on the edge of the settlement where the land relates more to the surrounding countryside than to the built-up area of the settlement*
 - (c) agricultural buildings and associated land on the edge of the settlement*
 - (d) outdoor sports and recreation facilities and other formal open spaces on the edge of the settlement”*
- 10.4 The application material claims that this site is within Chatteris. However, the development along London Road towards the settlement of Chatteris is sporadic and includes large distances of separation between developments, notably the southern/eastern side of London Road which contains no buildings for over 600 metres from the south of the town to the dwelling at the intersection with Stocking Drove. As such, the subject site is clearly detached from the continuous built-up area of the settlement. The site is surrounded by open agricultural land to the south and west, and adjoins open agricultural land across Stocking Drove to the east. The site itself is currently also used as a manege and paddock area. Given criteria a & b of the footnote, it is considered that the site does not adjoin the continuous built form of the settlement and is not therefore *“in or adjacent to the existing developed footprint of the village”*. Consequently, it does not therefore comply with Policy LP12 Part A(a).
- 10.5 Policy LP12 Part A (criteria c and d) require development to be in keeping with the character of its surroundings. Policy LP12 Part A (criteria e) requires that development does not result in ribbon development. The proposal would add up to 6no. dwellings along the western side of Stocking Drove, all fronting the road. The only development along Stocking Drove in this area is the cluster of development to the north by the intersection of London Road. The prevailing character of the site and surrounds is open agricultural fields. The proposal would introduce new built form, in a ribbon development type pattern along Stocking Drove, which is contrary to any existing built form of settlement and is harmful to the existing character and appearance of the countryside in this location. The proposal therefore doesn't comply with Policy LP12 Part A(c)(d)(e).
- 10.6 As the site does not satisfy the policies set out in LP12 Part A, it must be considered an 'elsewhere' location for the purposes of the settlement hierarchy set out in policy LP3. In such locations, development is restricted to that demonstrably essential to the effective operation of local agriculture, horticulture, forestry, outdoor recreation, transport, utility services or minerals and waste development. The proposal is not for a development that meets these restrictions.
- 10.7 It is considered that the site is not reasonably accessible to services when considered in the context of other requirements of the NPPF. The site is approximately 2km away from the town centre and, as such, further dwellings in this location would not offer any future residents appropriate access to goods and services. There is no pedestrian footpath and

street lighting along this section of Stocking Drove, and whilst there is a footpath on the southern side of London Road which terminates at the top of the junction of Stocking Drove, it does not contain street lighting, and the distances involved to reach the shops and services are not reasonably walkable and therefore it is considered that the majority of journeys would be by private car.

- 10.8 Furthermore, NPPF para 78 sets out that 'in rural areas, planning policies and decisions should be responsive to local circumstances and support housing developments that reflect local needs.' Such evidence may be a functional need e.g. agriculture, or for example a rural exception site to bring forward affordable housing. This application seeks permission for six market dwellings. No specific evidence has been provided as to why there is a need for housing in this particular area.
- 10.9 Although other dwellings have been approved near the intersection of London Road and Stocking Drove in recent years, the majority of these have at least in part infilled gaps between existing dwellings. Additional dwellings in this location are not considered as appropriate as they would contribute to the skewing of the settlement hierarchy and the location is not considered as sustainable in relation to accessibility to services. The proposal would conflict with Local Plan Policy LP3, which among other things seeks to direct development to sustainable locations that offer the best access to services and facilities.
- 10.10 There is no demonstrated need for additional market housing in this location. The Council can currently demonstrate more than a five year supply of deliverable housing sites. The Fenland Local Plan remains up to date and is not at odds with the relevant policies of the NPPF. The tilted balance does not therefore apply. The application is clearly contrary to the development plan in terms of location as it is contrary to policies LP3, LP12 (a), (c), (d) and (e) and the NPPF.

Design and Visual Amenity

- 10.11 Details of appearance, layout and scale are to be submitted at Reserved Matters stage, however the Council must be satisfied that an appropriate design can be brought forward through any subsequent reserved matters application before granting planning permission. An indicative proposed block plan has been provided, showing six plots fronting Stocking Drove, each with a separate access.
- 10.12 Local Plan Policy LP16 identifies that proposals for new development will only be permitted if it can be demonstrated that the proposal:
(d) makes a positive contribution to the local distinctiveness and character of the area, enhances its local setting, responds to and improves the character of the local built environment, provides resilience to climate change, reinforces local identity and does not adversely impact, either in design or scale terms, on the street scene, settlement pattern or the landscape character of the surrounding area.
- 10.13 Moreover, in rural areas, a development proposal needs also to satisfy the criteria set out in Policy LP12. As this application is Outline only with no matters committed, the main issue for consideration is whether the principle of development of six new dwellings in this location would accord with the necessary criteria of Policy LP16(d) and LP12.
- 10.14 As discussed above in this report, besides the development at the intersection with London Road, there is no development along Stocking Drove in this area. The prevailing character of this area remains open countryside, and the introduction of new dwellings to this site would not be in keeping with the existing form of settlement and would materially impact the character and appearance of the surrounding countryside. Any new development in this location would be imposing new visual clutter to the otherwise open space.
- 10.15 Development on this land would be to the detriment of the character and appearance of the rural area as it would contradict the current settlement pattern and would arguably

create a precedent for further development into the countryside, eroding the existing rural character to the south of London Road, contrary to the requirements of policy LP12 and Policy LP16(d).

Residential Amenity

- 10.16 Policy LP2 states that development proposals should contribute to the Council's goal of Fenland's residents, including promoting high levels of residential amenity.
- 10.17 Policy LP16 states that development should not adversely impact on the amenity of neighbouring users such as noise, light pollution, loss of privacy and loss of light. It also identifies that proposals should identify, manage and mitigate against any existing or proposed risks from sources of noise, emissions, pollution, contamination, odour and dust, vibration, landfill gas and protects from water body deterioration.
- 10.18 With regards to impacts of the proposed development on neighbouring properties, it is considered that the dwellings could be designed, with the appropriate orientation, window layout and landscaping to limit any adverse overlooking and could also be designed to limit any overbearing and shadowing. If this application is supported, the impact on residential amenity in terms of overlooking and loss of privacy would be re-visited at the reserved matters stage once the scale and appearance of the dwellings can be fully assessed and, upon which, neighbours would have further opportunity to comment.

Flood Risk

- 10.19 The site is located within Flood Zone 1 and therefore flood risk is not considered to be a constraint.

Highways/parking

- 10.20 The site is accessed from Stocking Drove, which runs along the eastern boundary of the site. There is no footpath along the frontage of the site, or along the other side of Stocking Drove. Whilst the application is in outline form with all matters reserved, the agent has submitted an indicative plan that shows six driveways to Stocking Drove, clustered in three sets of two.
- 10.21 Whilst the eventual highway details would come forward as part of any reserved matters application, there should be a certainty that a scheme is capable of being achieved that does not impinge on highway/pedestrian safety/sustainability of a scheme.
- 10.22 Highway Officers have not raised any objection to the proposal, subject to the development providing the required visibility spays, and sealing and drainage of the driveways away from the public highway.
- 10.23 Notwithstanding the likely acceptability of the access arrangements, it is noted that the site is located some distance from Chatteris, with no pavement or street lights along Stocking Drove, which raises the issue of safe passage for pedestrians. The proposal is therefore considered to constitute unsustainable development due to an unacceptable harm to the character of the area and the introduction of dwellings in an unsustainably linked area having regard to the development plan when taken as a whole. Likewise, the development is considered to conflict with the design and overall sustainability aims as set out in the NPPF.

Ecology

- 10.24 The proposed application is unlikely to have significant negative impacts on biodiversity or protected species so long as the proposed removed habitats are adequately compensated for within a landscaping document. The Preliminary Ecological Appraisal (PEA) submitted with the application outlines a number of recommended mitigation and

compensations which should be represented within the CEMP and landscaping document. By following all recommendations within the PEA, the County Ecologist states that the proposal will result in no new negative impacts for material ecological concerns while also resulting in a net positive gain for biodiversity. Subject to the imposition of conditions, the application would comply with policy LP19 of the Fenland Local Plan 2014.

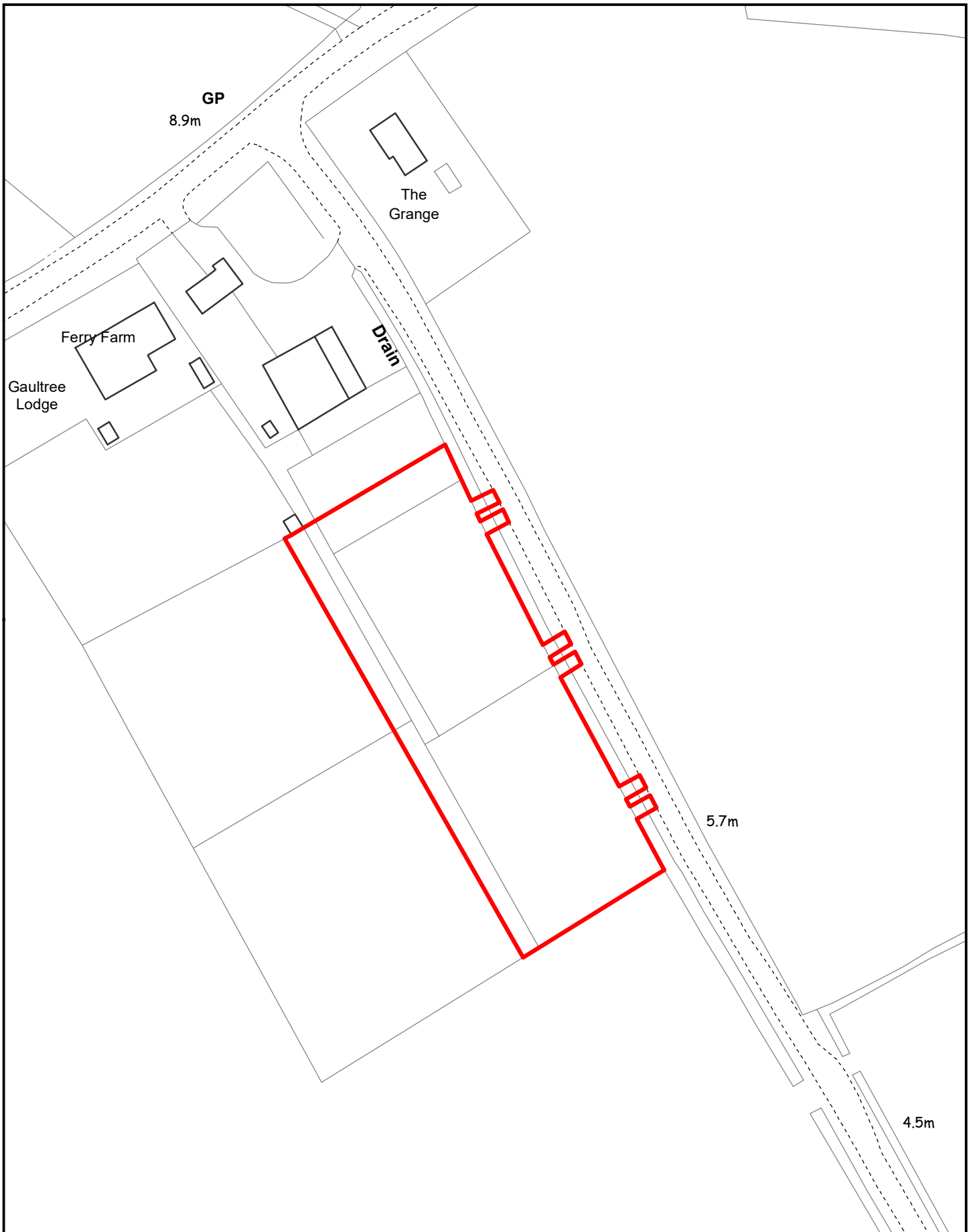
11 CONCLUSIONS

- 11.1 It is considered that the development will result in significant and demonstrable harm to the character and appearance of the area. The limited benefits derived through the erection of five dwellings are not considered sufficient enough to outweigh this harm, particularly given the location of the dwellings in relation to local services which will likely result in a primary reliance on private motor vehicles contrary to the transport aims of the Local Plan and the NPPF.
- 11.2 The meaningful benefits derived from five market dwellings to the vitality and viability of the nearest settlement would be very modest. Notwithstanding this, there appears to be no demonstrable need for dwellings in this location.
- 11.3 The proposal is therefore considered to constitute unsustainable development due to an unacceptable harm to the character of the area and the introduction of dwellings in an unsustainably linked area having regard to the development plan when taken as a whole. Likewise, the development is considered to conflict with the design and overall sustainability aims as set out in the NPPF.
- 11.4 Accordingly, the proposal is recommended for refusal.

12 RECOMMENDATION

Refuse, for the following reasons:

1	The site does not lie adjacent to the continuous built form of the settlement of Chatteris and is in a countryside location, defined as “elsewhere” in policy LP3 of the Fenland Local Plan. The proposal would result in additional dwellings located in the open countryside with no direct correlation with the main settlement of Chatteris, with no footpath link or street lighting, and as such the household would largely have to rely on private modes of transport to access goods and services. Similarly there would be no opportunities for community cohesion given the location of the site outside a settlement. Therefore the proposal is considered unsustainable development contrary to the aims and objectives of Policy LP3 of the Fenland Local Plan and the aims and objectives of the NPPF.
2	The development of this site for up to six dwellings fails to recognise the intrinsic character and beauty of the countryside and the pattern and character of the surrounding natural landscape and built character of the immediate area which is predominantly open agricultural land with sporadic existing development. The proposal would introduce new built form, in a ribbon development type pattern along Stocking Drove, which is contrary to any existing form and shape of settlement, and is harmful to the existing character and appearance of the countryside in this location. The proposal therefore doesn't comply with Policy LP12 Part A(a)(c)(d)(e) and Policy LP16(d) of the Fenland Local Plan.



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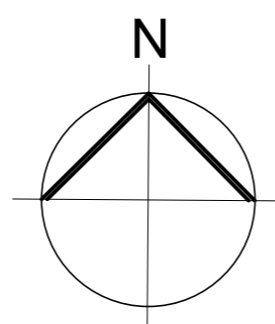
F/YR23/0077/O

Scale = 1:1,250





Proposed Site Plan 1:500
(Illustrative Layout Shown)



A - REVISIONS	PAPER SIZE	DATE
JOB NO. 6652/02B	A1	JAN 2022

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CLIENT
MRS J FULLER-GRAY

PROJECT
PROPOSED RESIDENTIAL DEVELOPMENT

SITE
LAND REAR OF FERRY FARM
LONDON ROAD, FRONTING STOCKING DROVE
CHATTERIS
CAMBS
PE16 6SG

DRAWING
PLANNING DRAWING 2 - PROPOSED

PETER HUMPHREY ASSOCIATES

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F/YR22/1405/F

Applicant: Mr & Mrs Wakefield

**Agent : Mrs Alexandra Patrick
Alexandra Design**

Land South West Of, 241 North Brink, Wisbech, Cambridgeshire

Change of use of land for the siting of 4 x mobile homes for use as holiday accommodation

Officer recommendation: Grant

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

1 EXECUTIVE SUMMARY

- 1.1. The application is for the change of use for the siting of 4 mobile homes for use as holiday accommodation. The application complies with policies LP1, LP3, LP6, LP12, LP14, LP15, LP16 and LP17 of the Fenland Local Plan.
- 1.2. The proposed development would be constructed on the western side of North Brink, directly to the west of the River Nene, and is currently used as a residential garden.
- 1.3. The application site is located in open countryside outside the of Wisbech, and as such would be considered an 'elsewhere' location in respect of the settlement hierarchy. LP3 advises that development in elsewhere locations should be restricted to that which is demonstrably essential to the effective operation of local agriculture, horticulture, forestry, outdoor recreation, transport or utility services. It is considered that the proposal to utilise the site for holiday accommodation complies with Policy LP3 by way of outdoor recreation.
- 1.4. Policies LP12 and LP16(d) supports developments that do not harm the wide open landscape character of the countryside. The proposals are bordered by an active hedgerow, and the proposed structures are modest in height (3.6m from ground to ridge) and have limited footprints. Given this, there will be limited visibility of the proposed structures within the vista. Thus the scheme will have limited visual impact on the character of the area and is considered to accord with the aforementioned policies.
- 1.5. Policy LP6 welcomes new tourism accommodation but refers to compliance with specific criteria with regard to tourism accommodation proposals, the site fits considerations 2, 5, 7 and 9 and therefore is acceptable.
- 1.5. The recommendation is therefore to grant this application.

2 SITE DESCRIPTION

- 2.1. The site is located to the western side of North Brink and is currently in use as the residential garden of No. 241 North Brink, sitting between the dwelling and 250/251 North Brink. The area is rural in character and is surrounded by hedging. To the east of the site, separated by North Brink itself, is the River Nene, with the rest of the site being surrounded by agricultural land.
- 2.2. The site falls within flood zone 3.

3 PROPOSAL

- 3.1. The application seeks full planning approval for the change of use of the land for the siting of 4 x mobile homes for use as holiday accommodation. The site has existing screening that will be extended around the perimeter with native hedging, including a natural buffer of the same to the front of the site to increase ecology. The site is accessed from North Brink and utilises an existing access to the residential garden. The mobile homes will be set in a manner which gives each home a level of privacy, and does not risk overlooking to neighbouring properties.
- 3.2. The height of the mobile homes are as follows:
- finished floor level to ridge: 3.07m
 - finished floor level to eaves: 2.2m
 - height from ground to finished floor level: 500mm
 - height from ground to ridge level: 3.6m
- 3.3. It is to be noted that an amended site plan was received on 9th June that includes the elevational plans of the mobile homes.

4 SITE PLANNING HISTORY

F/YR15/0019/F	Erection of a 3-storey 4-bed dwelling with integral garage involving the formation of a new access	Refused 05/08/2015
F/YR13/0011/F	Erection of a 2-storey 4 bed dwelling	Refused 12/06/2013
F/YR09/0144/F	Erection of a 2m high front boundary	Granted 21/04/2009
F/YR05/0509/O	Residential Development	Refused 24/06/2005
F/YR05/1149/O	Residential Development	Refused 11/10/2005
F/YR04/3169/F	Erection of 5 bed detached house	Granted 05/10/2004

5 CONSULTATIONS

5.1. Parish/Town Council

That the application be supported

5.2. North Level Internal Drainage Board

The Board has noted that soakaways are proposed for this development. Should that plan change for any reason, before or after any planning permission (if granted), the applicants/agent should contact the Board to discuss whether or not an application seeking the Board's consent will be required for the amended method of surface water disposal.

5.3. Highways

The vertical visibility envelope when assessing visibility shall have an object height of between 0.6m and 2.0m. Horizontally, visibility splays shall not be obstructed by vegetation. Onsite vegetation or trees shall be set back sufficiently so as not to impede the visibility splay once fully mature.

5.4. Environment Agency

Thank you for your consultation dated 29 December 2022 for the above application. We have no objection to this planning application, providing that you have taken into account the Flood Risk considerations which are your responsibility. We have provided additional information below.

Flood Risk

The site is located within flood zone 3 as defined by the 'Planning Practice Guidance: Flood Risk and Coastal Change' as having a high probability of flooding.

We have no objection to this application, but strongly recommend that the mitigation measures proposed in the submitted Flood Risk Assessment (FRA) undertaken by Ellingham Consulting, dated December 2022, REF:ECL0898/ALEXANDRA DESIGN - and the following mitigation measures detailed within section 5.2 of the FRA:

- 1. Finished floor level of the mobile homes to be 0.5m above existing ground levels*
- 2. mobile homes to be anchored and chain to the ground are fully implemented and retained for the life of the development.*

Informatives The emergency flood plan will need careful consideration. We do not normally comment on or approve the adequacy of flood emergency response procedures accompanying development proposals, as we do not carry out these roles during a flood. Our involvement with this development during an emergency will be limited to delivering flood warnings to occupants/ users covered by our flood warning network.

The planning practice guidance (PPG) to the National Planning Policy Framework (NPPF) states that, in determining whether a development is safe, the ability of residents and users to safely access and exit a building during a design flood and to evacuate before an extreme flood needs to be considered. One of the key considerations to ensure that any new development is safe is whether adequate flood warnings would be available to people using the development.

In all circumstances where warning and emergency response is fundamental to managing flood risk, we advise local planning authorities to formally consider the emergency planning and rescue implications of new development in making their decisions. As such, we recommend you refer to 'Flood risk emergency plans for new development' and undertake appropriate consultation with your emergency planners and the emergency services to determine whether the proposals are safe in accordance with paragraph 163 of the NPPF and the guiding principles of the PPG. Flood resistance and resilience - advice to LPA/applicant

5.5 Local Residents/Interested Parties

Objectors

Objections have been received from six residents of North Brink. The reasons for objections are stated below:

- Overlooking neighbouring properties;
- Increased traffic;
- Not in keeping with the area;
- Access concerns;
- Not sustainable;
- Overshadowing neighbouring properties.

Supporters

Six letters of support have been received for this application (five from Mile Tree Lane, one from North Brink). The reasons given in support are as follows:

- Bringing tourism to the area;
- Improvements to the area;
- Suitable for the land;
- Benefits to the local economy.

6 STATUTORY DUTY

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

7 POLICY FRAMEWORK

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

7.1. Fenland Local Plan 2014

LP1 – A Presumption in Favour of Sustainable Development

LP3 – Spatial Strategy, the Settlement Hierarchy and the Countryside

LP6 – Employment, tourism, community facilities and retail

LP12 – Rural Areas Development Policy

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

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

LP16 – Delivering and Protecting High Quality Environments across the District

LP17 – Community Safety

7.2. Emerging Local Plan

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

extremely limited weight in decision making. Of relevance to this application are policies:

Policy LP1: Settlement Hierarchy

Policy LP7: Design

Policy LP8: Amenity Provision

Policy LP11: Community Safety

Policy LP32: Flood and Water Management

8 KEY ISSUES

- **Principle of Development**
- **Overlooking and overshadowing neighbouring properties**
- **Character of the area**
- **Economic benefits**
- **Highways**
- **Flood risk**
- **Neighbour concerns**

9 ASSESSMENT

Principle of Development

- 9.1 The application site is located in open countryside outside Wisbech, and as such would be considered an 'elsewhere' location in respect of the settlement hierarchy. LP3 advises that development in elsewhere locations should be restricted to that which is demonstrably essential to the effective operation of local agriculture, horticulture, forestry, outdoor recreation, transport or utility services. It is considered that the proposal to utilise the site for holiday accommodation complies with Policy LP3 by way of outdoor recreation. Para 84 of the NPPF encourages "sustainable rural tourism".
- 9.2. Policy LP12 supports development where it does not harm the wide-open character of the countryside, with the site being boarded by native hedging, creating a buffer between the site and neighbouring dwelling and the road. Policy LP14 supports development where the risk of flooding is suitably addressed and mitigated. Policy LP15 seeks to ensure developments offer safe and convenient access for all. Policy LP16 supports the principle of such development subject to the design and appearance and its impact on the character of the area and amenity of neighbouring properties and seeks to ensure that development does not result in harm to the amenity of the area or the environment in general.
- 9.3. The principle of the development is therefore acceptable subject to the policy considerations set out below.

Overlooking and overshadowing neighbouring properties

- 9.4 The site borders number 250 and 251 North Brink, which are to the south of the development. In between the closest mobile home proposed location and dwelling 250 is a wide driveway, approximately 4m in width. Number 250 North Brink does not overlook the site on their side elevation due to no windows being located on that elevation of the dwelling. There is a hedgerow between the proposed application site and the neighbouring dwellings which is in good condition, therefore creates a buffer between the property and the proposed site. The mobile homes are one storey in size and 3.6m in height from ground to ridge, therefore will not overshadow or overlook onto the neighbouring properties, however likely will be seen over the hedgerow buffer. It is unlikely that any of the

mobile homes will be able to see into either property due to the height of the boundary treatment, and the mobile homes are not of a height where overshadowing is possible, therefore no overlooking or overshadowing would take place through the approval of this scheme.

Character of the area

- 9.5 Policies LP12 and LP16(d) supports developments that do not harm the wide open landscape character of the countryside. The proposals are bordered by an active hedgerow, therefore can only be seen from certain angles of the wider local area. The proposed structures are modest in height (3.6m from ground to ridge) and have limited footprints. Given this and the screening of the site, which is set to remain, there will be limited visibility of the proposed structures within the vista. Thus the scheme will have limited visual impact on the character of the area and is considered to accord with the aforementioned policies.

Economic benefits

- 9.6 Policy LP6 welcomes new tourism accommodation but refers to compliance with specific criteria with regard to tourism accommodation proposals (criteria 1 -9 for employment development). The relevant criteria includes the following considerations:
- 2 - fits with the Council's spatial strategy (LP3);
 - 5 - the site's suitability in terms of physical constraints (e.g. access & flood risk) (LP14 & LP15);
 - 7 - impact in terms of landscape character (LP12; LP16);
 - 9 - availability and deliverability (LP6);
- 9.7. The complies with consideration 1 as LP3 advises that developments in elsewhere locations should be restricted to that which is demonstrably essential to the effective operation of local agriculture, horticulture, forestry, outdoor recreation, transport or utility services. The site is within flood zone 3, however with FFL of 0.5m it complies with the Environment Agency's mitigation measures stated in their consultee response, therefore meeting consideration 5. Due to the location of the development, the impact on landscape and character will be minimal and would not interrupt any views within the local area. The character of the immediate area is rural, and this development makes use of the rural nature of the area with minimal impact on surrounding neighbours, therefore complies with consideration 7. The site is available and deliverable, with the submitted design and access statement (DAS) stating that the applicant wishes to make use of the increased demand for 'staycations' and has been owned by the applicant for some time.
- 9.8. Taking the above into consideration, the application is considered to meet policy LP6 of the Fenland Local Plan.
- 9.9 The application is supported by a tourism statement that expands upon the proposed activities for the site and the increased demand in holidays in the area. The document states that due to COVID-19, there has been an increase in 'staycations', meaning holiday lettings such as the proposed are sought after at certain times of the year. The documents states that with the investments being made into March and Wisbech, there is an opportunity for tourism to increase locally.
- 9.10. Overall, the scheme is considered small scale, but will enable the introduction of a viable and relevant land use which will contribute to the rural economy. Therefore,

given the above, it is considered that the scheme complies with the necessary criteria of Policy LP6.

Highways

- 9.11 The scheme will result in no change to the existing access to the site and incorporates appropriate levels of parking in accordance with the quantum of development proposed. Each mobile home is proposed to have two parking spaces available, which meets the policy guidelines. The Highway Authority has stated that the vertical visibility envelope when assessing visibility shall have an object height of between 0.6m and 2.0m. Horizontally, visibility splays shall not be obstructed by vegetation. Onsite vegetation or trees shall be set back sufficiently so as not to impede the visibility splay once fully mature. This will be conditioned to ensure it is carried out on site. As such it is considered that there are no issues to reconcile in respect to Policy LP15.

Flood Risk

- 9.12 The site is located within Flood Zone 3 of the Environment Agency Flood Risk maps and the development would be classified as 'more vulnerable'. The sequential test would need to be applied and as there are no allocated tourism sites within the Local Plan it is not considered that there are any sequential preferable sites available. To apply the exception test, it is considered that the potential economic benefits arising from the development would allow for this to be passed.
- 9.13 The Environment Agency (EA) have commented on the application, raising no objections to the application, however recommend that the mitigation measures proposed within the submitted flood risk assessment be fully adopted through the scheme. These measures are for finished floor level of the mobile homes to be 0.5m above existing ground levels and mobile homes to be anchored and chain to the ground. These matters can be addressed by way of condition. Therefore, this development complies with policy LP14 of the Fenland Local Plan.

Neighbour Concerns

- 9.14 There have been six objections to the application, which relate to the following issues:
- Overlooking neighbouring properties;
 - Increased traffic;
 - Not in keeping with the area;
 - Access concerns;
 - Not sustainable;
 - Overshadowing neighbouring properties.
- 9.15 As stated above, the mobile homes will be 3.6m from ground to ridge, and as can be seen from the street scene, it would only be the top section of the roof that would be visible from neighbouring properties, therefore limited overlooking and overshadowing onto neighbouring properties would be possible from the site due to this and the established hedge boundary treatment. The site is not likely to have a major increase on local traffic due to the nature of the development and there only being four mobile homes proposed for the site. The access to the development has been reviewed by highways consultees and appropriate recommendations for this have been made, the access is already established, however will be upgraded to serve as the access to the mobile homes site. In terms of sustainability, the tourism statement sets out the likelihood of 'staycations' increasing, and this having a positive impact on the local and wider community.

Therefore the site would benefit the wider community and promote tourism within the area.

10 CONCLUSIONS

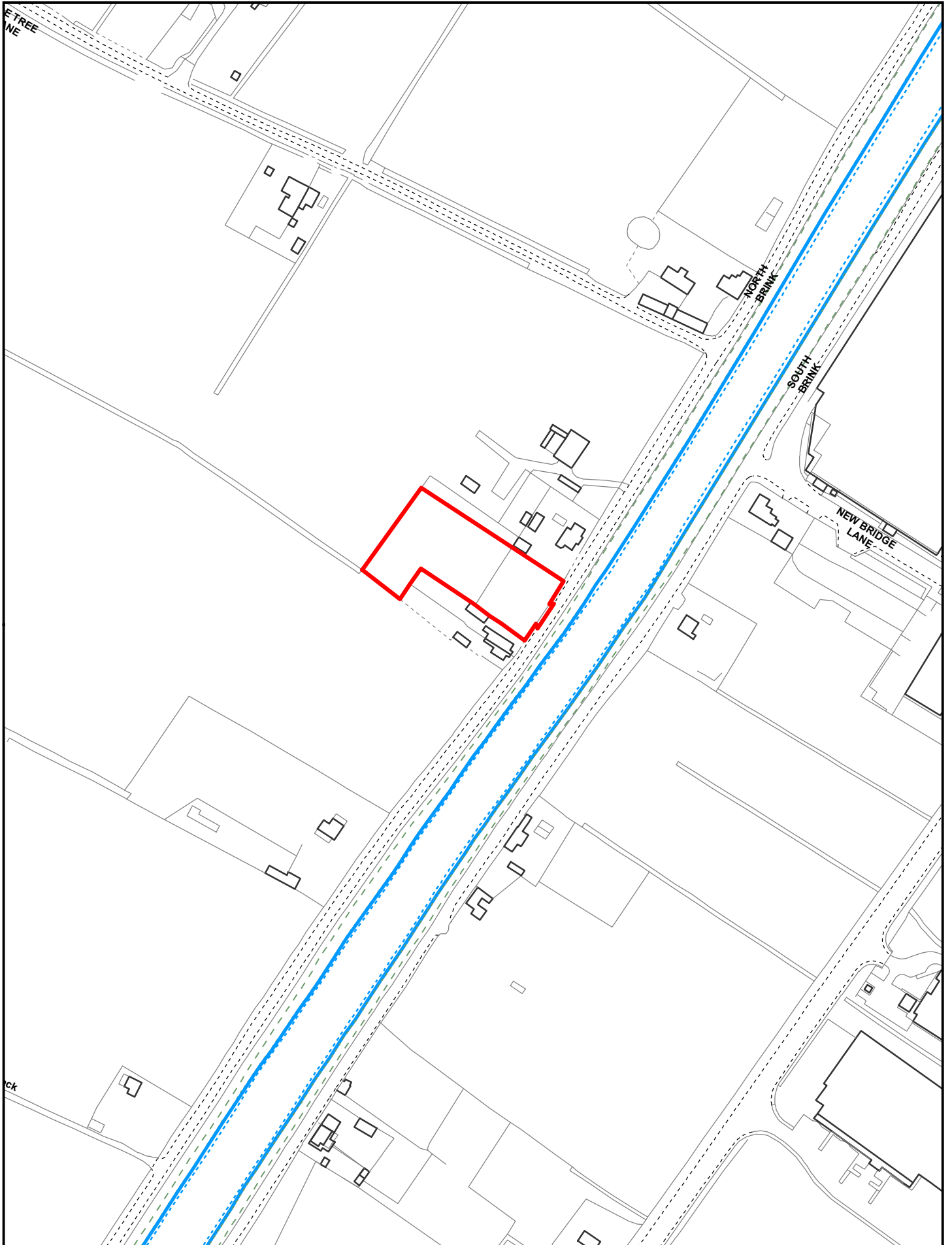
10.1 The proposal is considered acceptable and accords with the necessary policies of the Fenland Local Plan. It represents minimal issues in terms of visual or residential amenity and is acceptable in respect of highway safety. It will also enable small economic growth within a rural area. Issues relating to flood risk and drainage will be subject to conditions with the sequential and exception tests deemed to be met. Accordingly a favourable recommendation is forthcoming.

11 RECOMMENDATION

GRANT; subject to the following conditions:

1	<p>The development permitted shall be begun before the expiration of 3 years from the date of this permission.</p> <p>Reason - To ensure compliance with Section 51 of the Planning and Compulsory Purchase Act 2004.</p>
2	<p>The development shall be constructed in full accordance with the mitigation measures proposed in the submitted Flood Risk Assessment (FRA) undertaken by Ellingham Consulting, dated December 2022, REF:ECL0898/ALEXANDRA DESIGN and the following mitigation measures detailed within section 5.2 of the FRA:</p> <ul style="list-style-type: none"> - Finished floor level of the mobile homes to be 0.5m above existing ground levels - mobile homes to be anchored and chain to the ground <p>are fully implemented and retained for the life of the development.</p> <p>Reason - To prevent an increased risk of flooding and protect water quality in accordance with Policy LP14 of the Fenland Local Plan (2014).</p>
3	<p>The site shall be occupied for holiday purposes only, from 1st March through to 31st December and not at all during January and February, by any individual occupant, group of individuals or family and shall not be occupied as a main place of residence. The owner shall maintain an up to date register of the detail of all occupiers, including their names and main home addresses, of all site users and shall make it available for inspection at all reasonable times by the Local Planning Authority.</p> <p>Reason: To ensure that the site is not used for permanent residential accommodation.</p>
4	<p>Prior to the installation of any external lighting on the outside of the mobile homes or elsewhere on the site, full details including design, siting and illumination-type shall be submitted to the Local Planning Authority for approval. Only lighting that has been approved in writing by the Local Planning Authority shall be installed.</p> <p>Reason: To conserve and enhance biodiversity and in accordance with policy LP19 of the Fenland Local Plan</p>

5	<p>Prior to first use of the development hereby permitted, the access road and parking spaces shall be laid and marked out in accordance with the details on plan PL01/B. The car parking areas shall thereafter be kept free of obstruction and available for the parking of cars at all times</p> <p>Reason: In the interests of highway safety and to allow for the effective use of the parking areas in accordance with LP15 of the Fenland Local Plan 2014</p>
6	<p>All hard and soft landscaping works shall be carried out in accordance with the plan PL01/B hereby approved. All planting, seeding or turfing and soil preparation comprised in the landscaping shall be carried out in the first planting and seeding seasons following the first occupation/use of the mobile homes, the completion of the development or in agreed phases whichever is the sooner, and, any planting which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation. All landscapae works shall be carried out in accordance with the guidance contained in British Standards, unless otherwise agreed in writing by the Local Planning Authority.</p> <p>Reason: To ensure proper implementation of the landscape details in the interest of the amenity value of the development and in accordance with policy LP16 and LP19 of the Fenland Local Plan 2014</p>
7	Development in accordance with approved plans



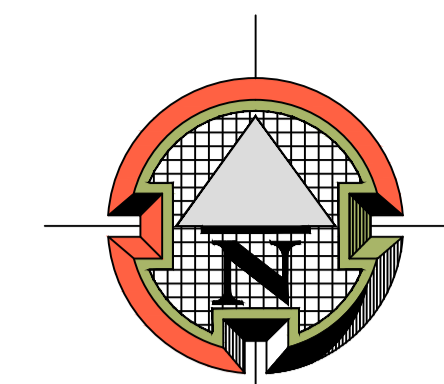
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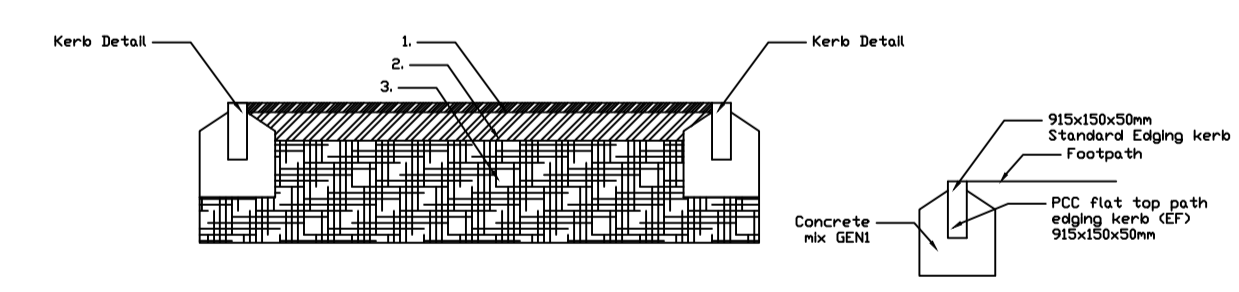
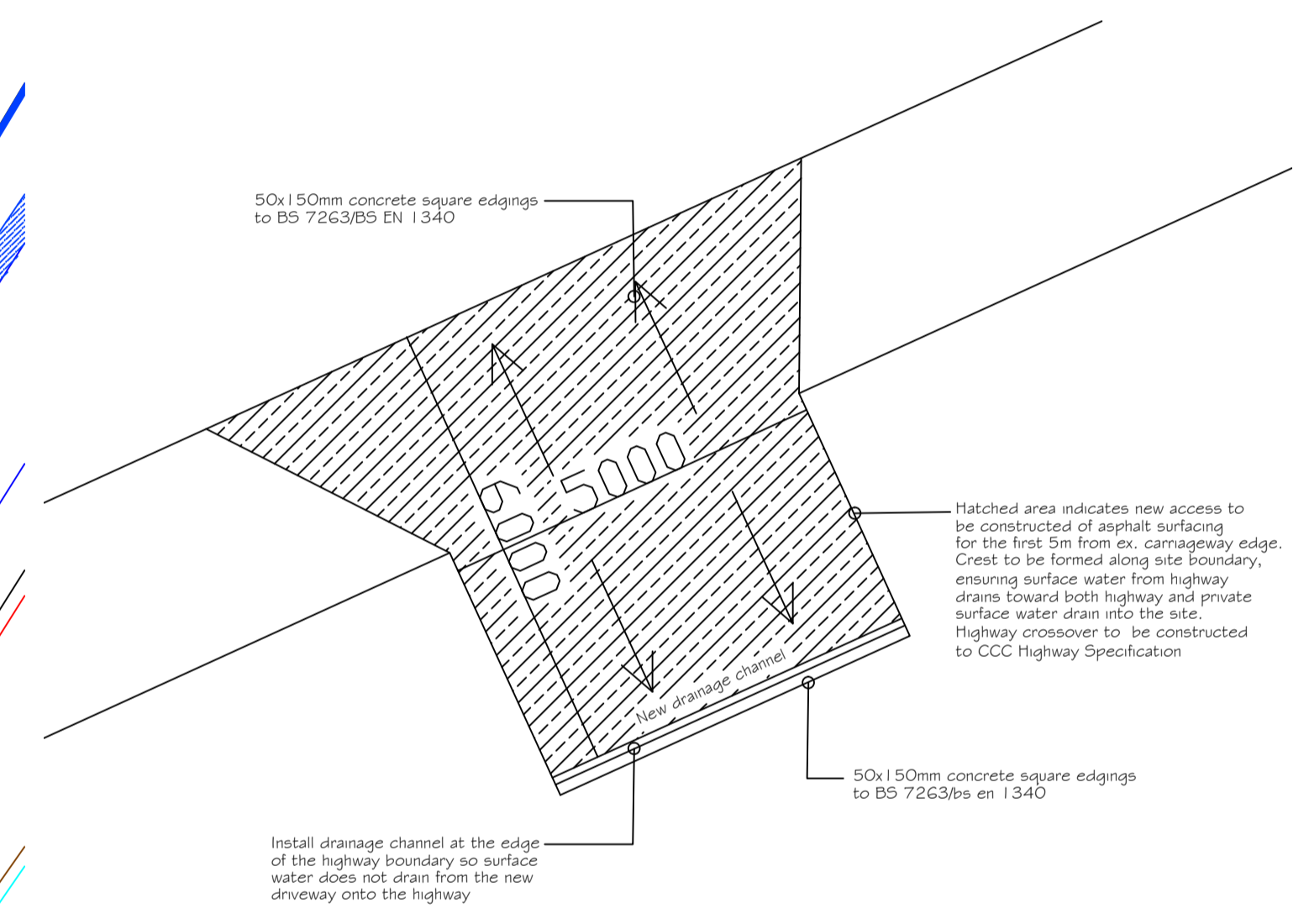
General Notes:
 -Dimensions on all drawings are shown in "mm".
 -The contractor, sub-contractor and supplies must verify all dimensions before commencement of any works on site.
 -This drawing is to be read in conjunction with any relevant engineers and specialist sub-contractor drawings and specifications.

- Landscaping Key (hard and soft)
- Lawn area
 - Driveway/Parking/Courtyard permeable loose gravel or similar to aid surface water drainage
 - Patio area
 - Entrance threshold
 - Native hedge planting around perimeters
 - Native woodland buffer

- Native woodland buffer (3m wide)
 base on 1m2 grid:
- Each to be planted 3x5m module
 - Common Alder
 - Dogwood
 - Field Maple
 - Silver Birch

- Native hedgerow balanced mix
 Hedgerow to be planted with a balanced mix of:
- Hawthorn
 - Blackthorn
 - Common Hazel
 - Common Hawthorn

- Asphalt Access Area construction detail
1. Refer to BS EN 13108-1 for material spec for asphalt concrete.
 2. Refer to BS EN 13108-4 for material spec for hot rolled asphalt.
 3. Refer to BS EN 13108-5 for material spec for stone mastic asphalt.
 4. Refer to BS 594987 for transport, laying and compaction of all asphalts.
 5. Bond coats to be used in accordance (no.4) to be applied on all kerb and edging faces along with gully and cover frames. Bond coats to be applied on top of base and binder courses. Joints in binder and base course to be over banded.
 6. Construction thicknesses based on CBR value. CBR testing must be undertaken.
 7. If CBR value is less than 2.5% special engineer measurements will be required.
 8. If sub-grade is deemed to be frost susceptible sub-base thickness to be thickened to provide min. construction depth of 450mm.
 9. Footpath sub-base to be thickened to 150mm under vehicular crossings.
 10. SMA t be gritted whilst material is hot-1-2kg per m2 applied by roller mounted hopper.



Asphalt Access Area Section Detail 1:20

LAYER	SPECIFICATION	THICKNESS
1. surface course	SMA 6 surf 40/60 to section D3 of PD 6691(4)(5)(11), min PSV50 to give texture depth of 0.6-0.1 SHW clause 921 table 9/3. (measured by sand patch method)	25mm
2. binder course	AC 20 dense bin to BSEN13108-1 and PD6691 with 50 pen binder.	90mm
3. sub-base	Granular sub-base type 1 to clause 803(1) certified as nonfrost susceptible, spread evenly on the foundation and compacted, compact to clause 802(1) to achieve a min CBR value of 30%. formation to be treated with an approved weed killer prior to laying sub-base.	365mm

Revisions:
 mobile home rearrange/boundary move

Reference: PL01/B
 Pages: 1

Scale: as shown

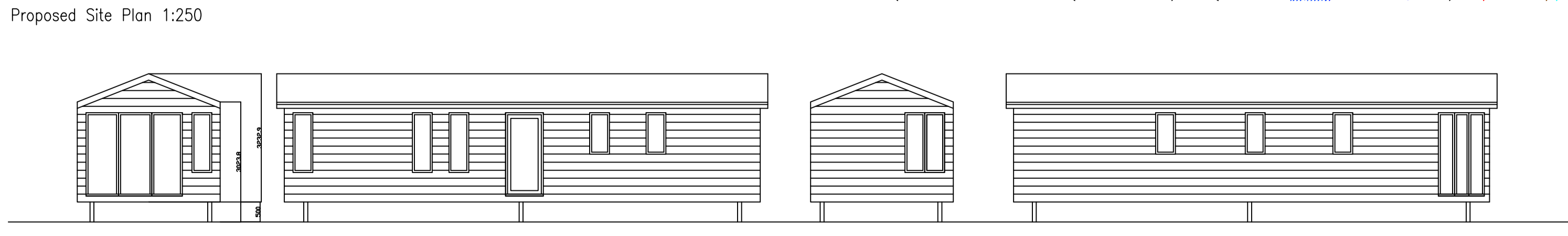
Project: Proposed 4x Mobile home holiday lets and change of use from agricultural

Site Address: land adjacent 241 North Brink Wisbech

Client: Mr and Mrs Wakefield

241 North Brink Wisbech Cambs

T: 07891175649
 E: info.alexandradesign@gmail.com



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F/YR22/1137/F

Applicant: Mr J Burton

**Agent : Mr Jordan Scotcher
Morton & Hall Consulting Ltd**

Land West Of 70-71 South Green And Fronting, Fieldside, Coates, Cambridgeshire

Erect single storey 1-bed dwelling and formation of a new access

Officer recommendation: Refuse

Reason for Committee: Number of representations received contrary to Officer recommendation

1. EXECUTIVE SUMMARY

- 1.1 The site is part of the rear garden of 75 South Green in Coates which has rear access to a parallel street – Fieldside. The host property is a large semi-detached dwelling with an “L” shaped curtilage extending from South Green to Fieldside. The rear garden wraps around no. 74 South Green which has a minimal rear garden and a pair of small semi-detached bungalows no. 70 and 71 South Green back onto the site (to the southeast). They are separated from the site by a detached pre-fab single garage.
- 1.2 No. 81 Fieldside is a detached two storey dwelling to the northwest of the site. The property is orientated at right angles to the highway resulting in the vast majority of the windows facing south and onto the application site. An area for parking serving the property separate it from the application site (approx. 8.4m away). A 1.8m high close boarded fence makes up the boundary to the plot with the adjacent properties.
- 1.3 The proposal is for the construction of a modest, one bed, single storey “L” shaped dwelling at the application site. The ridge height would measure approx. 4m, with an approx. width of 6.6m and approx. depth of 10m.
- 1.4 Policy LP16 of the Fenland Local Plan (2014) requires development to deliver high quality environments that make a positive contribution to the local distinctiveness and character of an area, enhancing their setting and responding to and improving the character of the local built environment whilst not adversely impacting on the street scene, settlement pattern or landscape character of the surrounding area. The application would introduce an additional dwelling on a narrow and constrained plot, resulting in a contrived development. The proposed dwelling would therefore not make a positive contribution to the local distinctiveness, character of the area and its setting and would create an adverse impact on the street scene. The proposal would therefore fail to accord with the above requirements and would be contrary to Policy LP16 of the Fenland Local Plan (2014).
- 1.5 Policy LP2 and LP16 (e) seek to ensure that development does not adversely affect the amenity of neighbouring or future occupiers. The height and proximity of the proposed dwelling would be an excessively dominant structure when

viewed from the main windows of No 81 Fieldside. It would also unacceptably detract from the outlook from No 81. Furthermore, the first-floor windows of No 81 would overlook the private amenity space to the proposed dwelling. Therefore, this would also result in a poor quality of development with regard to the quality of the amenity of the future occupiers. The proposal is therefore considered to be contrary to Policy LP2 and LP16 (e).

1.6 Overall, the proposed development is considered to be unacceptable, and the recommendation is one of refusal.

2. SITE DESCRIPTION

- 2.1 The site is part of the rear garden of 75 South Green in Coates which has rear access to a parallel street – Fieldside. The host property is a large semi-detached dwelling with an “L” shaped curtilage extending from South Green to Fieldside. The rear garden wraps around no. 74 South Green which has a minimal rear garden and a pair of small semi-detached bungalows no. 70 and 71 South Green back onto the site (to the southeast). They are separated from the site by a detached pre-fab single garage.
- 2.2 No. 81 Fieldside is a detached two storey dwelling to the northwest of the site. The property is orientated at right angles to the highway resulting in the vast majority of the windows facing south and onto the application site. An area for parking serving the property separate it from the application site (approx. 8.4m away). A 1.8m high close boarded fence makes up the boundary to the plot with the adjacent properties.
- 2.3 Fieldside is an unclassified road, unmade along lengths of it, but with numerous properties accessing onto it.
- 2.4 The site is located within flood zone 1.

3. PROPOSAL

- 3.1 The proposal is for the construction of a modest, one bed, single storey “L” shaped dwelling at the application site. The ridge height would measure approx. 4m, with an approx. width of 6.6m and approx. depth of 10m.
- 3.2 Two parking spaces are to be provided within the site accessed from Fieldside. A small private amenity space would be located at the north-eastern end of the plot.

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

[F/YR22/1137/F | Erect single storey 1-bed dwelling and formation of a new access | Land West Of 70-71 South Green And Fronting Fieldside Coates Cambridgeshire \(fenland.gov.uk\)](https://fenland.gov.uk/F/YR22/1137/F)

4. SITE PLANNING HISTORY

Reference	Description	Decision
F/YR17/0997/F	Erection of a single storey 1-bed dwelling and 1.8 metre high timber fence	Refuse 14.12.2017
F/YR17/0410/F	Erection of a 2-storey 2-bed dwelling	Withdrawn 07.07.2017
F/YR07/0277/F	Erection of a 3-bed detached chalet bungalow with single integral garage	Refuse 04.05.2007
F/YR04/4275/O	Erection of a bungalow	Grant 12.01.2005
F/YR04/3416/O	Erection of a dwelling	Approve 05.07.2004

5. CONSULTATIONS

5.1 Whittlesey Town Council

The Town Council recommend refusal due to over intensification of site which could be detrimental to the health and wellbeing of any occupants.

5.2 CCC Definitive Map Team

The site is proposed to be accessed via public Byway 26, Whittlesey. To view the location of the Byway and Footpath 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.

Informatives

Should you be minded to grant planning permission we would be grateful that the following informatives are included:

- Public Byway 26 must remain open and unobstructed at all times. Building materials must not be stored on Public Rights of Way and contractors' vehicles must not be parked on it (it is an offence under s 137 of the Highways Act 1980 to obstruct a public Highway).*
- Landowners are reminded that it is their responsibility to maintain boundaries, including trees, hedges and fences adjacent to Public Rights of way, and that any transfer of land should account for any such boundaries (s154 Highways Act 1980). There is no legally defined and recorded width for Public Byway 26. Where there is no legally defined width for a public right of way, we are not able to advise what the width would be. As the dimensions are not known, we cannot guarantee that the applicant would not be encroaching upon the highway. The applicant therefore would proceed with any development that might affect the highway at their own risk*
- No alteration to the Byway's surface is permitted without our consent (it is an offence to damage the surface of a public footpath under s 1 of the Criminal Damage Act 1971).*
- The granting of planning permission does not entitle a developer to obstruct a Public Right of Way (Circular 1/09 para 7.1).*

- *The Highways Authority has a duty to maintain Public Rights of Way in such a state as to be suitable for its intended use. (S41 Highways Act 1980 and S66 Wildlife & Countryside Act 1981). If the surface of the byway is damaged as a result of increased motorised vehicle usage, the Highways Authority is only liable to maintain it to a byway standard respectively. Those with private vehicular rights will therefore be liable for making good the surface of the Public Right of Way.*

Furthermore, the applicant may be required to temporarily close public rights of way whilst construction work is ongoing. Temporary Traffic Regulation Orders (TTROs) are processed by the County Council's Street Works Team and further information regarding this can be found on the County Council's website at https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/roads-and-pathways/highway-licences_and-permits/

5.3 FDC Environmental Health

The Environmental Health Team note and accept the submitted information and have 'No Objections' to the proposals.

This service would however welcome a condition on construction working times due to the close proximity to existing noise sensitive receptors, with the following considered reasonable:

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

5.4 Local Residents/Interested Parties

Supporters: Seven letters of support have been received (2 x March Road, Coates, 1 x Peakes Drive, Coates and 4 x Eastrea) these may be summarised as follows:

- Design is perfect for the site
- Fieldside has been developed over the last couple of years with a wider road and new houses opposite
- New developments in Whittlesey/Coates area do not contain bungalows therefore this proposal would provide for someone looking a smaller dwelling
- Enhance the setting and character of the area and the design and location would complement the properties surrounding the site
- Represents infill development
- The dwelling proposed is a bungalow meaning that the height is kept to a minimum and also reduces any potential overlooking
- The site is in flood zone 1

6. STATUTORY DUTY

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

for the purposes of this application comprises the adopted Fenland Local Plan (2014).

7. POLICY FRAMEWORK

National Planning Policy Framework (NPPF)

National Planning Practice Guidance (NPPG) National Design Guide 2021

Context – C1

Identity – I1

Built Form – B2

Fenland Local Plan 2014

LP1 – A Presumption in Favour of Sustainable Development

LP2 – Facilitating Health and Wellbeing of Fenland Residents

LP3 – Spatial Strategy, the Settlement Hierarchy and the Countryside

LP4 – Housing

LP5 – Meeting Housing Need

LP12 – Rural Areas Development Policy

LP13 – Supporting and Managing the Impact of a Growing District

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

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

LP16 – Delivering and Protecting High Quality Environments across the District

Emerging Local Plan

The Draft Fenland Local Plan (2022) was published for consultation between 25th August 2022 and 19 October 2022, all comments received will be reviewed and any changes arising from the consultation will be made to the draft Local Plan.

Given the very early stage which the Plan is therefore at, it is considered, in accordance with Paragraph 48 of the NPPF, that the policies of this should carry extremely limited weight in decision making. Of relevance to this application are policies:

LP1 – Settlement Hierarchy

LP2 – Spatial Strategy for the Location of Residential Development

LP4 – Securing Fenland's Future

LP5 – Health and Wellbeing

LP7 – Design

LP8 – Amenity Provision

LP12 – Meeting Housing Needs

LP19 – Strategic Infrastructure

LP20 – Accessibility and Transport

LP22 – Parking Provision

LP24 – Natural Environment

LP28 – Landscape

LP32 – Flood and Water Management

8. KEY ISSUES

- **Principle of Development**

- **Visual Impact and Character**
- **Residential Amenity**
- **Access and Highway Safety**
- **Flood Risk**

9. BACKGROUND

9.1 The application site has been subject to numerous planning applications over the years which have been refused, the most relevant application being the most recent application F/YR17/0997/F at the site for the 'Erection of a single storey 1-bed dwelling and 1.8-metre-high timber fence' in 2017.

9.2 The application was refused for two main reasons as outlined below:

- 1 Policy LP2 and LP16 (e) seek to ensure that development does not adversely affect the amenity of neighbouring or future occupiers. The height and proximity of the proposed dwelling would be an excessively dominant structure when viewed from the main windows of No 81 Fieldside. It would also unacceptably detract from the outlook from No 81. Furthermore, the first floor windows of No 81 would overlook the private amenity space to the proposed dwelling. Therefore this would also result in a poor quality of development with regard to the quality of the amenity of the future occupiers. The proposal is therefore considered to be contrary to Policy LP2 and LP16 (e). The proposal would also be inconsistent with Paragraphs 17, 56-61 of the NPPF.*
- 2 The addition of a dwelling between the front elevation of No 81 and the rear elevations of No 70 and 71 would result the loss of an open area which contributes to the character of Fieldside. The incremental growth which would result from this additional dwelling, and due to the narrowness of the plot which has resulted in a contrived proposal, would not make a positive contribution or result in the high quality of built environment required by LP16. The proposal would also be inconsistent with Paragraphs 17, 56-61 of the NPPF.*

10. ASSESSMENT

Principle of Development

- 10.1 Policy LP3 of the Fenland Local Plan 2014 has categorised Coates as a Limited Growth Village where a small amount of development and new service provision will be encouraged and permitted in order to support their continued sustainability including small village extension.
- 10.2 Policy LP12 Part A of the Fenland Local Plan 2014 provided further guidance and highlights that new development will be supported where it contributes to the sustainability of the settlement and does not harm the wide-open character of the countryside. To ensure this there are a number of criteria expressed in this policy namely (a) - (k). These criteria, in summary, to seek to achieve compliance with the settlement hierarchy in terms of among to development whilst also ensuring that developments respond to the existing built form and settlement character, retain and respect existing features of the site and locality, respect biodiversity and ecology and provide appropriate servicing etc. This policy also advises that if a proposal within or on the edge of a village, in conjunction with other development built since 2011 and committed to be built (i.e. with planning permission) increases the number of dwellings in a 'limited growth' village by 10% or more then the

proposal should have demonstrable evidence of clear local community support for the scheme, Coates has already exceeded its 10% threshold thereby activating this policy requirement. The scheme comes forward with no evidence of community consultation having been undertaken in respect of this proposal.

- 10.3 It is clear that the scheme fails to address the requirements of LP12 in so far as they relate to community engagement and this is disappointing. However, the LPA is mindful of the 2017 appeal decision (APP/D0515/W/17/3182366) where the Planning Inspector in considering an appeal which was solely based on the failure of a scheme to achieve support under LP12, found that the failure to achieve community support in accordance with Policy LP12 should not render an otherwise acceptable scheme unacceptable.
- 10.4 Against this backdrop it is not considered that the scheme could be refused purely on the grounds of LP12 threshold considerations. As such, the principle of development is acceptable.

Visual Impact and Character

- 10.5 Policy LP16 of the Fenland Local Plan 2014 requires development to deliver high quality environments that make a positive contribution to the local distinctiveness and character of an area, enhancing their setting and responding to and improving the character of the local built environment whilst not adversely impacting on the street scene, settlement pattern or landscape character of the surrounding area.
- 10.6 The site is part of the rear garden of 75 South Green in Coates which has rear access to a parallel street – Fieldside. The host property is a large semi-detached dwelling with an “L” shaped curtilage extending from South Green to Fieldside. The rear garden wraps around no. 74 South Green which has a minimal rear garden and a pair of small semi-detached bungalows no. 70 and 71 South Green back onto the site (to the southeast). They are separated from the site by a detached pre-fab single garage.
- 10.7 No. 81 Fieldside is a detached two storey dwelling to the northwest of the site. The property is orientated at right angles to the highway resulting in the vast majority of the windows facing south and onto the application site. An area for parking serving the property separate it from the application site (approx. 8.4m away). A 1.8m high close boarded fence makes up the boundary to the plot with the adjacent properties.
- 10.8 Fieldside is considered to be semi-rural in nature with the rural feel increasing as one moves southwards along Lake Drove, where development becomes more sporadic into the open countryside. The style, scale and density of the built form along Fieldside and South Green varies.
- 10.9 It is noted that an application to ‘Erect 8 x 2 storey 3-bed dwellings and a 2.0-metre-high brick wall’ has been approved immediately southwest of the site under planning reference F/YR20/0301/F, however that site differs significantly to the application site brought forward within this application in not only its context but overall size of the site.
- 10.10 Whilst the proposal is not considered to impact adversely on the character of the surrounding countryside or the shape of the settlement as assessed under Policy LP12 of the Fenland Local Plan above, the addition of a dwelling in this location is considered to be contrary to Policy LP16 of the Fenland Local Plan 2014. The application would introduce an additional dwelling on a narrow and constrained plot

increasing further the confinement on the existing dwelling no. 81 located to the northwest. Although the proposed dwelling has been reduced in size to that brought forward under application F/YR17/0997/F, the proposed development would nevertheless result in a contrived proposal. The proposed dwelling would therefore not make a positive contribution to the local distinctiveness, character of the area and its setting and would create an adverse impact on the street scene.

Residential Amenity

- 10.11 Policy LP2 and Policy LP16 (e) of the Fenland Local Plan 2014 seeks to ensure that development does not adversely affect the amenity of neighbouring or future occupiers of a dwelling.
- 10.12 As with the previous refusal at the site a major concern of the proposal is its proximity to the existing dwelling at no. 81 Fieldside, as already addressed above the proposed dwelling would further confine no. 81. It is acknowledged that the proposed dwelling ridge height has been reduced from 5.1m to 4m and the proposed dwelling has been moved away from the boundary with no. 81 Fieldside by approx. 1m, making a total separation distance of approx. 8.4m. Nonetheless, the height and proximity of the proposed dwelling would still be an excessively dominant structure when viewed from the main windows of no. 81 Fieldside. It would also unacceptably detract from the outlook from no. 81.
- 10.13 Again, as with the previous refusal, the first-floor windows of no. 81 would overlook the private amenity space of the proposed dwelling. Therefore, this would result in a poor-quality development in regards to the quality of the amenity of future occupiers.
- 10.14 The proposal is therefore considered to be contrary to Policy LP2 and LP16 (e) of the Fenland Local Plan 2014.

Access and Highway Safety

- 10.15 The proposed access would be opposite one of the shared accesses approved for the dwellings under application ref. F/YR20/0301/F. No. 70 and 81 Fieldside both have existing access in the immediate vicinity. It is therefore considered that the additional proposed access would not result in any additional highway safety issues. The nature of the roadway would make drivers take care when accessing/egressing Fieldside in this location.

Flood Risk

- 10.16 The application site falls within Flood Zone 1 (low risk) and as such the proposal is considered to be appropriate development and does not require the submission of a flood risk assessment or inclusion of mitigation measures. Issues of surface water will be considered under building regulations; accordingly, there are no issues to address in respect of Policy LP14.

11. CONCLUSIONS

- 11.1. Policy LP16 of the Fenland Local Plan (2014) requires development to deliver high quality environments that make a positive contribution to the local distinctiveness and character of an area, enhancing their setting and responding to and improving the character of the local built environment whilst not adversely impacting on the street scene, settlement pattern or landscape character of the surrounding area. The application would introduce an additional dwelling on a narrow and constrained plot, resulting in a contrived development. The proposed dwelling would therefore not make a positive contribution to the local distinctiveness, character of the area and its setting and would create an adverse

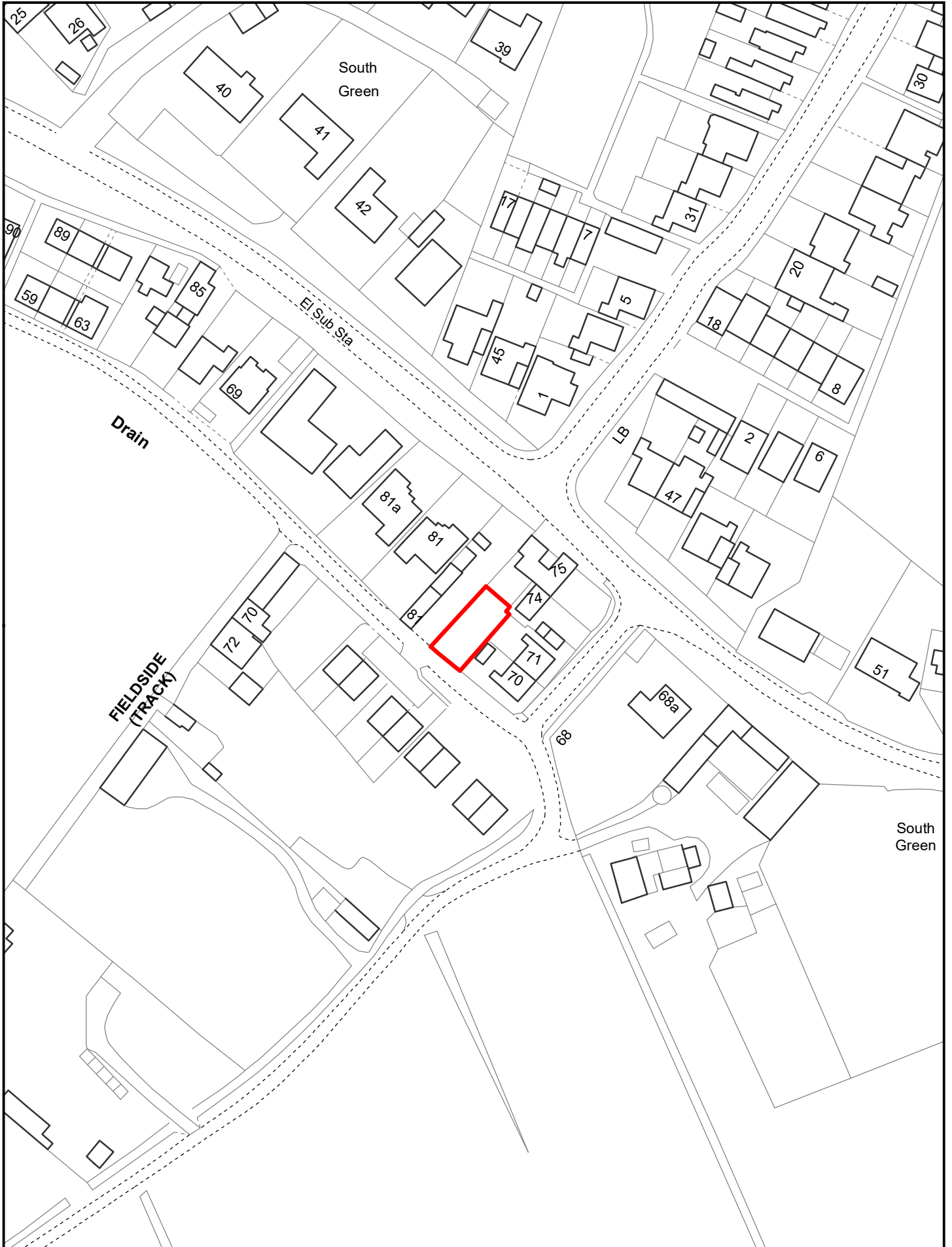
impact on the street scene. The proposal would therefore fail to accord with the above requirements and would be contrary to Policy LP16 of the Fenland Local Plan (2014).

11.2. Policy LP2 and Policy LP16 (e) of the Fenland Local Plan 2014 seek to ensure that development does not adversely affect the amenity of neighbouring or future occupiers of a dwelling. The height and proximity of the proposed dwelling would be an excessively dominant structure when viewed from the main windows of No 81 Fieldside. It would also unacceptably detract from the outlook from No 81. Furthermore, the first-floor windows of No 81 would overlook the private amenity space to the proposed dwelling. Therefore, this would also result in a poor quality of development with regard to the quality of the amenity of the future occupiers. The proposal is therefore considered to be contrary to Policy LP2 and LP16 (e) of the Fenland Local Plan 2014.

12. RECOMMENDATION

Refuse; for the following reasons:

1	Policy LP16 of the Fenland Local Plan (2014) requires development to deliver high quality environments that make a positive contribution to the local distinctiveness and character of an area, enhancing their setting and responding to and improving the character of the local built environment whilst not adversely impacting on the street scene, settlement pattern or landscape character of the surrounding area. The application would introduce an additional dwelling on a narrow and constrained plot, resulting in a contrived development. The proposed dwelling would therefore not make a positive contribution to the local distinctiveness, character of the area and its setting and would create an adverse impact on the street scene. The proposal would therefore fail to accord with the above requirements and would be contrary to Policy LP16 of the Fenland Local Plan (2014).
2	Policy LP2 and LP16 (e) seek to ensure that development does not adversely affect the amenity of neighbouring or future occupiers. The height and proximity of the proposed dwelling would be an excessively dominant structure when viewed from the main windows of No 81 Fieldside. It would also unacceptably detract from the outlook from No 81. Furthermore, the first-floor windows of No 81 would overlook the private amenity space to the proposed dwelling. Therefore, this would also result in a poor quality of development with regard to the quality of the amenity of the future occupiers. The proposal is therefore considered to be contrary to Policy LP2 and LP16 (e).



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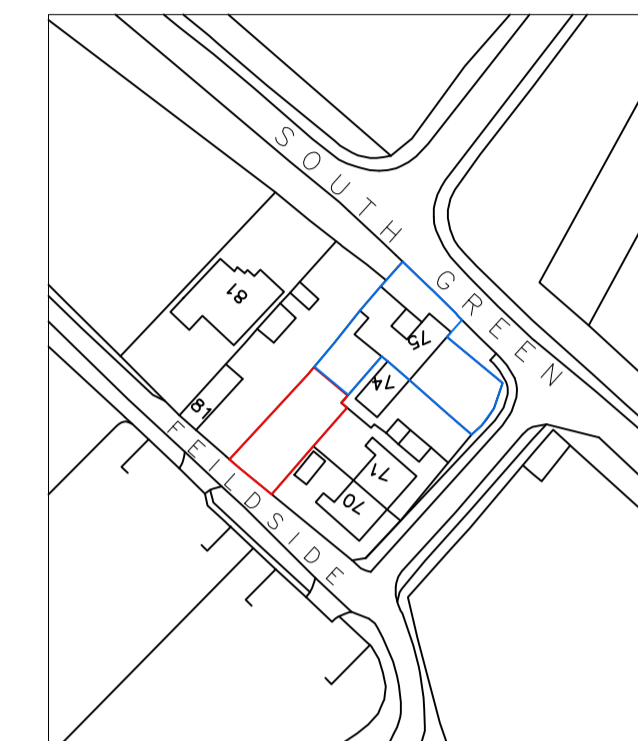
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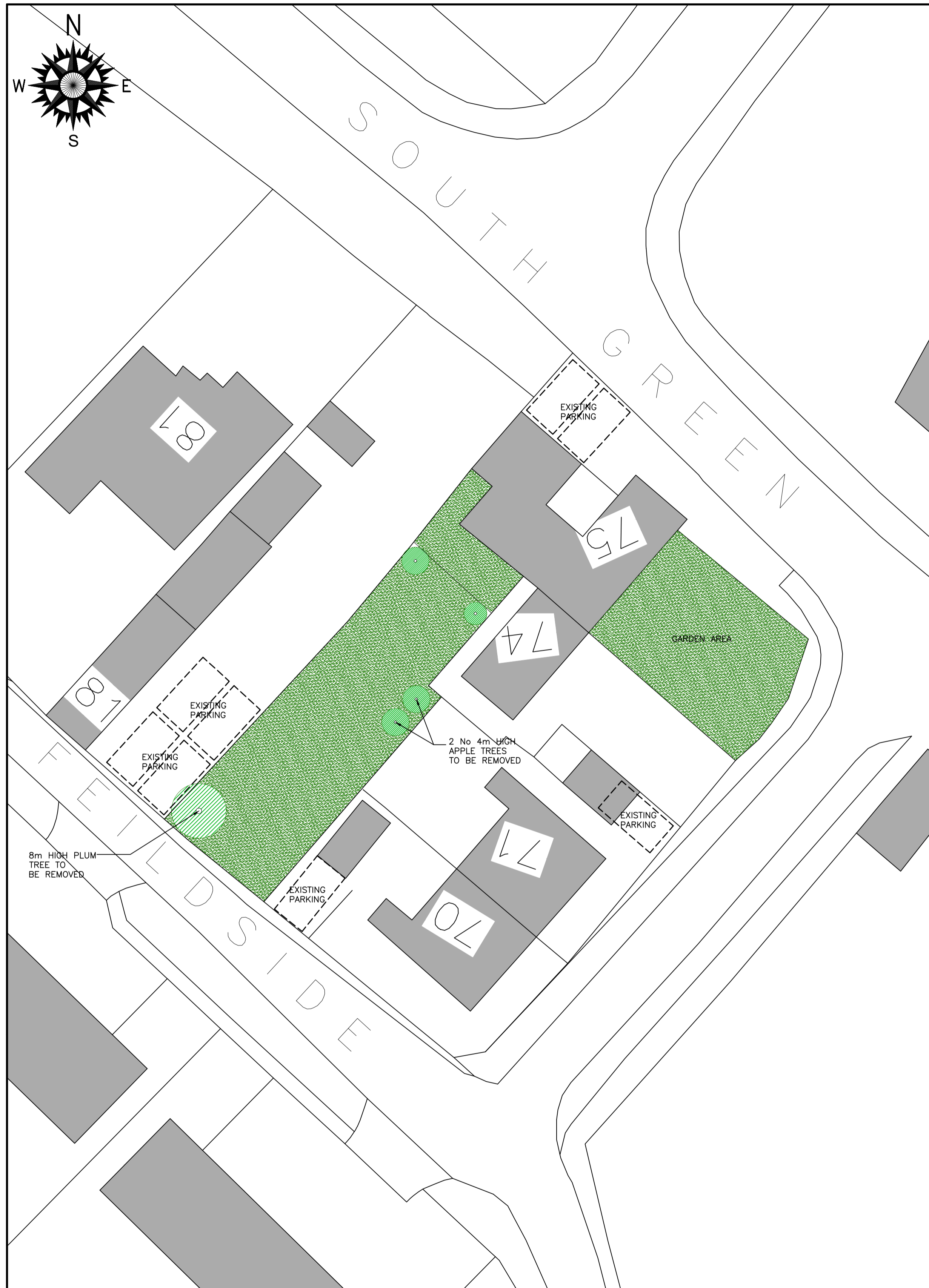
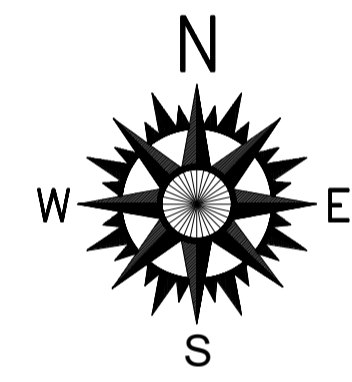
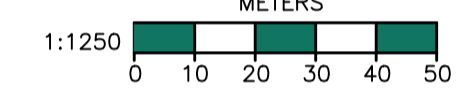
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 Where materials, products and workmanship are not fully specified they are to be of the standard appropriate to the works and suitable for the purpose stated in or reasonably to be inferred from the drawings and specification. All work to be in accordance with good building practice and BS 8000 to the extent that the recommendations define the quality of the finished work. Materials, products and workmanship to comply with all British Standards and COTC standards with, where appropriate, BS or EC marks.
 All products and materials to be handled, stored, prepared and used or fixed in accordance with the manufacturers current recommendations.
 The contractor is to arrange inspections of the works by the BCO (or NHBC) as required by the Building Regulations and is to obtain completion certificate and forward to the Engineer
 All finishes, insulation and damp-proofing to architect's details



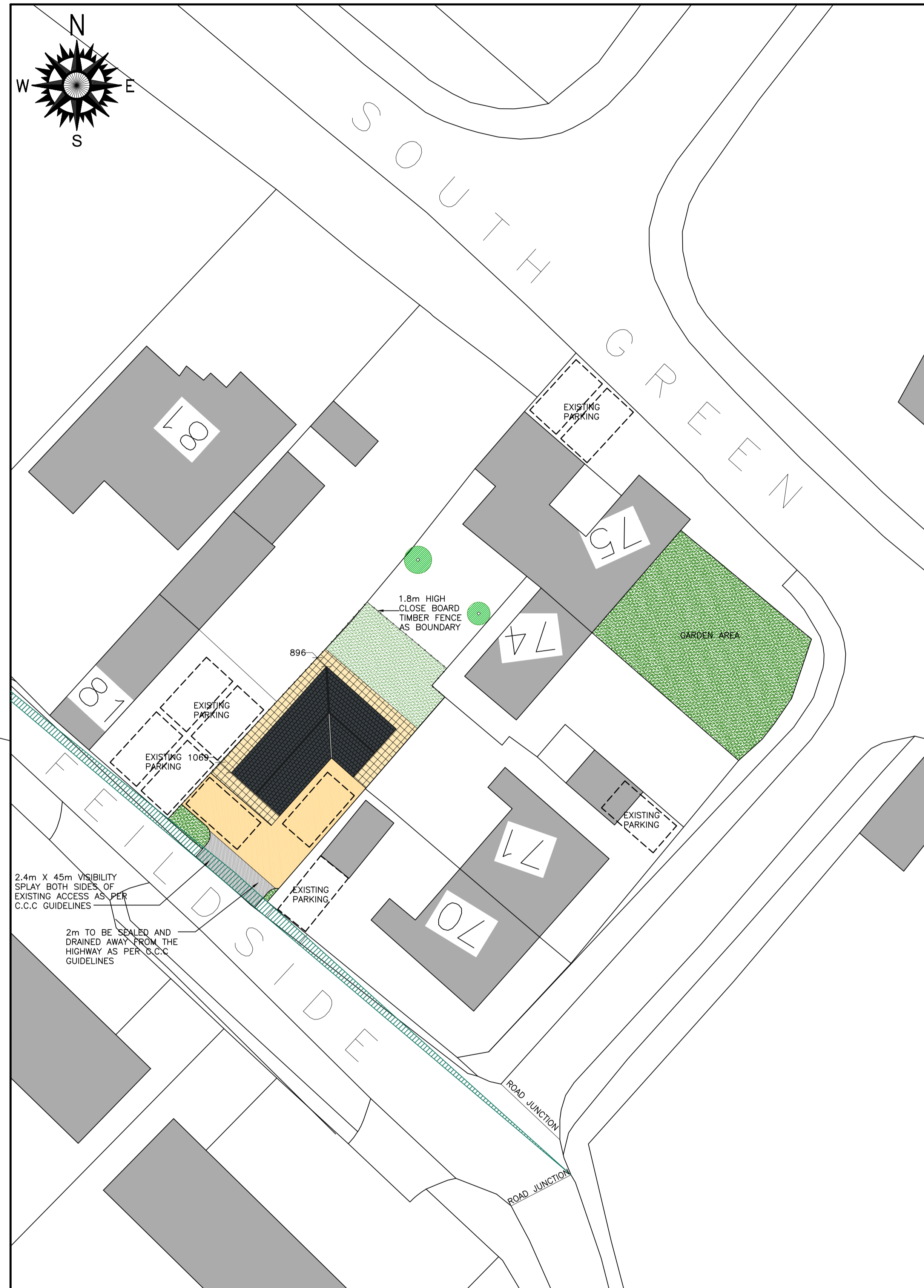
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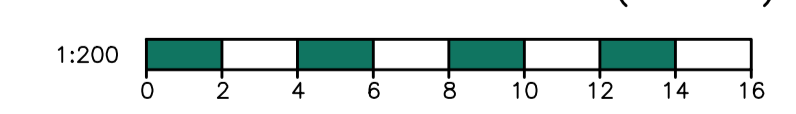
EXISTING SITE PLAN (1:200)



- PERMEABLE BLOCK PAVING (NON SLIP)
- GRASS
- TARMAC
- GRAVEL
- EXISTING DWELLINGS
- PAVEMENT
- SLAB PAVING
- VEGETATION



PROPOSED SITE PLAN (1:200)



- PERMEABLE BLOCK PAVING (NON SLIP)
- GRASS
- TARMAC
- GRAVEL
- EXISTING DWELLINGS
- PAVEMENT
- SLAB PAVING
- VEGETATION

REVISIONS	DATE

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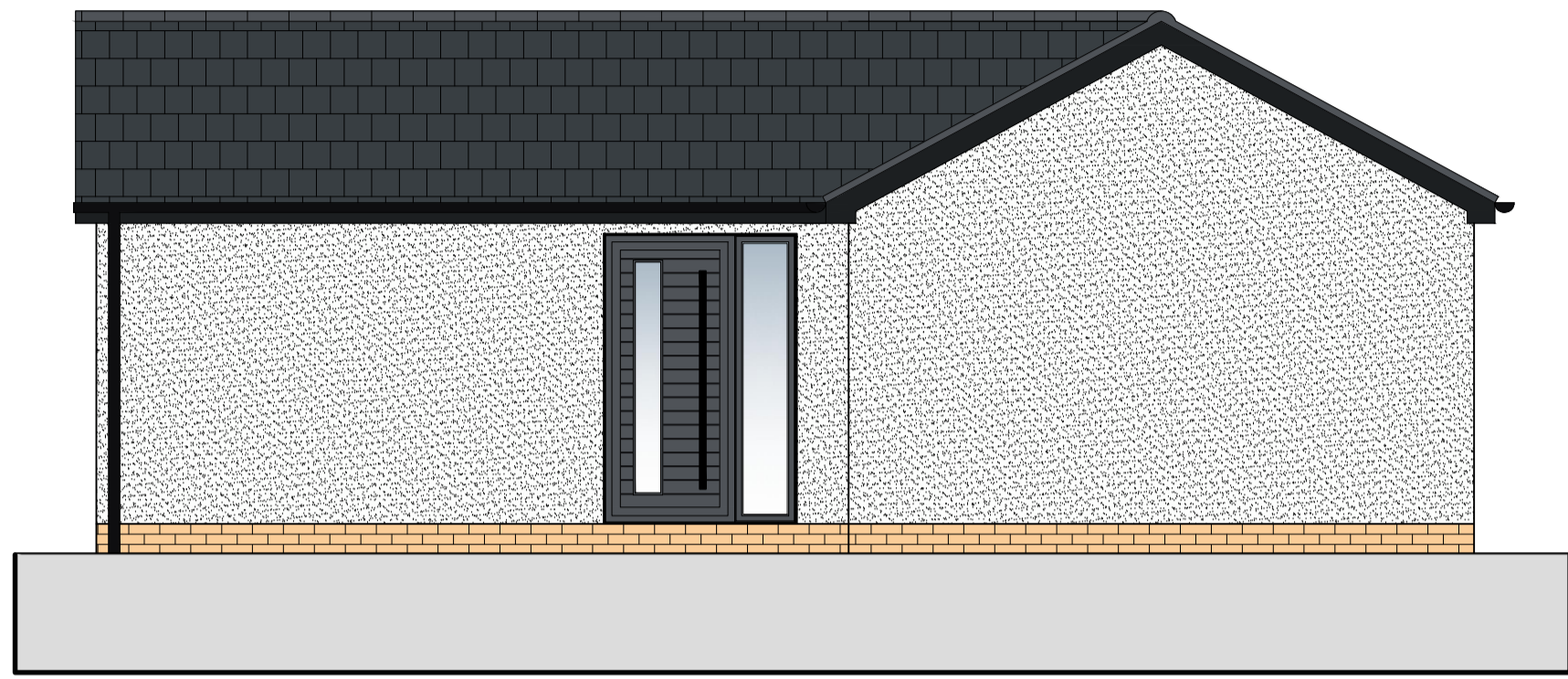
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CLIENT
 Mr J Burton

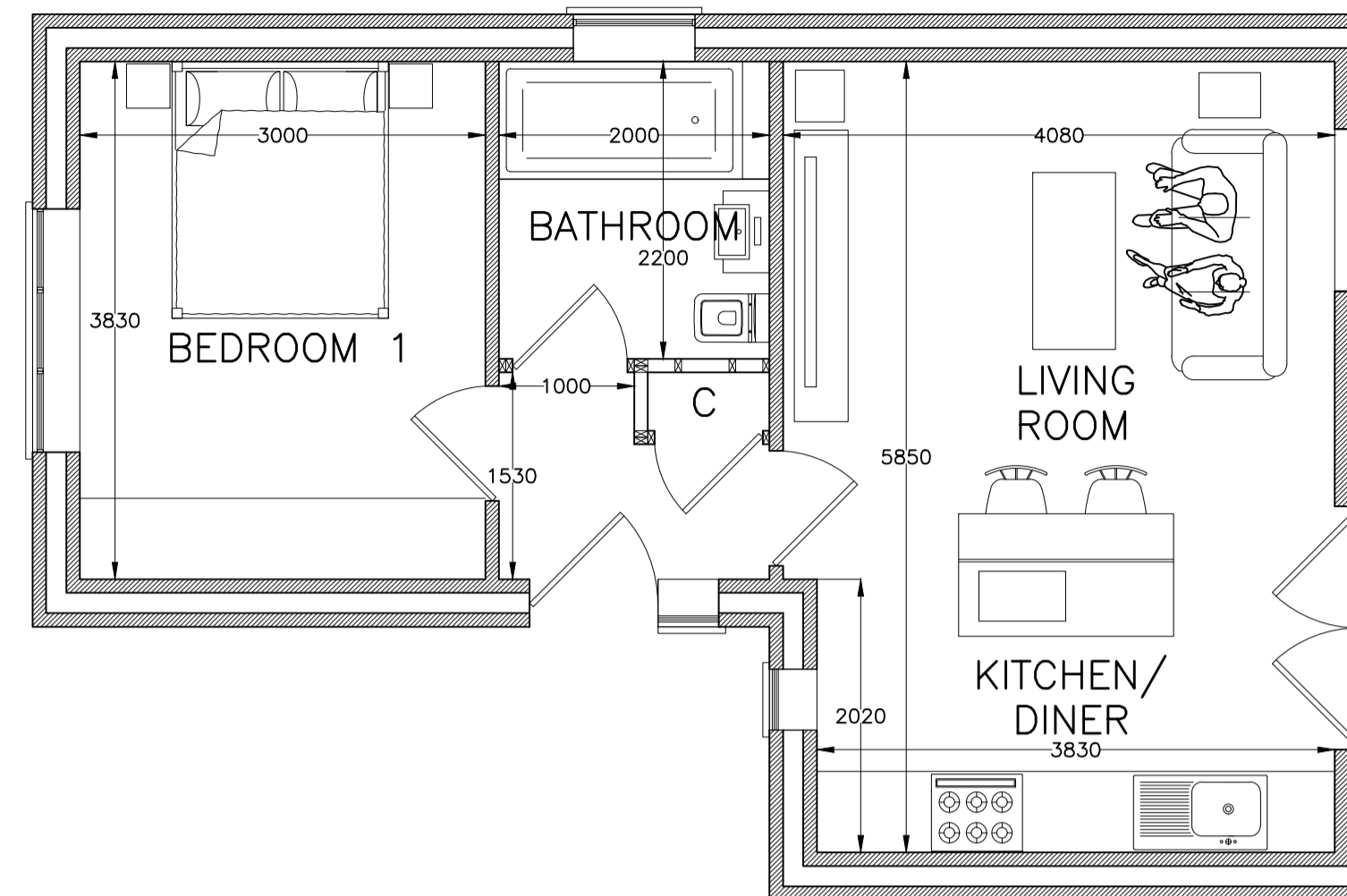
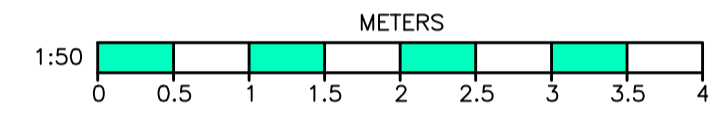
PROJECT
 75 South Green,
 Coates,
 Cambs,
 PE7 2BL

TITLE
 Existing & Proposed
 Site Plan

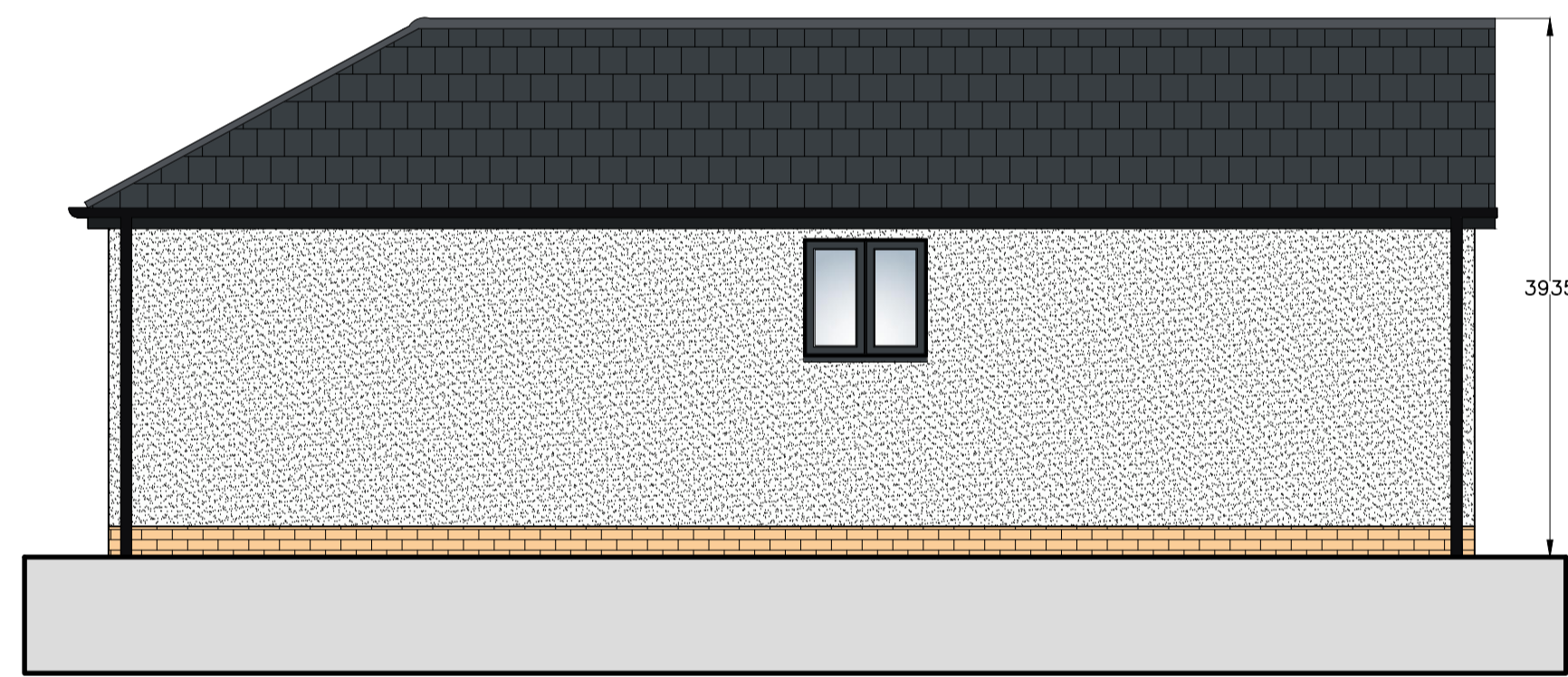
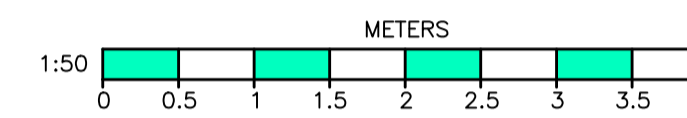
DRAWN J.Scotcher	DATE OF ISSUE
CHECKED	
DATE Sep 2022	DRAWING NUMBER H8597_01
SCALE As Shown	



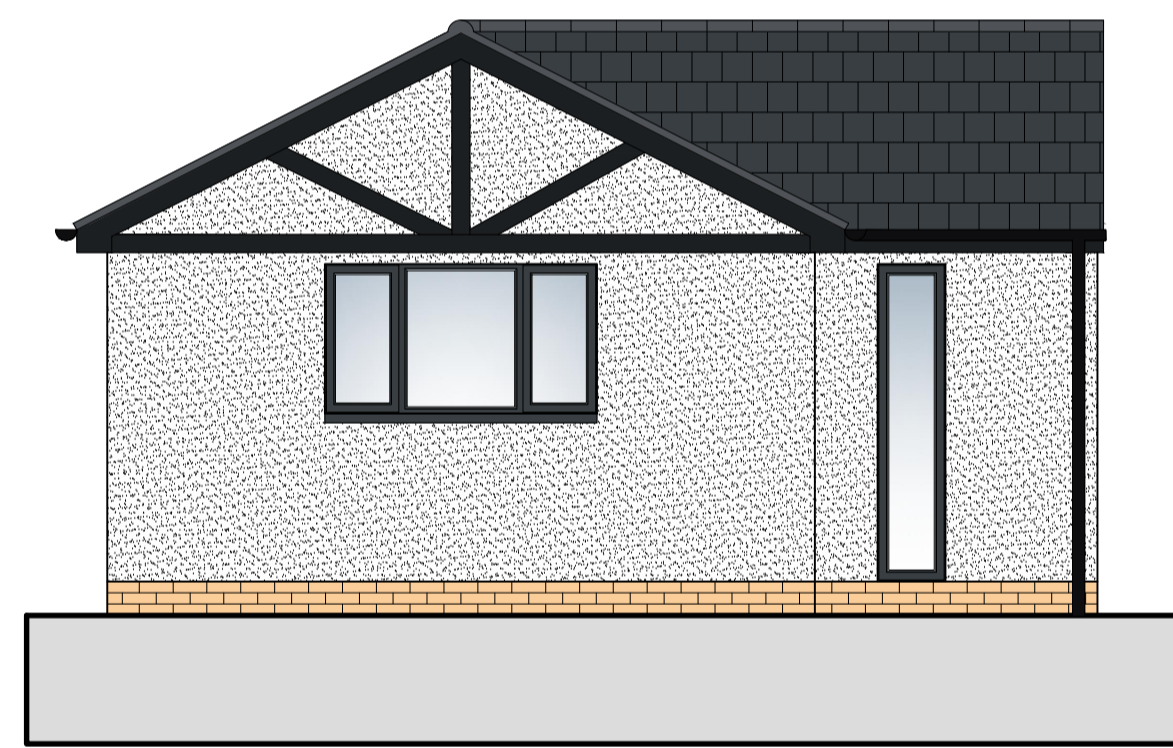
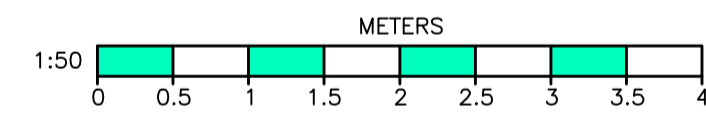
PROPOSED RIGHT HAND SIDE ELEVATION (1:50)



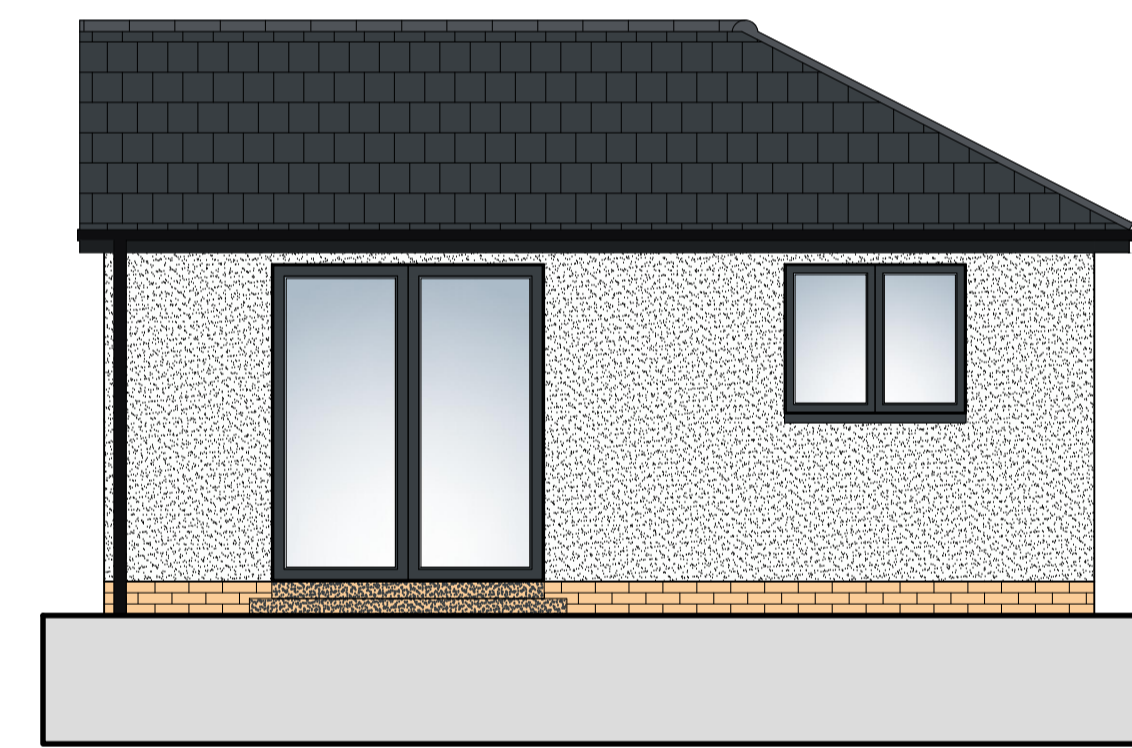
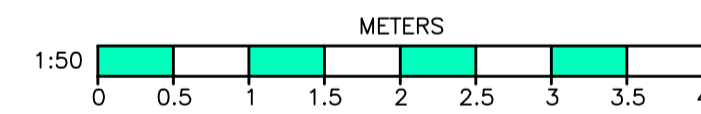
PROPOSED FLOOR PLAN (1:50)



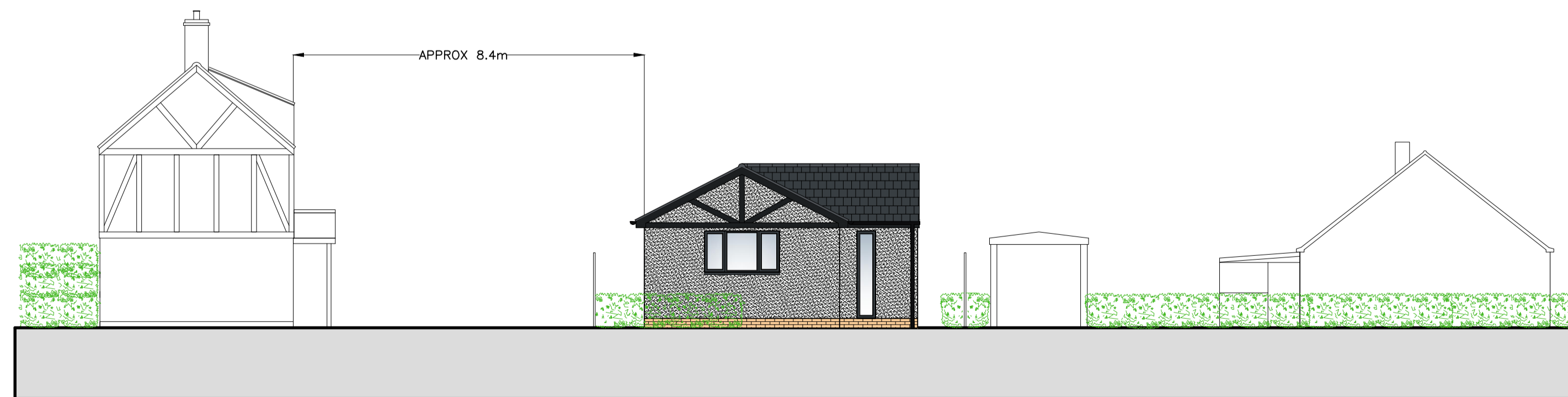
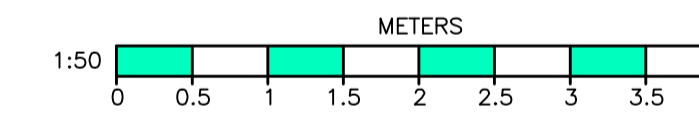
PROPOSED LEFT HAND SIDE ELEVATION (1:50)



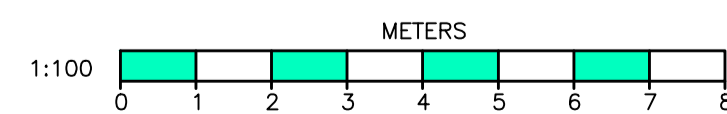
PROPOSED FRONT ELEVATION (1:50)



PROPOSED REAR ELEVATION (1:50)



PROPOSED STREET SCENE (:100)



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 All products and materials to be handled, stored, prepared and used or fixed in accordance with the manufacturers current recommendations.
 The contractor is to arrange inspections of the works by the BCO (or NHBC) as required by the Building Regulations and is to obtain completion certificate and forward to the Engineer
 All finishes, insulation and damp-proofing to architect's details

A	PLANNERS COMMENTS	JUN 2023
	REVISIONS	DATE

MORTON & HALL CONSULTING LIMITED
 CONSULTING STRUCTURAL ENGINEERS

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Fenland District Council Building Design Awards winner

CLIENT
 Mr J Burton

PROJECT
 75 South Green, Coates, Cambs, PE7 2BL

TITLE
 Proposed Building Arrangements & Street Scene

DRAWN	J.Scotcher	DATE OF ISSUE
CHECKED		
DATE	Sep 2022	DRAWING NUMBER
SCALE	As Shown	H8597_02A

F/YR23/0230/O

Applicant: Mr & Mrs Judd

**Agent: Mr Connor White
Swann Edwards Architecture Limited**

**Land South East Of Tall Trees, Station Road, Wisbech St Mary,
Cambridgeshire**

Erect up to 3 x dwellings with garages (outline application with all matters reserved)

Officer recommendation: Refuse

Reason for Committee: Number of representations contrary to officer recommendation

1 EXECUTIVE SUMMARY

- 1.1. The application site comprises undeveloped paddock land, on the west side of Station Road on the outskirts of Wisbech St Mary, approximately 340m northwest of the continuous built form of the settlement. It is situated to the southeast of a dwelling known as Tall Trees and opposite the access to Volmary Ltd, a plant and flower wholesalers.
- 1.2. The proposal is an outline planning application for the construction of up to three dwellings on the land, with all matters reserved. As this application is Outline only, the main issue for consideration is whether the *principle* of development in this location is appropriate.
- 1.3. It is considered that the proposal does not accord with the requirements of Policy LP3 and LP12 in respect of the Settlement Hierarchy in that is considerably separated from the built framework of Wisbech St Mary. An argument that is supported by conclusions drawn by the Planning Inspector within a previous appeal decision at a site approximately 100m closer to Wisbech St Mary than the current application site. In addition, development at this site would encroach into the countryside at detriment to the rural character of the area in contravention of Policy LP12 and Policy LP16(d).
- 1.4. Insufficient evidence was submitted to substantiate that safe and convenient access to the dwellings are achievable. Thus, in the absence of evidence to the contrary, the Highway Authority have objected to the scheme as they consider that principle of providing safe and convenient access for all may be unachievable at the site, and thus the proposals are not considered to comply with Policy LP15 in respect of highway safety.
- 1.5. By virtue of the above, the application is clearly contrary to policy and the recommendation should therefore be one of refusal, as set out in the below assessment.

2 SITE DESCRIPTION

- 2.1. The application site is situated on the west side of Station Road on the outskirts of Wisbech St Mary, approximately 340m northwest of the continuous built form of the settlement.
- 2.2. The land is currently undeveloped paddock land that is situated to the southeast of a dwelling known as Tall Trees and opposite the access to Volmary Ltd, a plant and flower wholesalers. The land is predominately grassland and is bounded to all sides by mature hedgerows.

3 PROPOSAL

- 3.1. This application is an outline application for the erection of up to three dwellings, with all matters reserved.
- 3.2. The indicative layout shows three dwellings fronting onto Station Road, each with separate accesses, with associated residential amenity space and parking and turning areas with garages. To the southern boundary of the site, the access is proposed to allow retained access to stables to the southwest of the site.
- 3.3. Full plans and associated documents for this application can be found at: [F/YR23/0230/O | Erect up to 3 x dwellings with garages \(outline application with all matters reserved\) | Land South East Of Tall Trees Station Road Wisbech St Mary Cambridgeshire \(fenland.gov.uk\)](https://fenland.gov.uk/F/YR23/0230/O | Erect up to 3 x dwellings with garages (outline application with all matters reserved) | Land South East Of Tall Trees Station Road Wisbech St Mary Cambridgeshire (fenland.gov.uk))

4 SITE PLANNING HISTORY

- 4.1. No pertinent planning history.

5 CONSULTATIONS

5.1. North Level Internal Drainage Board

My Board has no objection in principle to the above application.

I would draw the applicant's attention to the riparian drain to the north of the site and enclose some information with regard to riparian responsibilities.

5.2. Cambridgeshire County Council Highways Authority – original comments rec'd 25.04.2023

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

The Design and Access Statement says that the proposed development is sustainable on the basis that it is within walking and cycle distances of local amenities within Wisbech St Mary and public transport. However, the proposed dwellings would front onto a road devoid of a footway and illumination. Furthermore, the road is de-restricted, meaning speeds up to 60mph are permissible. This is not in keeping with a safe walking and cycling environment. Any future occupant will likely be reliant on car use, but this is no different to the existing surrounding dwellings. On this basis, I can't object on highway safety grounds, but that does not mean the development should be considered as sustainable.

New accesses onto de-restricted roads must be capable of achieving inter vehicular visibility splays commensurate with the stopping sight distance (215m). While this application is all matters reserved it's unclear if a 2.4m x 215m inter-vehicular visibility splay is achievable for any new access, noting that the splay must be fully contained within the application boundary and / or the highway boundary [...]

I recommend that the applicant demonstrate suitable visibility can be achieved as it is paramount to achieving safe access. I will accept a reduction in visibility based upon the observed 85th percentile speeds.

If the applicant is unwilling or unable to amend the application or provide additional information as outlined above, please advise me so I may consider making further recommendations, possibly of refusal.

5.3. Cambridgeshire County Council Highways Authority – reconsultation comments rec'd 15.05.2023

In response to my previous comments, the applicant has submitted a revised plan which demonstrates 2.4m x 45m inter-vehicular visibility for the new proposed (indicative) accesses. This falls substantially below the stopping sight distance required for 60mph speeds (215m). As the applicant has not demonstrated that observed vehicle speeds fall below the enforceable limit, I must conclude that safe access has not been demonstrated.

Similarly, the applicant has not demonstrated that the existing stable access is suitable for intensification of use.

I therefore object to the application due to insufficient access visibility and the associated risk of vehicle collision this introduces.

5.4. Wisbech St Mary Parish Council

At the meeting of Wisbech St. Mary Parish Council on 17th April 2023, the Council recommended APPROVAL. Councillors noted the current development on the opposite side of Station Road beside Wingfield and the placement of caravans at Volmary. The Council therefore consider this plot to also be within the development boundary of the growth village of Wisbech St Mary and do not consider it an elsewhere location.

5.5. Environment & Health Services (FDC)

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

As mapping data shows structures previously existed at the application site, we ask for the following condition to be imposed in the event planning consent is granted;

UNSUSPECTED CONTAMINATION

CONDITION: If during development, contamination not previously identified, is found to be present at the site then no further development (unless otherwise agreed in writing with the LPA) shall be carried out until the developer has

submitted, and obtained written approval from the LPA, a Method Statement detailing how this unsuspected contamination shall be dealt with.

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

5.6. Local Residents/Interested Parties

The LPA has received 11 letters of support for the scheme, from four address points within Wisbech St Mary itself, two within Wisbech and a further letter from an address point within Leverington. Reasons for support were cited as:

- Appropriate development in a growth village;
- Ideal location to develop much needed homes in Wisbech St Mary;
- Appropriately sited between existing frontage road development;
- Minimal impact on the countryside;
- Development good for a growing community;
- Landowners need to be close to their horses; animal welfare;

Two letters received cited no objections to the scheme but gave no reasons.

A further representation from an earlier supporter of the scheme was also received, stating that one dwelling would be appropriate, but three would result in 'too big an impact on the greenbelt'.

6 STATUTORY DUTY

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

7 POLICY FRAMEWORK

7.1. National Planning Policy Framework (NPPF) July 2021

Para 2: NPPF is a material consideration in planning decisions.

Para 7: Purpose of the planning system is to contribute to the achievement of sustainable development.

Para 12: Conflict with an up-to-date plan should not usually be granted.

Para 79: Housing should be located where it will enhance or maintain the vitality of rural communities.

Para 80: Planning policies and decisions should avoid the development of isolated homes in the countryside unless specific circumstances apply.

7.2. National Planning Practice Guidance (NPPG)

Determining planning applications

7.3. National Design Guide 2019

Context

Identity

Built Form

Homes and Buildings

7.4. **Fenland Local Plan 2014**

- LP1 – A Presumption in Favour of Sustainable Development
- LP2 – Facilitating Health and Wellbeing of Fenland Residents
- LP3 – Spatial Strategy, the Settlement Hierarchy and the Countryside
- LP4 – Housing
- LP12 – Rural Areas Development Policy
- LP14 – Responding to Climate Change and Managing the Risk of Flooding
- LP15 – Facilitating the Creation of a More Sustainable Transport Network
- LP16 – Delivering and Protecting High Quality Environments

7.5. **Emerging Local Plan**

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

- LP1 – Settlement Hierarchy
- LP2 – Spatial Strategy for the Location of Residential Development
- LP7 – Design
- LP8 – Amenity Provision
- LP18 – Development in the Countryside
- LP20 – Accessibility and Transport
- LP22 – Parking Provision
- LP24 – Natural Environment
- LP32 – Flood and Water Management

8 **KEY ISSUES**

- **Principle of Development**
- **Other matters**
 - Character and Appearance
 - Residential Amenity
 - Access and Parking
 - Flood Risk

9 **ASSESSMENT**

Principle of Development

- 9.1. Wisbech St Mary is defined by Local Plan Policy LP3 as a Growth Village, where development may be acceptable within the existing urban area or as a small village extension. The site falls outside of the main settlement of Wisbech St Mary and as such Policy LP12 is relevant in this instance. LP12 part (a) states that for new development in the villages the site should be in or adjacent to the existing developed footprint.
- 9.2. It is acknowledged that the application site sits adjacent to existing dwellings to the northwest and southeast of the site and opposite Volmary Ltd commercial site to the east, however the site itself sits over 340 metres approximately from the continuous built form of the main settlement and as

such is not considered to be 'adjacent' to the existing developed footprint or sustainable in terms of its location.

- 9.3. Footnote (*) within policy LP12 identifies that the developed footprint of the village is defined as the continuous built form of the settlement and excludes individual buildings and groups of dispersed or intermittent buildings that are clearly detached from the continuous built up area of the settlement and gardens, paddocks and other undeveloped land within the curtilage of buildings on the edge of the settlement where the land relates more to the surrounding countryside than to the built up area of the settlement.
- 9.4. Consideration should be paid to the appeal decision for F/YR14/0684/O, which sought outline approval for the erection of two dwellings on Land North West Of Wingfield, Station Road. The appeal site is located approximately 250m from the continuous built form of the settlement on the eastern side of Station Road. On considering the appeal, the Inspector concluded that the appeal site, owing to a clear physical separation between the appeal site and the edge of the continuous built up area of the village, was not within or adjacent to the existing developed footprint of the village, as defined in the footnote to the policy and dismissed the appeal on the basis that the appeal site was not well located in relation to the village, and would not represent a particularly sustainable location in which to support further housing development.
- 9.5. Based on the conclusions formed by the Inspector, it can be argued that the current application site is even less appropriate, given that the application site is approximately a further 100m northwest of the appeal site, and circa 340m from the boundary of the continuous built form of the settlement to the southeast. Therefore, owing to the circumstances of the application site, and the precedent set by the previous appeal decision, it is considered that the proposal does not comply with part (a) of LP12 and is therefore unacceptable in principle in this location.

Other matters

Character and Appearance

- 9.6. Details of appearance, layout and scale are to be submitted at Reserved Matters stage, however the submitted indicative site plan suggests that the dwellings will be similar in scale to the bungalows to the east.
- 9.7. Policy LP16 (d) considers the impact of development on local distinctiveness and character. Moreover, in rural areas, a development proposal needs also to satisfy the criteria set out in Policy LP12.
- 9.8. It is clear that the site, an area of undeveloped paddock land, contributes to countryside character and openness on the west side of Station Road as you travel out of Wisbech St Mary, with only limited sporadic development this side. The development proposed would see up to three, likely substantial, detached dwellings positioned on undeveloped paddock land that currently contributes to the distinct and natural character of this side of the highway. Development on this land would bring a distinctly urbanising effect to the detriment of the character and appearance of the rural area, directly contradicting the current settlement pattern and would arguably create a

precedent for further development into the countryside, eroding the existing rural character along this part of Station Road, contrary to the requirements of Policy LP12 and Policy LP16(d).

Residential Amenity

- 9.9. It would appear from the indicative plans submitted that there would be limited impacts to neighbouring residential amenity as a result of the scheme by way of overlooking or overshadowing. However, it may be necessary to reconsider the arrangement of Plot 1, as this would project both forward and backward of the front and rear elevations of Plot 2, which may reduce outlook and cause unacceptable relationships between the dwellings. Notwithstanding, such matters would be fully considered at Reserved Matters stage.

Access and Parking

- 9.10. The indicative site plan suggests that there would be sufficient parking/turning room available to service the dwellings.
- 9.11. The Local Highway Authority initially raised concern regarding the sustainability of the site given its detachment from the settlement, and the lack of footpaths and streetlighting to serve users of the development, which is a material consideration in respect of the suitability of the site in general sustainability terms.
- 9.12. Notwithstanding matters of sustainable development, the Highways Authority outlined further issues in respect of highways safety which was of more considerable concern. As a matter of requirement to assess the suitability and safety of the proposed access(es), it was necessary to ensure appropriate visibility splays be provided. The Agent was invited to address these concerns and submitted a revised plan depicting the visibility splays. Notwithstanding these changes, no evidence was provided to support the proposed visibility splays shown on the revised plan.
- 9.13. This resulted in further comments from the Highway Authority raising the following concerns in respect of the suitability of the proposed accesses in terms of highway safety suggesting that the applicant had not demonstrated sufficient evidence to satisfy the Highway Authority that safe and convenient access could be achieved. Thus, the Highway Authority objected to the scheme due to insufficient access visibility and the associated risk of vehicle collision this introduces.
- 9.14. Whilst it is acknowledged that this application is outline with all matters reserved, it is necessary to ensure that the principle of safe access to the proposed development could be achieved. As such, in the absence of evidence to the contrary, and the technical objection from the Highways Authority, the principle of providing safe and convenient access for all may be unachievable at the site, and thus the proposals are not considered to comply Policy LP15 in respect of highway safety.

Flood Risk

- 9.15. Much of the site is located in Flood Zone 1, with only the westernmost corner of the site falling within Flood Zone 2. The indicative site plan suggests that

the dwellings themselves will be limited to areas within Flood Zone 1 only, with a small section of land to the west of the site, comprising garden space in Flood Zone 2. Notwithstanding, the application was supported by a flood risk assessment which recommended the inclusion of flood mitigation measures to ensure flood safety.

- 9.16. The site lies within the North Level Internal Drainage Board (NLIDB) area, who were subsequently consulted. The NLIDB had no objections to the development but did note the presence of a riparian drain to the north of the site to which the applicant may have riparian responsibilities.
- 9.17. Owing that the proposed dwellings will be situated within Flood Zone 1, there are no issues with regard to flood risk to be reconciled in respect of the development; issues of surface water will be considered under Building Regulations. As such, it is considered reasonable to determine that the proposal is acceptable in terms of flood risk and there are no issues to address in respect of Policy LP14.

10 CONCLUSIONS

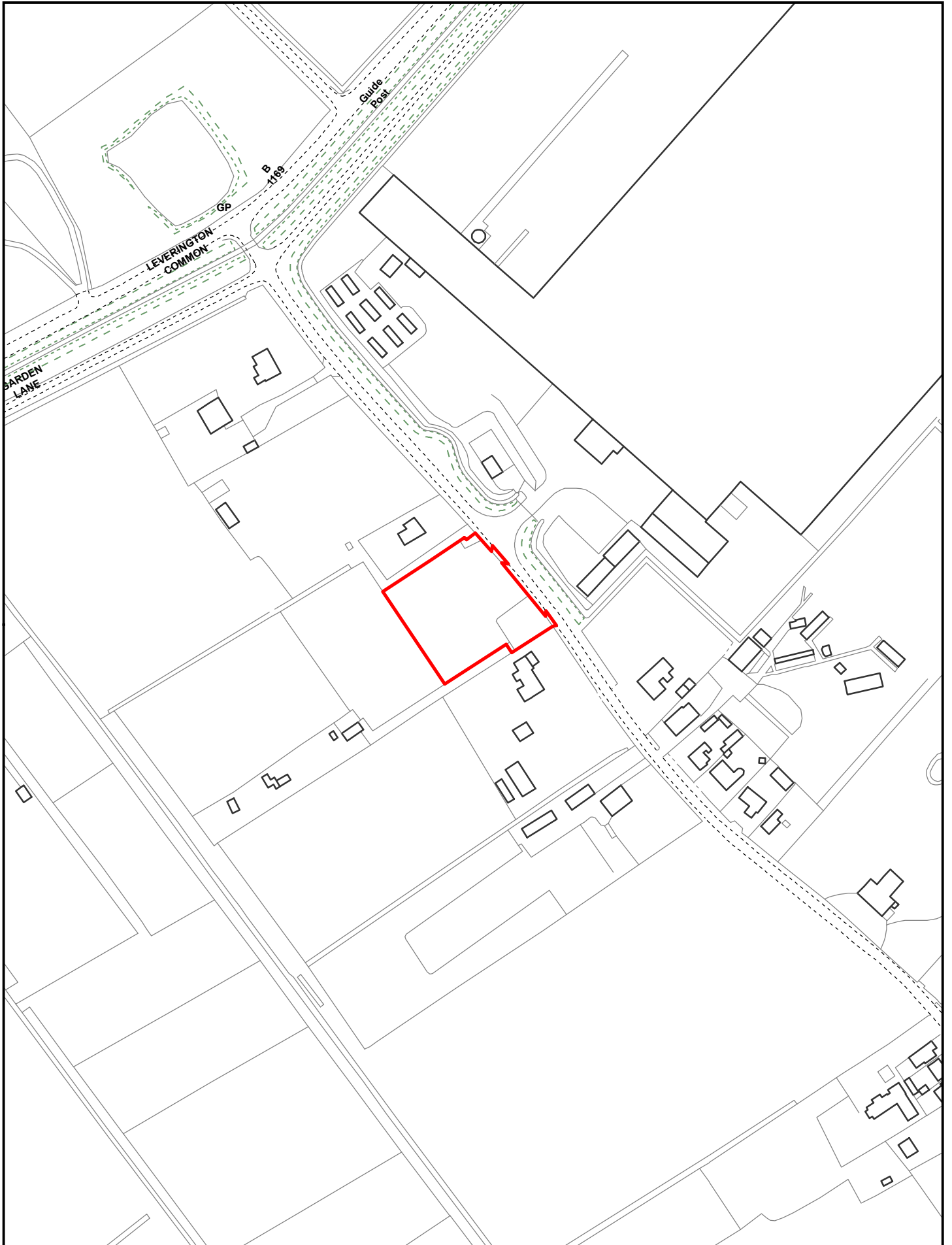
- 10.1. It is considered that the proposal does not accord with the requirements of Policies LP3 and LP12 in respect of the Settlement Hierarchy in that is located outside the built framework of Wisbech St Mary. Furthermore, development at this site would be and will encroach into the countryside at detriment to the rural character of the area in contravention of Policy LP12 and Policy LP16(d). In addition, owing to the lack of evidence to the contrary, it is considered that the principle of providing safe and convenient access for may be unachievable at the site, and thus the proposals are not considered to comply Policy LP15.
- 10.2. Therefore, given the above assessment, the application is recommended for refusal.

11 RECOMMENDATION

Refuse, for the following reasons;

1	<p>Policy LP3 of the Fenland Local Plan (2014) sets out the settlement hierarchy within the district, and Policy LP12 details a range of criteria against which development within the District will be assessed.</p> <p>Policy LP12 defines the developed footprint of a village as the continuous built form of the settlement and excludes:</p> <ul style="list-style-type: none"> (a) individual buildings and groups of dispersed, or intermittent buildings, that are clearly detached from the continuous built-up area of the settlement; and (b) gardens, paddocks, and other undeveloped land within the curtilage of buildings on the edge of the settlement where the land relates more to the surrounding countryside than to the built-up area of the settlement. <p>The site's position is away from the main built form of Wisbech St</p>
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	<p>Mary, within an area of sporadic residential development. Given the clear physical separation between the site and the edge of the continuous built-up area of the village, the site is not within or adjacent to the existing developed footprint of the village, as defined above. Thus, development of this parcel of land would be excluded by (a) and (b) above and therefore fails to comply with Policies LP3 and LP12 of the Fenland Local Plan 2014.</p>
2	<p>Policy LP12 seeks to support development that does not harm the character of the countryside. Policy LP16 (d) of the Fenland Local Plan (2014) requires development to deliver and protect high quality environments through, amongst other things, making a positive contribution to the local distinctiveness and character of the area. The proposal is for the construction of up to three new dwellings on currently undeveloped paddock land with a close relationship to the wider open countryside. Development on this land would be to the detriment of the character and appearance of the rural area through increased urbanisation, directly contradicting the current settlement pattern and arguably creating a precedent for further development into the countryside, contrary to the requirements of policy LP12 and Policy LP16(d).</p>
3	<p>Policy LP15 seeks to support proposals that provide safe and convenient access for all. In the absence of evidence to the contrary, it is considered that it does not appear achievable to provide the necessary visibility splays relative to the speed of the road within the highway boundary and / or application boundary, to ensure safe access to the site. Thus, the scheme is contrary to Policy LP15 as has not been substantiated that suitable and safe access to the development can be provided.</p>



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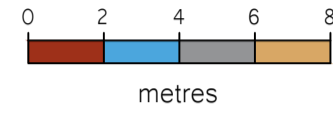
F/YR23/0230/O

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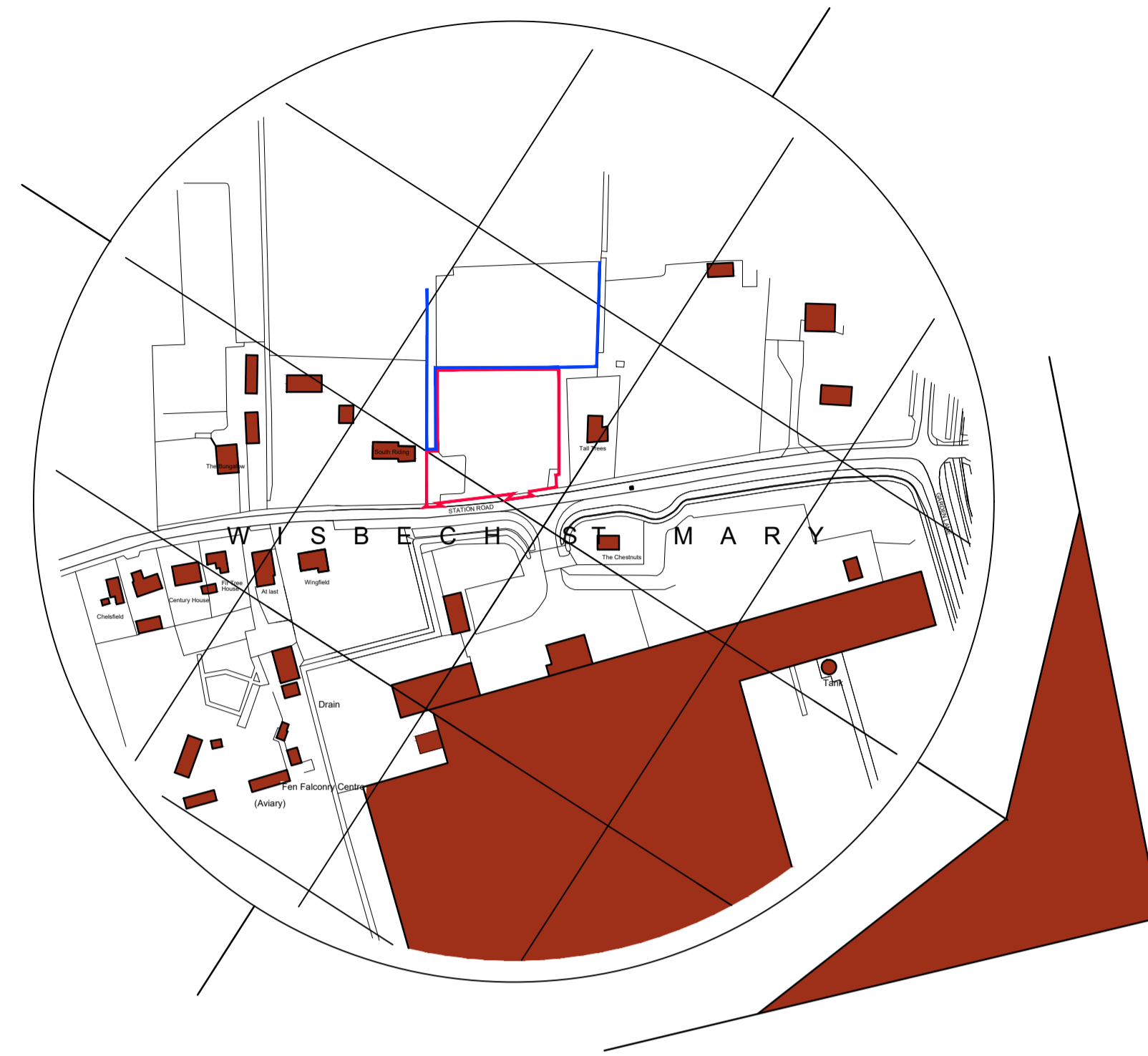
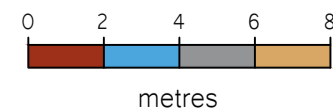




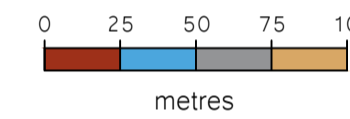
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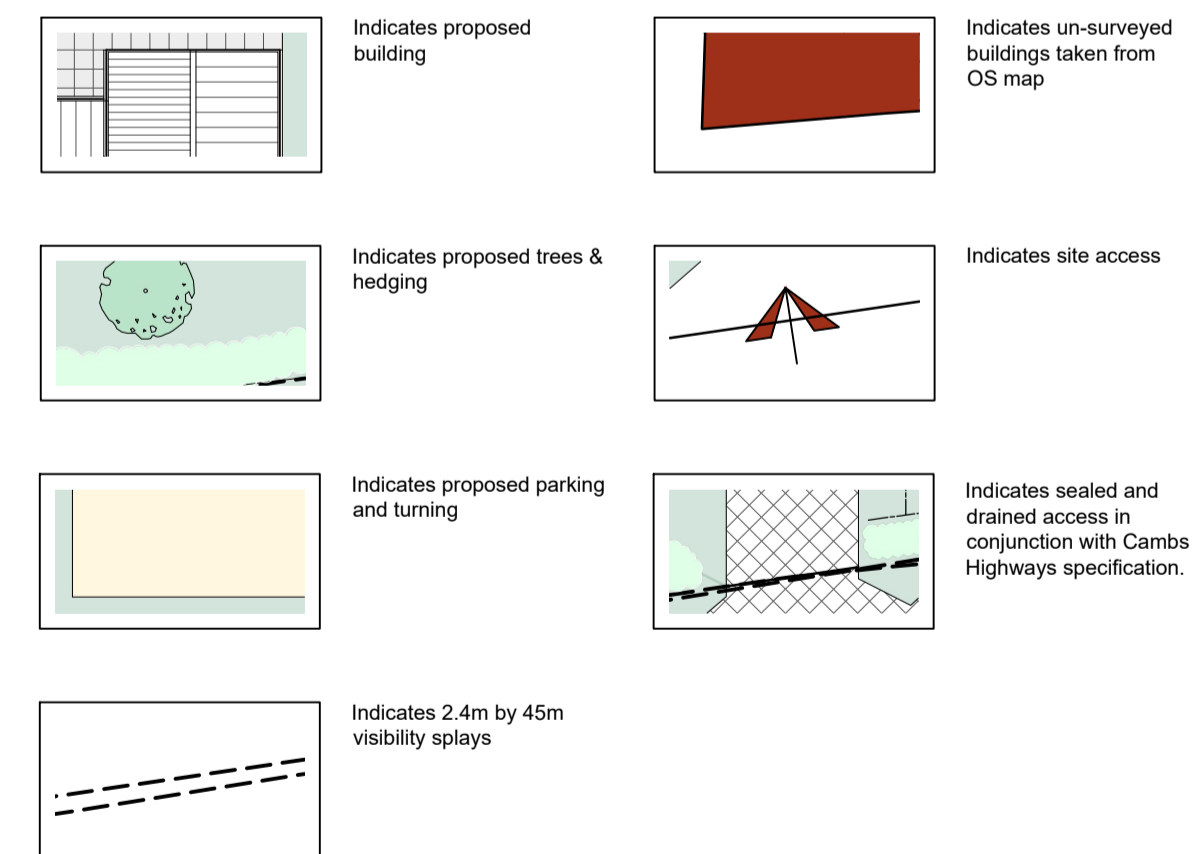
Indicative Site Plan
Scale: 1:200



Location Plan
Scale: 1:2500



SITE PLAN KEY



- General Notes
1. All dimensions are shown in 'mm' unless otherwise stated.
 2. The contractor, sub-contractors and suppliers must verify all dimensions on site prior to the commencement of any work.
 3. This drawing is to be read in conjunction with all relevant engineers and specialist sub-contractors drawings and specifications.
 4. Any discrepancies are to be brought to the designers attention.

CONSTRUCTION DESIGN & MANAGEMENT REGULATIONS 2015

The following information must be read in conjunction with the project Risk register. This drawing highlights significant design related Health & Safety Risks present during Construction phase, and Residual Risks which remain post completion. Other Health & Safety Risks associated with Construction Activities may be present, and must be identified by the Principal Contractor prior to works commencing. Design Risks relating to specialist design items must be identified by the relevant specialist designers/ consultants and issued to the Principal Designer.

Status
FOR APPROVAL



Swann Edwards Architecture Limited, Swann Edwards Architecture, Black Barn, Fen Road, Guyhirn, Wisbech, Cambs. PE13 4AA
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Job Title Proposed Residential Development Land Adj. Tall Trees Station Road, Wisbech St Mary For: Mr & Mrs Judd	Date September 2022	Drawn by CW Checked by GE
Drawing Title Outline Planning Drawing	Job No. SE-1877 Dwg No. PP1000	Sheet Size A1 Revision

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F/YR23/0310/O

Applicant: Mr & Mrs Cutteridge

**Agent : Mr Ian Gowler
Gowler Architectural**

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

Erect up to 3 x dwellings (outline application with all matters reserved)

Officer recommendation: Refuse

Reason for Committee: Referred by Head of Planning on advice of Committee Chairman

1 EXECUTIVE SUMMARY

- 1.1. The application seeks outline planning permission for 3 dwellings with all matters reserved, though access is indicated from Hospital Road.
- 1.2. The site is located outside of any defined settlement boundary and therefore is classed as 'Elsewhere Development.' It is considered that the development will result in material harm to the character and appearance of the area. The limited benefits derived through the erection of a further three dwellings are not considered sufficient enough to outweigh this harm, particularly given the location of the dwellings in relation to local services which will likely result in a primary reliance on private motor vehicles contrary to the transport aims of the Local Plan and the NPPF.
- 1.3. With regard to location, the proposal fails to recognise the intrinsic character and beauty of the countryside, the pattern and character of the natural landscape and built development at this location and would appear incongruous to both the rural character of the immediate area creating an adverse visual on the surroundings and particularly users of the public footpath network in the area. The development would necessitate removal of some of the continuous hedgerow to the east of the application site which would add to the urbanising effect and visual impacts of the proposal.
- 1.4. The proposal is considered to constitute unsustainable development due to an unacceptable harm to the character of the area and the introduction of dwellings in an unsustainably linked area having regard to the development plan when taken as a whole. Likewise, the development is considered to conflict with the design and overall sustainability aims as set out in the NPPF.
- 1.5. Hospital Road in its current form, lacks provision for passing vehicles and is absent of any pedestrian provision. As such, there is increased risk due to the intensification of vehicles needing to reverse excessive distances and there is also increased likelihood of pedestrians walking in the carriageway where they are at risk of conflict with motorised traffic.
- 1.6. Consequently, the recommendation is to refuse the application.

2 SITE DESCRIPTION

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

3 PROPOSAL

- 3.1. This application is an outline application proposing the erection of 3no dwellings on the site.
- 3.2. An indicative plan shows that each of the three plots would have its own access point to Hospital Road, located at the south of each parcel. It is noted that this application is for outline permission only, with all matters reserved, so the access location is not confirmed by these indicative drawings.
- 3.3. Full plans and associated documents for this application can be found at: [F/YR23/0310/O | Erect up to 3 x dwellings \(outline application with all matters reserved\) | Land South West Of The Hollies Hospital Road Doddington Cambridgeshire \(fenland.gov.uk\)](#)

4 SITE PLANNING HISTORY

- 4.1. This site itself has no planning history. Decisions in the vicinity of the site will be addressed in the Background section later in the report.

5 CONSULTATIONS

5.1. Doddington Parish Council

Objects for the following reasons;

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

This site would be on open countryside for the purposes of applying planning policy and there is no overriding need for the development to take place given the District Council's housing land supply position. The application would have a detrimental effect on the character and visual amenity of the area.

The application site includes a substantial amount of trees and hedges along Hospital Road. In order to provide vehicular access with associated visibility into the proposed development site, the vast majority of the trees and hedges would need to be removed which would have a significant adverse impact upon the character of the area

5.2. Local Highway Authority

Objects for the following reasons;

Hospital Road is a narrow road with limited opportunity for passing. While the intensification associated with three additional dwellings is minor, it will increase the risk of vehicles meeting where they cannot pass. This would likely result in a vehicle driving on soft verge or a vehicle reversing excessive distances, both of which are hazardous. While the development is modest in scale, there is a cumulative impact which should be considered.

Hospital Road is devoid of a footway and street lighting. It is therefore an unattractive walking route, particularly in hours of darkness or inclement weather. As such, the dwellings will likely be over-reliant on car use, and I challenge the sustainable criteria of the proposals.

Hospital Road is de-restricted which means vehicles are permitted to travel at speeds up to 60mph. An inter-vehicular visibility splays of 2.4m x 215m is therefore required for each new access. A reduction in visibility will be accepted but only based upon observed 85th percentile speeds. While access is a reserved matter, I am unable to determine if it could be safely achieved within the application boundary and / or highway boundary. I therefore recommend that the applicant illustrate the possible visibility and in absence of such information, I must conclude the proposals are unacceptable in highway safety terms.

5.3. Environmental Health Officer

No objection.

A condition is requested in relation to construction hours.

5.4. Ecology Officer

Objects for the following reason;

The Application site comprises an arable field with trees / hedgerows and ditches along the eastern boundary of the site. These habitats have the potential to support protected species, such as bats, birds, badger. No ecological assessment has been provided as part of the planning application. As a result, it's not possible to understand the current biodiversity interest at the site and whether these habitat features will be impacted by the development and require mitigation measures.

In light of the above, the application provides insufficient evidence to demonstrate the level of impact of the scheme on biodiversity. It is not possible to determine if

the scheme accords with Fenland Local Plan 2014 policy LF-19 which seeks to conserve, enhance and promote the biodiversity interest. We therefore recommend refusal until an Ecological Impact Assessment is submitted.

5.5. Local Residents/Interested Parties

Three letters have been received from the locality of Doddington.

Two are in support of the application:

- Good access
- Great village location/convenient
- Close to other newly built dwellings

One received neither supporting or objecting to the application with issues raised and summarised:

- It is essential that any future planning includes the widening of Hospital Road, into 2 lanes to allow access for building work, plus residential parking, and safe passage for pedestrians accessing the Doddington Circular walk as well as other existing residents on Hospital Road.

6 STATUTORY DUTY

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

7 POLICY FRAMEWORK

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

Fenland Local Plan 2014

LP1 – A Presumption in Favour of Sustainable Development

LP2 – Facilitating Health and Wellbeing of Fenland Residents

LP3 – Spatial Strategy, the Settlement Hierarchy and the Countryside

LP4 – Housing

LP5 – Meeting Housing Need

LP12 – Rural Areas Development Policy

LP13 – Supporting and Managing the Impact of a Growing District

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

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

LP16 – Delivering and Protecting High Quality Environments across the District

LP19 – The Natural Environment

Emerging Local Plan

The Draft Fenland Local Plan (2022) was published for consultation between 25th August 2022 and 19 October 2022, all comments received will be reviewed and

any changes arising from the consultation will be made to the draft Local Plan. Given the very early stage which the Plan is therefore at, it is considered, in accordance with Paragraph 48 of the NPPF, that the policies of this should carry extremely limited weight in decision making. Of relevance to this application are policies:

LP1: Settlement Hierarchy

LP2: Spatial Strategy for the location of residential development

LP4: Securing Fenland's Future

LP5: Health and Wellbeing

LP7: Design

LP8: Amenity Provision

LP12: Meeting Housing Needs

LP18: Development in the Countryside

LP19: Strategic Infrastructure

LP20: Accessibility and Transport

LP22: Parking Provision

LP24: Natural Environment

LP25: Biodiversity Net Gain

LP27: Trees and Planting

LP28: Landscape

LP32: Flood and Water Management

LP33: Development of Land Affected by Contamination

8 KEY ISSUES

- **Principle of Development**
- **Design and Visual Amenity**
- **Residential Amenity**
- **Highways/parking**
- **Biodiversity**

9 BACKGROUND

- 9.1. There are a number of recent decisions relating to development in the vicinity of the site.
- 9.2. An initial application for two dwellings on the eastern side of Hospital Road (F/YR19/0667/O) was refused on the basis that the proposed development was contrary to Policies LP3 and LP12 of the Fenland Local Plan 2014 and would be at odds with the dispersed nature of the development along Hospital Road. This would have an urbanising effect on the rural site to the detriment to the character of the area. Subsequent application F/YR20/0182/O, also for two dwellings on the same site, which made no attempt to address the reasons for refusal, was granted by Planning Committee contrary to officer recommendation and plot 1 of this scheme is nearing completion.
- 9.3. A more recent application, F/YR21/1522/O, was granted by Planning Committee, contrary to officer recommendation for two more dwellings located behind the frontage plots on the eastern side of Hospital Road approved by F/YR20/0182/O.
- 9.4. These two applications are for a total of four new detached dwellings, all located on the eastern side of Hospital Road.

- 9.5. Application F/YR23/0070/O was submitted in outline form with all matters reserved for up to 5 dwellings located to the east of the four approved dwellings on the eastern side of Hospital Road. The committee resolved to grant permission contrary to the Officers recommendation.
- 9.6. Planning permission has also been granted (ref: F/YR22/0032/F) for café/retail buildings at Megaplants, a garden centre served off Hospital Road with conditions requiring passing bays on Hospital Road. One of these passing bays appears to be within the red line of this current application, near the indicative access point shown for Plot 1.
- 9.7. Planning application F/YR22/0390/F for change of use of land to the north of 5 – 7 Askham Row (west of the subject site) for domestic purposes including erection of chicken run and pond was refused by Committee (in line with the officer recommendation) on 26th August 2022. This site is to the west of the current application site. The application was refused for the following reason; *Policy LP12 Part A (c) and Policy LP16 (d) of the Fenland Local Plan 2014, DM3 (d) of the Delivering and Protecting High Quality Environments in Fenland SPD 2014 and Paragraph 130 of the NPPF require that developments do not adversely impact upon the character and appearance of the open countryside. The development creates a significantly sized domestic garden which results in an urbanising encroachment into the open countryside to the significant detriment of the character and visual amenity of the area. As such, the development is contrary to the aforementioned policies.*
- 9.8. Most recently, PIP application F/YR22/1243/PIP for 3 dwellings was refused at committee on 5 April 2023. This site lies west of Hospital Road and directly adjoins the south of the application site. The application was refused due to a failure to recognise the intrinsic character of the countryside and pattern character of the natural landscape and lead to a significant loss of hedgerow. Further to this, it was considered the development would not make efficient use of the land.

10 ASSESSMENT

Principle of Development

- 10.1. Policy LP3 of the Fenland Local Plan identifies Doddington as a ‘Growth Village’ where development and new service provision either within the existing urban area or as a small extension will be appropriate. The application site, however, lies beyond the western side of Hospital Road and is outside of the settlement boundary and thus classed as ‘Elsewhere’ development. Within such areas, development is restricted to that which is demonstrably essential to the effective operation of local agriculture, horticulture, forestry, outdoor recreation, transport or utility services; and to minerals or waste development in accordance with separate Minerals and Waste Local Development Documents (LDDs).’
- 10.2. Policy LP12 states, at Part A, that “*new development will be supported where it contributes towards the sustainability of that settlement and does not harm the wide-open character of the countryside*” and identifies the following criteria:
*(a) The site is in or adjacent to the existing developed footprint of the village; and
 (b) It would not result in coalescence with any neighbouring village; and
 (c) It would not have an adverse impact on the character and appearance of the surrounding countryside and farmland*

- (d) *The proposal is of a scale and in a location that is in keeping with the core shape and form of the settlement, and will not adversely harm its character and appearance; and*
- (e) *It would not extend linear features of the settlement or result in ribbon development; and*
- (f) *The site retains and respects natural boundaries such as trees, hedgerows, embankments and drainage ditches; and*
- (g) *The site retains and respects ecological, heritage and biodiversity features; and*
- (h) *It would not result in the loss of important open space within the village; and*
- (i) *It would not result in the loss of high-grade agricultural land, or if so, comprehensive evidence is provided to justify the loss. This should include an assessment of all alternative reasonable opportunities in the locality to develop on lower grades of agricultural land; and*
- (j) *It would not put people or property in danger from identified risks; and*
- (k) *It can be served by sustainable infrastructure provision, such as surface water and wastewater drainage and highways.*

- 10.3. The developed footprint referred to in criteria (a) of Policy LP12 is further defined in a footnote as *“the continuous built form of the settlement and excludes:*
- (a) individual buildings and groups of dispersed or intermittent buildings, that are clearly detached from the continuous built-up area of the settlement*
 - (b) gardens, paddocks, and other undeveloped land within the curtilage of buildings on the edge of the settlement where the land relates more to the surrounding countryside than to the built-up area of the settlement*
 - (c) agricultural buildings and associated land on the edge of the settlement*
 - (d) outdoor sports and recreation facilities and other formal open spaces on the edge of the settlement”*
- 10.4. The site is surrounded by open agricultural land to the south and west, and, adjoins open agricultural land and a paddock to the north. The site itself is a non-uniform parcel taken from a larger plot of agricultural land. Given criterion b) of the footnote, it is considered that the site does not therefore adjoin the continuous built form of the settlement and is not therefore *“in or adjacent to the existing developed footprint of the village”*. Consequently, it does not therefore comply with Policy LP12 Part A(a).
- 10.5. Policy LP12 Part A (criteria c and d) require development to be in keeping with the character of its surroundings. The application site lies on one of the radial routes extending out from the built-up part of the village. In this area, development is more sporadic, is interspersed with open land and is largely frontage ribbon development. This presently remains the character of the area despite development such as Askham Row and the recent back land development close to Norbrown being permitted. The site is an agricultural field and has the appearance of being part of the countryside more than being part of the built-up area. The prevailing character of this area remains open countryside, and the introduction of new dwellings to this site would not be in keeping with the existing form of settlement, and would materially impact the character and appearance of the surrounding countryside. The location and shape of the proposed site will create a development that is inconsistent and out of character with the surroundings. The subject site does not adjoin any other settlement area or built form and removes the site from the larger agricultural paddock in which it currently exists.

- 10.6. The four dwellings permitted between the rear of the hospital and Norbrown to the east of Hospital Road, which were approved by Committee contrary to recommendation, at least in part infill the gap between the hospital and Norbrown but they do not relate to and should not set a precedent to develop the current site which is part of a much larger field to the west of Hospital Road. This proposal, if permitted would be inorganic; is a contrived rectangular shape and would see erosion of the open countryside. It will visually encroach into an area of land which would likely set a precedent for remainder of this larger field to come forward in other small sites until the area is infilled.
- 10.7. In addition to the reasons set out above, the indicative block plan shows three separate, individual access points where presently a substantial hedgerow and number of trees are situated along the eastern boundary. Aside from the loss of the hedgerow in terms of biodiversity, vehicular accesses here will further diminish the character of Hospital Road by creation of further incremental urbanising development. As such the proposal is also contrary to policies (c) and (f) of LP12 A.
- 10.8. As the site does not satisfy the policies set out in LP12 Part A, it must be considered an 'elsewhere' location for the purposes of the settlement hierarchy set out in policy LP3. In such locations, development is restricted to that demonstrably essential to the effective operation of local agriculture, horticulture, forestry, outdoor recreation, transport, utility services or minerals and waste development. The proposal is not for a development that meets these restrictions.
- 10.9. Furthermore, NPPF para 78 sets out that 'in rural areas, planning policies and decisions should be responsive to local circumstances and support housing developments that reflect local needs.' Such evidence may be a functional need e.g. agriculture, or for example a rural exception site to bring forward affordable housing. This application seeks permission for three market dwellings. No specific evidence has been provided as to why there is a need for housing in this particular area.
- 10.10. NPPF paragraph 79 sets out that 'to promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities.' The proposed development would be accessed by Hospital Road, which is devoid of a footway and street lighting. It is therefore an unattractive walking route, particularly in hours of darkness or inclement weather. As such, the dwellings will likely be over-reliant on private car use.
- 10.11. Policy LP16 of the Local Plan requires that high quality environments will be delivered and protected throughout the district and proposal for all new development will only be permitted where the relevant criteria set out in the policy are met. This includes criteria (c) which requires retention of natural features such as trees, hedges, field patterns, drains and water bodies to be retained and incorporated into proposals and criteria (d) which requires proposals to make a positive contribution to local distinctiveness and the character of the area, enhancing its local setting and responding to and improving the character of the local built environment. It should reinforce local identity and not adversely impact either in design or scale terms on the street scene, settlement pattern or the landscape character of the surrounding area.
- 10.12. The proposal does not respect the pattern of development in the area and comprises an arbitrary rectangular piece of a larger field. It will further erode from

the local identity of sporadic development which characterises the interface between the rural and village setting. As such the location of the proposal does not comply with Policy LP16 A, (c) and (d).

- 10.13. There is no demonstrated need for additional market housing in this location. The Council can currently demonstrate more than a five year supply of deliverable housing sites. The Fenland Local Plan remains up to date and is not at odds with the relevant policies of the NPPF. The tilted balance does not therefore apply. The application is clearly contrary to the development plan in terms of location as it is contrary to policies LP3, LP12 (a), (c), (d) and (f) and LP16 (c) and (d) as well as paragraphs 130 and 174 of the NPPF.
- 10.14. With regard to detailed matters such as design of the access and dwellings, biodiversity net gain and likely archaeological implications, if this Outline Planning Permission was approved, such matters would be dealt with at Reserved Matters application, and, would require submission of detailed plans and reports.

Design and Visual Amenity

- 10.15. Local Plan Policy LP16 identifies that proposals for new development will only be permitted if it can be demonstrated that the proposal:
- (c) retains and incorporates natural and historic features of the site such as trees, hedgerows, field patterns, drains and water bodies.*
- (d) makes a positive contribution to the local distinctiveness and character of the area, enhances its local setting, responds to and improves the character of the local built environment, provides resilience to climate change, reinforces local identity and does not adversely impact, either in design or scale terms, on the street scene, settlement pattern or the landscape character of the surrounding area.*
- 10.16. Further, Policy DM3(d) of the 'Making a Positive Contribution to Local Distinctiveness and Character of the Area' SPD sets out that the character of the landscape, local built environment and settlement pattern should inform the layout, density, proportions, scale, orientation, materials and features of the proposed development, which should aim to improve and reinforce positive features of local identity. It is also a core planning principle in the NPPF that recognises the intrinsic value of the countryside therefore consideration needs to be given to any harm caused.
- 10.17. Whilst the application for planning permission is in outline form with all matters reserved, the Council must be satisfied that an appropriate design can be brought forward through any subsequent reserved matters application before granting planning permission.
- 10.18. The introduction of three dwellings in this location will create built development in what is currently open countryside. The proposal would lead to cumulative harm and urbanisation of the rural setting in the area.
- 10.19. The topography is relatively flat with visual screening on the eastern boundary of the site provided by the existing hedgerow. However, the remainder of the site and surroundings are open in nature with any additional built form considered to create a substantial degree of prominence in the wider landscape. Cumulatively, the extension beyond the established pattern of development in conjunction with

a substantial degree of prominence within the landscape would cause harmful erosion to the character and appearance of the open countryside.

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

Residential Amenity

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

Highways/parking

- 10.24. The site is located along Hospital Road which is a narrow unclassified road with no street lights or footpaths and ditches either side. Whilst the application is in outline form with all matters reserved, the agent has submitted an indicative plan that shows three new access points to Hospital Road.
- 10.25. Whilst the eventual highway details would come forward as part of any reserved matters application, there should be a certainty that a scheme is capable of being achieved that does not impinge on highway/pedestrian safety/sustainability of a scheme.
- 10.26. Highways Officers raised concerns of Hospital Road and its potential to accommodate additional traffic. These concerns were based on the lack of footway, street lighting and passing bays. It is noted that the lack of footway and street lighting would also likely lead to further dependency on private cars for travel to and from the site. Highways Officer's also raised concerns about the ability of the development to provide the required visibility splays within the application boundary and / or highway boundary.

- 10.27. Based on the current submission, County Highways recommend a refusal to the application on highway safety grounds. Hospital Road in its current form, lacks provision for passing vehicles and is absent of any pedestrian provision. As such, there is increased risk due to the intensification of vehicles needing to reverse excessive distances and there is also increased likelihood of pedestrians walking in the carriageway where they are at risk of conflict with motorised traffic, particularly in hours of darkness.
- 10.28. Insufficient information is provided to demonstrate that suitable visibility splays can be provided for the required access to Hospital Road. Although this application is for outline planning permission only, with all matters reserved (including access), this information regarding visibility splays is required to demonstrate the proposed development could be accessed safely. This information has not been provided as part of the application materials.
- 10.29. Para 111 of the NPPF (2021) is explicit in that 'development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'.
- 10.30. Policy LP2 of the Local Plan sets out the Council's aims of promoting high levels of residential amenity, promoting and facilitating healthy lifestyles and providing and maintaining effective and sustainable transport networks. Policies LP15 and LP16 reinforce these requirements. The development proposed would be accessed via Hospital Road, a single carriageway road with no separate pedestrian or cycle facilities or streetlighting. Given its separation from services for residents, the proposal would result in increased private vehicle usage. It is considered that the increased vehicle movements arising from the development would not result in the creation of a high quality residential environment with high levels of amenity for residents. The development would therefore be contrary to the principles of achieving sustainable development as per the aforementioned national and local policies.

Biodiversity

- 10.31. Local Plan Policy LP16 (b) identifies that proposals for new development will only be permitted if it can be demonstrated that the proposal protects and enhances biodiversity on and surrounding the proposal site.
- 10.32. Policy LP19 identifies that the Council will refuse permission for development that would cause demonstrable harm to a protected habitat or species, unless the need for and public benefits of the development clearly outweigh the harm and mitigation and/or compensation measures can be secured.
- 10.33. The subject site contains hedgerows and ditches along the eastern boundary. No ecological assessment has been provided as part of the planning application. The Ecology Officer has identified that without an Ecological Assessment, it is not possible to understand the current biodiversity interest at the site and whether these habitat features will be impacted by the development and require mitigation measures.
- 10.34. As such, insufficient information has been provided to demonstrate that development in this site will be able to protect and enhance biodiversity on and surrounding the proposal site. The proposal does not demonstrate compliance with Policies LP16 (b) and LP19 of the Fenland Local Plan.

11 CONCLUSIONS

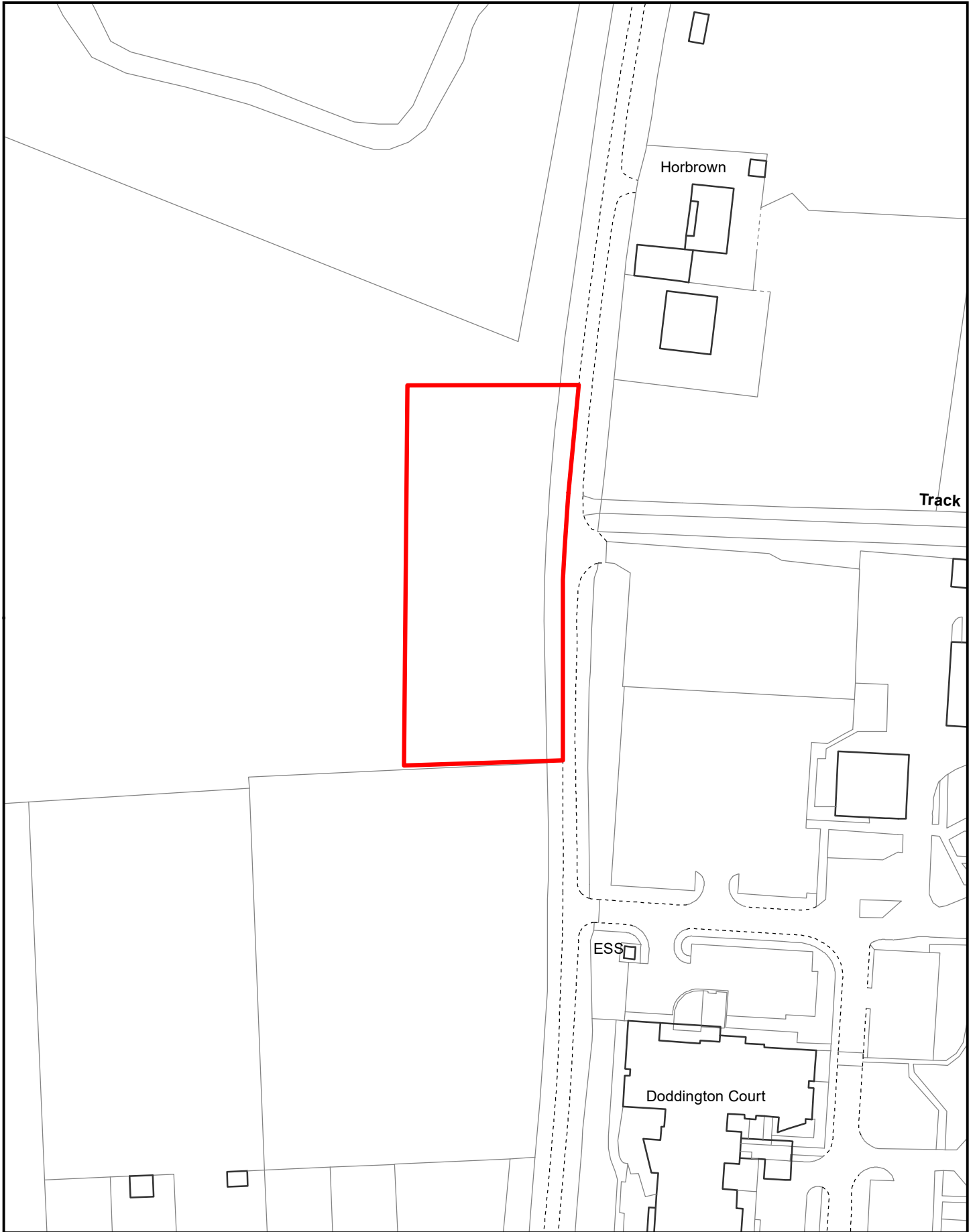
- 11.1. It is considered that the development will result in significant and demonstrable harm to the character and appearance of the area. The limited benefits derived through the erection of three dwellings are not considered sufficient enough to outweigh this harm, particularly given the location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

12 RECOMMENDATION

Refuse; for the following reasons:

1	<p>The site does not lie adjacent to the continuous built form of the settlement of Doddington and is in a countryside location, defined as “elsewhere” in policy LP3 of the Fenland Local Plan. The development of this site for up to three dwellings fails to recognise the intrinsic character and beauty of the countryside and the pattern and character of the surrounding natural landscape and built character of the immediate area which is sporadic, interspersed with open land and largely frontage development. It would be inconsistent with the core shape of the village and would appear incongruous both in terms of the landscape character of the area and in terms of visual appearance to adjacent occupiers of land/property and users of the nearby public footpath network. It will inevitably result in the severance of a continuous length of hedgerow to the east boundary of the site with Hospital Road which will result in a further urbanising impact and an adverse impact on the verdant rural character.</p> <p>As such the proposal is contrary to policies LP3, LP12 A (a), (c), (d) and (f), LP16 (c) and (d) and paragraphs 130 and 174 of the NPPF.</p>
2	<p>The development proposed would be accessed via Hospital Road, a single carriageway road with no separate pedestrian or cycle facilities or streetlighting. It is considered that the increased vehicle movements arising from the development, combined with these physical limitations would see an increased risk due to the intensification of vehicles needing to reverse excessive distances which would prejudice highway safety. The development would therefore be contrary to paragraph 111 of the NPPF with an unacceptable impact upon highway safety and policies LP2 and LP15 which aim to provide safe transport networks.</p>
3	<p>Insufficient information is provided to demonstrate that suitable visibility splays can be provided for the required access to Hospital Road. The application materials have therefore not demonstrated that suitable and safe access will be available to the proposed development, contrary to policies LP2 and LP15 which aim to provide safe transport networks.</p>

4	Insufficient information has been provided to demonstrate that development in this site will be able to protect and enhance biodiversity on and surrounding the proposal site. The proposal does not demonstrate compliance with Policies LP16 (b) and LP19 of the Fenland Local Plan.



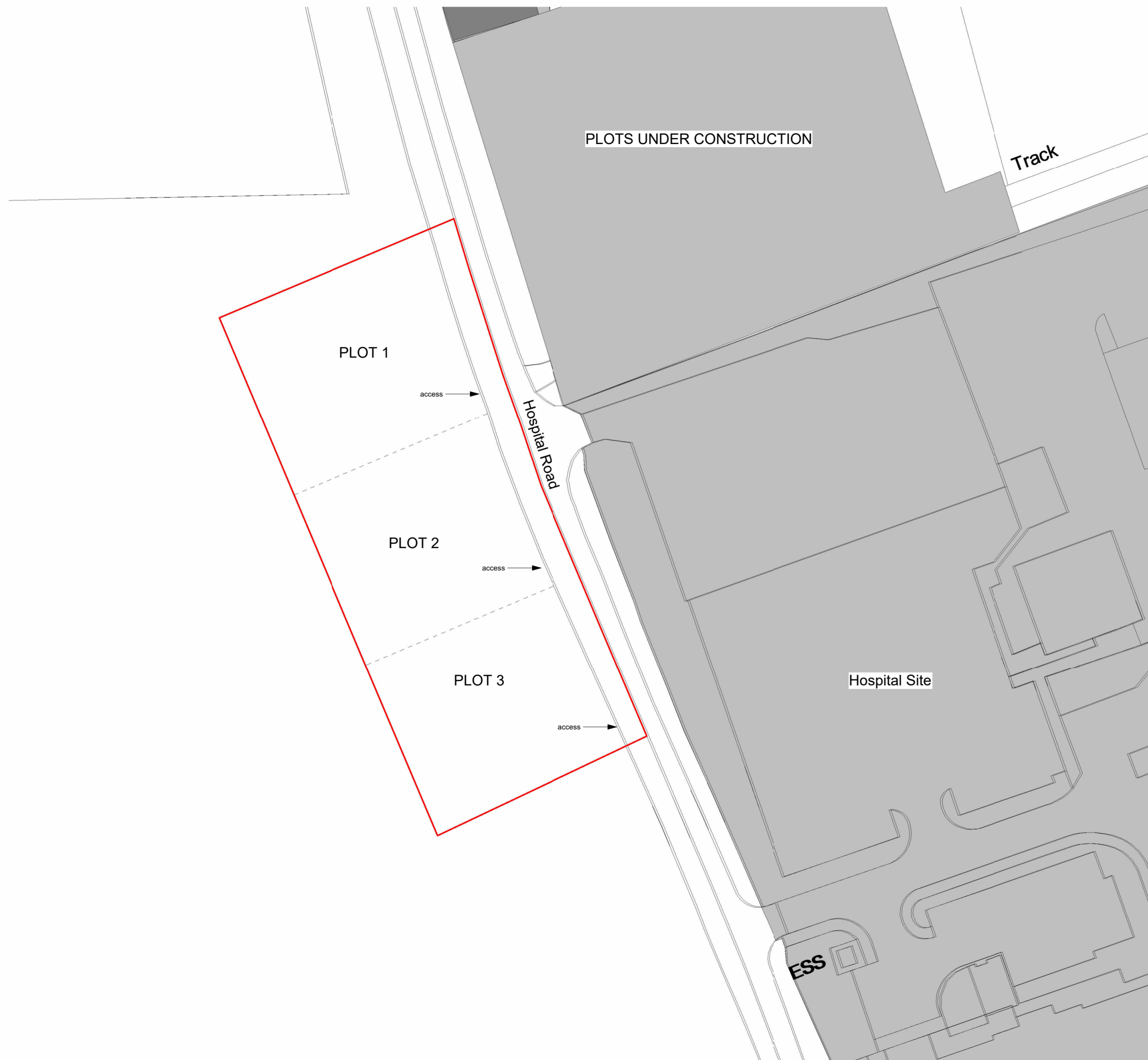
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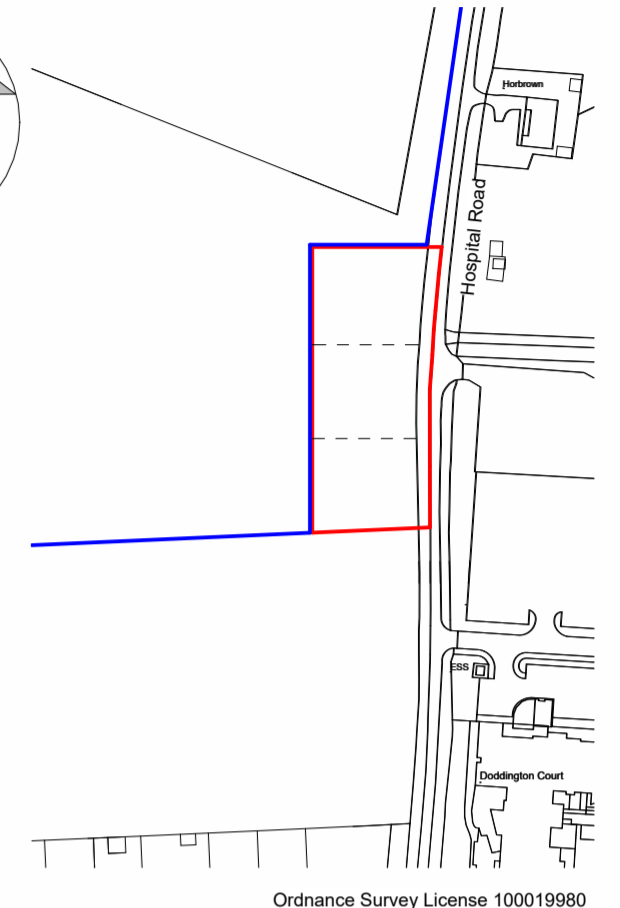
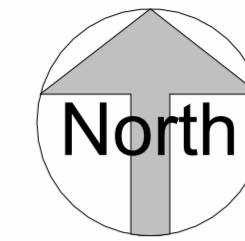
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Indicative Proposed Block Plan
Scale 1 : 500

Notes
 Any discrepancies to be brought to attention of Author as soon as possible.
 All dimensions shown in "mm" unless otherwise shown.
 Unless stated otherwise, this drawing has been assessed for risks and nothing is deemed to be outside of normal good safe working practice that would be covered by a contractors Construction Phase Health and Safety Plan.



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Location Plan
Scale 1 : 2500

 Ian Gowler Consulting Ltd Architectural and Domestic Energy Consultant			
Grove House, 22 Primrose Hill, Doddington, Cambs, PE15 0SU tel. 01354 667005 email. ian@gowler-architectural.co.uk			
Proposed Plots at Hospital Road, Doddington Mr and Mrs Cutteridge			
Planning			
date	scale	drawing no.	rev
21-10-22	As indicated @ A2	319 - P100	

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