
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).

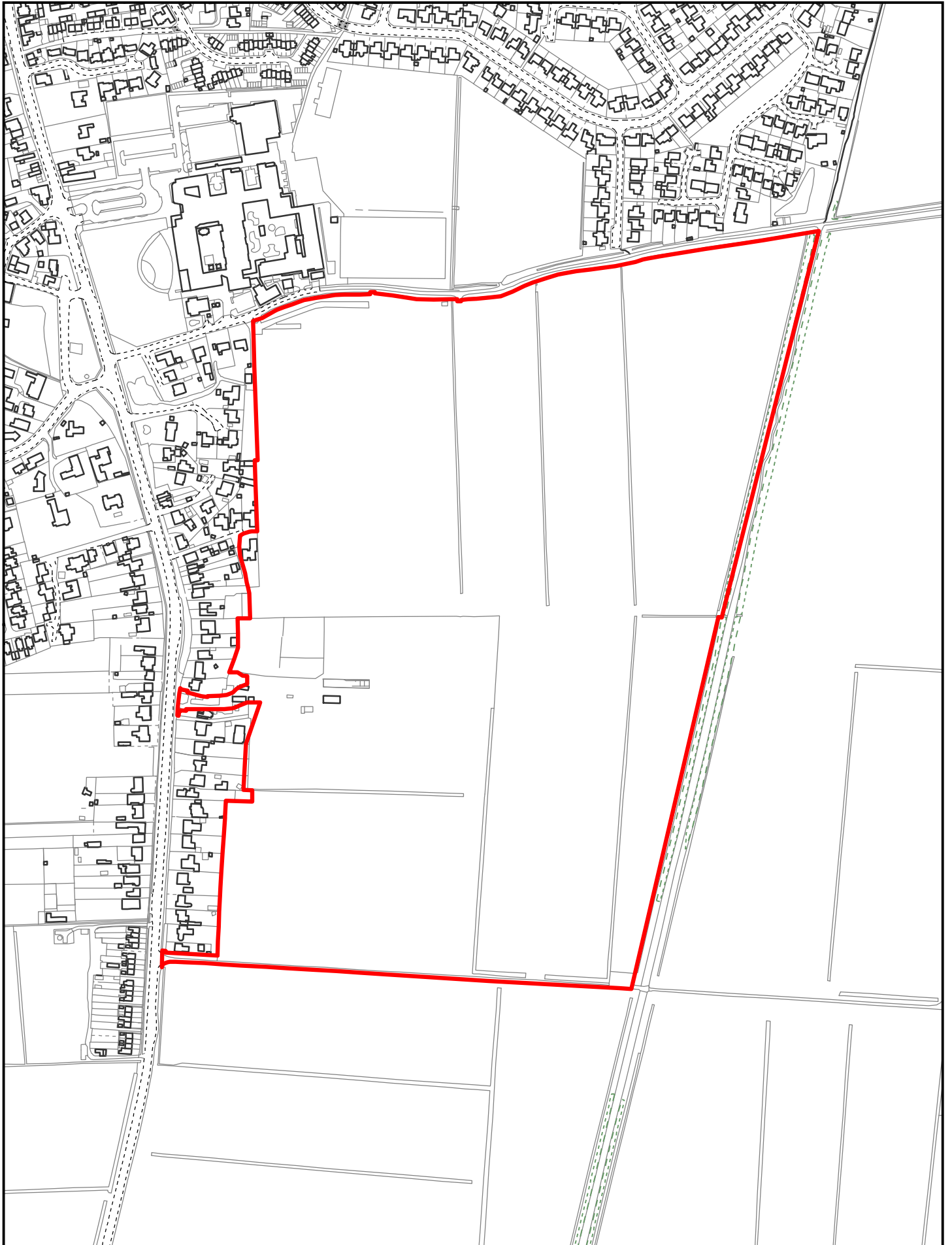
10 Conclusion

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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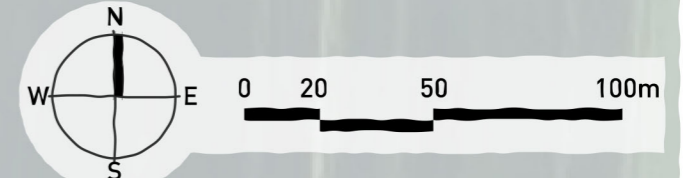
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<p>KEY</p> <ul style="list-style-type: none"> SITE LOCATION (33.90HA) PARCELS OUTSIDE OF BDW CONTROL (11.44HA) INDICATIVE RESIDENTIAL AREA PUBLIC OPEN SPACE - INCLUDING PLAY AREAS, STRATEGIC LANDSCAPE BUFFERS, DRAINAGE ATTENUATION AND OTHER FORMS OF ACTIVE AND PASSIVE RECREATION 	<ul style="list-style-type: none"> INDICATIVE LOCATION OF CHILDREN'S PLAY AREA NEAP ✱ INDICATIVE LOCATION OF COMMUNITY GARDEN AND COMMUNITY ORCHARD ✱ INDICATIVE LOCATION OF ATTENUATION BASINS (SUBJECT TO SPECIALIST INPUT) EXISTING VEGETATION (SUBJECT TO SURVEY) 	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> ↔ POTENTIAL ACCESS POINT ↔ POTENTIAL PEDESTRIAN AND CYCLE ACCESS (SUBJECT TO HIGHWAYS INPUT) DISUSED RAIL TRACK PUBLIC FOOTPATH EXISTING PUBLIC RIGHTS OF WAY
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STOW FEN MEADOWS - BROAD CONCEPT PLAN

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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 |