

**Applicant: Mr Tim Northey
Abbeymill Homes**

Agent :

Land South Of, The Elms, Chatteris, Cambridgeshire

Erect 152 dwellings and associated works, to include new accesses off the A142

Officer recommendation: Grant

Reason for Committee: Town Council comments and number of representations contrary to officer recommendation

1 EXECUTIVE SUMMARY

- 1.1 The application seeks full planning permission for 152 dwellings on a site of approximately 10.1ha; 16 (10.5%) of which are affordable, all dwellings are 2-storey and range from 2-5 bedroom, these are predominantly detached and semi-detached though there are also 3 terraces and a 2-storey block of 8 flats.
- 1.2 The application site forms part of the East Chatteris strategic allocation, the development of which is supported by Policies LP3 and LP10; a Broad Concept Plan (BCP) (in accordance with Policy LP7) was approved in 2017 which sets a framework for the delivery of the wider allocation, seeks to deliver a comprehensive development and indicates key proposals for the site; the proposal is in broad accordance with the approved BCP.
- 1.3 It is acknowledged the development is somewhat isolated from its surroundings in terms of vehicular links and that the approved East Chatteris BCP seeks to deliver a comprehensive development; this states that it is intended that the access to the site will be on Wenny Road, however it does not preclude or specifically state that access should not be obtained from the A142. There are no highway safety concerns or technical reasons for refusal regarding the access to the site being via the A142 ,and as such no harm identified which would otherwise prevent the development proceeding in the form proposed. Opportunities for non-motorised user links have been explored and incorporated in relation to both the existing and future infrastructure, enabling sustainable links to the services and facilities within the town, these are arguably more direct than the vehicular access and as such potentially more convenient, encouraging active travel modes, which supports the overarching aims of the Local Plan and NPPF in relation to sustainable development.
- 1.4 With regards to the matter of heritage; it is acknowledged that part of the historic parkland landscape will be lost to allow this development to come forward. However, it is considered that the public benefits of this scheme (namely the delivery of an integral phase of an allocated housing site, the provision of affordable housing and public open space) would outweigh the less than substantial harm identified in terms of heritage.

The application site is in Flood Zone 1 and at low risk of flooding from rivers or the sea and as such is considered appropriate development. Whilst parts of the site are at a high to medium risk of surface water flooding, details submitted with the application demonstrate that surface water from the proposed development can be managed and as such, subject to conditions, surface water flood risk is considered to have been satisfactorily addressed. Foul drainage is via the existing sewer network which Anglian Water have confirmed has capacity for the development. As such, subject to conditions, the scheme is considered policy compliant with regards to flood risk and drainage.

- 1.5 In relation to developer contributions, the application proposes in excess of 22% of the site for open space in compliance with the Developer Contributions SPD; 10.5% on-site affordable housing is proposed which equates to 16 units; contributions of £2000 per plot (£304,000) (the £2000 per plot being in accordance with Local Plan & CIL Viability Assessment 2019 which was relevant at the time of submission), towards education and healthcare and £22,500 towards highway and Public Right of Way mitigation are also put forward. The overall offer is considered acceptable given the viability situation with this allocated housing site.
- 1.6 The development raises no significant concerns in respect of housing mix, design considerations, impacts on the visual amenity of area, residential amenity, health and wellbeing or ecology, subject to conditions, and the scheme is broadly compliant with the approved BCP regarding these matters.
- 1.7 Overall, and on planning balance, the proposal would be considered to meet the Council's aspirations for this allocated site, which is expected to deliver needed housing for the district (has been included in the calculation of the Council's Five-Year Housing Land Supply position), and the proposal would comply with relevant local and national planning policies.
- 1.8 As such, it is recommended that the application is granted.

2 SITE DESCRIPTION

- 2.1 The application site consists of approximately 10.1ha of land. It adjoins the A142 to the east (from where access is proposed), a field which has the benefit of outline planning permission for up to 80 dwellings (F/YR22/0967/FDL), The Elms and Wenny Road Recreation Ground to the north, Parkside to the west and a field to the south which has the benefit of full planning permission for 93 dwellings (F/YR21/0981/F) accessed via Wenny Road. This site, and the adjoining parcels of land encompass the East Chatteris strategic allocation. The site is wholly within Flood Zone 1; however, parts of the site are at a high/medium risk of surface water flooding.
- 2.2 The site is covered by area Tree Preservation Order (TPO) 1/1967. Public Right of Way 32 runs partially within and to the north of the site, linking The Elms and the Recreation Ground, and Public Right of Way 14 runs through the south of the site linking Wenny Road to further Public Rights of Way to the east of the A142. There are Grade II Listed Buildings at Parkside/Wenny Road (Icehouse, Manor House and a Wall, Barn, Stables and Cowhouse to the Manor House) and the site incorporates the northern section of the historic parkland formerly associated with Manor House, which is considered to be a non-designated heritage asset and asset of local importance.

2.3 The site consists of parcels of vacant grassland to the east (some of which appears to have been in agricultural use) and paddock land to the west (with some field structures), separated by linear vegetation and ditches, there are some substantial (including veteran) trees within the western part of the site and to the site boundaries.

3 PROPOSAL

3.1 The application seeks full planning permission for 152 dwellings, 16 (10.5%) of which are affordable. All dwellings are 2-storey with heights varying from approximately 8.9m to 9.7m, they are predominantly detached and semi-detached though there are also 3 terraces and a block of 8 flats. There are a range of 2-5 bedroom dwellings, each with associated parking (some with garages), cycle storage and PV panels.

3.2 Vehicular access is via the A142, which is proposed to be widened and a right turn lane incorporated, there is a secondary, emergency access onto the A142 and upgraded pedestrian crossings are proposed connecting the existing Public Rights of Way either side of the A142.

3.3 The primary access road from the A142 leads west through the site, to the north of this is an area of open space where the drainage attenuation is located along with plots 1-9, substation and pumping station. There are 4 secondary access roads (including an emergency access to the development site to the south), 3 tertiary shared surface access roads and 5 private roads leading south from the primary road serving the majority of the dwellings. There are footpaths alongside the primary and secondary roads and through the central areas of amenity space leading west to the open space within which there is a Local Equipped Area for Play (LEAP), 3m wide pedestrian/cycle paths are provided through the open space leading to Wenny Road Recreation Ground and from the emergency access to the development site to the north off The Elms, a footpath is proposed linking to Public Right of Way 32 and on to The Elms and links proposed to Public Right of Way 14 to the south and the Wenny Road development.

3.4 There is a landscape buffer around the site, and the existing trees are predominantly being retained, including the 3 veteran trees, all of which are proposed to be protected accordingly. There are 2 existing ponds on site which are to be retained and improved and existing ditches are to be retained. There is a proposed detention basin in the north-eastern corner of the site and a swale corridor along the northern boundary within the open space. The triangular area of open space to the south of Public Right of Way 14 is proposed to be reptile habitat with restricted access.

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

4 SITE PLANNING HISTORY

F/YR16/0093/SC	Screening Opinion:- Residential development (350 dwellings max) with associated landscaping, open space and infrastructure	Further Information Not Required
F/YR10/0022/SCOP	Screening Opinion:- Residential (up to 600 dwellings) with associated landscaping, open space and infrastructure	Further Information Required

5 CONSULTATIONS

5.1 Where comments are not provided in full these are available to view on the Council's website, via Public Access using the link above.

5.2 Town Council

Comments were provided in September 2023 and May 2024 and August 2024, the most recent comments received (July 2025) are provided here in full:

Recommend Refusal.

To create more accesses on to the A142 is totally unacceptable. This is a red route with a proven accident record and more junctions will create more dangers. Councillors have no objections to the land being developed but are totally opposed to the proposed access to the site.

5.3 Anglian Water

Comments were provided in August 2023, April 2024 and September 2024, the most recent comments received (July 2025) are provided here in full:

ASSETS

Section 1 - Assets Affected

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

Anglian Water has assets close to or crossing this site or there are assets subject to an adoption agreement. Therefore the site layout should take this into account and accommodate those assets within either prospectively adoptable highways or public open space. If this is not practicable then the sewers will need to be diverted at the developers cost under Section 185 of the Water Industry Act 1991. or, in the case of apparatus under an adoption agreement, liaise with the owners of the apparatus. It should be noted that the diversion works should normally be completed before development can commence.

WASTEWATER SERVICES

Section 2 - Wastewater Treatment

The foul drainage from this development is in the catchment of Chatteris-Nightlayer Fen Water Recycling Centre that will have available capacity for these flows

When assessing the receiving water recycling centre's (WRC) dry weather flow (DWF) headroom we take an average flow over the past 5 years to take account of changing weather patterns. Where the average exceeds the WRC's permitted allowance we also take account of the following Environment Agency enforcement trigger - "has the DWF permit been exceeded in 3 of the last 5 years" – this must include non-compliance from the last annual data return. Based on the above assessment Chatteris WRC is within the acceptance parameters and can accommodate the flows from the proposed growth.

Section 3 - Used Water Network

This response has been based on the following submitted documents: Flood Risk Assessment and Drainage Strategy Revision D. The sewerage system at present has available capacity for these flows. If the developer wishes to connect to our sewerage network they should serve notice under Section 106 of the Water Industry Act 1991. We will then advise them of the most suitable point of connection.

A number of informatics are also recommended.

Section 4 - Surface Water Disposal

The preferred method of surface water disposal would be to a sustainable drainage system (SuDS) with connection to sewer seen as the last option. Building Regulations (part H) on Drainage and Waste Disposal for England includes a surface water drainage hierarchy, with infiltration on site as the preferred disposal option, followed by discharge to watercourse and then connection to a sewer.

We note from the Flood Risk Assessment and Drainage Strategy Revision C: March 2024 R-FRA-25493-01-C submitted with the application that the applicant is proposing Anglian Water to be the adopting body for the onsite sewers. The applicant has engaged with us regarding adoption, however, at this time we do not have sufficient information to confirm if the design meets our adaptable standards. We recommend that the applicant consults Anglian Water regarding their sewer adoption proposals under Section 104 of the Water Industry Act. We also recommend that the applicant submits their sewers adoption to Anglian Water so that sewers adoption discussions can commence. We promote the use of SuDS as a sustainable and natural way of controlling surface water run-off. We please find below our SuDS website link for further information.

<https://www.anglianwater.co.uk/developers/drainage-services/sustainable-drainage-systems>

5.4 Cambridgeshire County Council Lead Local Flood Authority

Comments were provided in September 2023, April 2024, August 2024 and September 2024, the most recent comments received (July 2025) are provided here:

We have reviewed the following documents:

- *Flood Risk Assessment & Drainage Strategy with associated appendices, JPP Consulting, Ref: R-FRA-25493-01-F, Dated: June 2025*

Based on these, we can confirm that the LLFA has no further comments beyond those set down in our response of 17th September 2024. Our position therefore remains supportive of the development. The site layout amendments regarding the arrangement of plots 1-10 result in a small increase in impermeable area. The applicant has previously confirmed the incorporation of permeable paving which

has not been modelled at this stage. The LLFA are satisfied that the applicant has demonstrated that the required volumes of attenuation can be provided via a detention basin, permeable paving and a swale and therefore agree that these aspects are subject to detailed design.

We request the following conditions are imposed:

Condition

No laying of services, creation of hard surfaces or erection of a building shall commence until a detailed design of the surface water drainage of the site has been submitted to and approved in writing by the Local Planning Authority. Those elements of the surface water drainage system not adopted by a statutory undertaker shall thereafter be maintained and managed in accordance with the approved management and maintenance plan.

The scheme shall be based upon the principles within the agreed Flood Risk Assessment and Drainage Strategy prepared by JPP Consulting (ref: R-FRA-25493-01-F,) dated June 2025 and shall also include:

- a) Full results of the proposed drainage system modelling in the above-referenced storm events (as well as 1% AEP plus climate change), inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep, together with an assessment of system performance;*
- b) Detailed drawings of the entire proposed surface water drainage system, attenuation and flow control measures, including levels, gradients, dimensions and pipe reference numbers, designed to accord with the CIRIA C753 SuDS Manual (or any equivalent guidance that may supersede or replace it);*
- c) Full detail on SuDS proposals (including location, type, size, depths, side slopes and cross sections);*
- d) Details of overland flood flow routes in the event of system exceedance, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants;*
- e) Demonstration that the surface water drainage of the site is in accordance with DEFRA non-statutory technical standards for sustainable drainage systems;*
- f) Full details of the maintenance/adoption of the surface water drainage system;*
- g) Permissions to connect to a receiving watercourse or sewer;*
- h) Measures taken to prevent pollution of the receiving groundwater and/or surface water*

Reason

To ensure that the proposed development can be adequately drained and to ensure that there is no increased flood risk on or off site resulting from the proposed development and to ensure that the principles of sustainable drainage can be incorporated into the development, noting that initial preparatory and/or construction works may compromise the ability to mitigate harmful impacts.

Condition

No development, including preparatory works, shall commence until details of measures indicating how additional surface water run-off from the site will be avoided during the construction works have been submitted to and approved in writing by the Local Planning Authority. The applicant may be required to provide collection, balancing and/or settlement systems for these flows. The approved measures and systems shall be brought into operation before any works to create buildings or hard surfaces commence.

Reason *To ensure surface water is managed appropriately during the construction phase of the development, so as not to increase the flood risk to adjacent land/properties or occupied properties within the development itself; recognising that initial works to prepare the site could bring about unacceptable impacts.*

Condition

Upon completion of the surface water drainage system, including any attenuation ponds and swales, and prior to their adoption by a statutory undertaker or management company; a survey and report from an independent surveyor shall be submitted to and approved in writing by the Local Planning Authority. The survey and report shall be carried out by an appropriately qualified Chartered Surveyor or Chartered Engineer and demonstrate that the surface water drainage system has been constructed in accordance with the details approved under the planning permission. Where necessary, details of corrective works to be carried out along with a timetable for their completion, shall be included for approval in writing by the Local Planning Authority. Any corrective works required shall be carried out in accordance with the approved timetable and subsequently re-surveyed by an independent surveyor, with their findings submitted to and approved in writing by the Local Planning Authority.

Reason

To ensure the effective operation of the surface water drainage scheme following construction of the development.

Informatics are also recommended in respect of IDB Consent, Pollution Control and Construction Surface Water Management.

5.5 Middle Level Commissioners IDB

Consultation was carried out on 6 occasions, and no comments have been forthcoming.

5.6 Cambridgeshire County Council Archaeology

Our records indicate that the development lies in an area of archaeological potential. Archaeological evaluation has been undertaken over the area. Within the development area a Roman ditch was revealed, containing finds of Roman pottery and a loom weight, indicating the presence of further Roman activity in the area. Further activity was also identified in western bound of the development area, where the remains of a brick surface was identified, interpreted as the remains of a post-medieval building (Oxford Archaeology East 2015, Report Number 1773). Evidence for medieval cultivation is also present within the development area, in the form of Ridge and Furrow cultivation which survive as well preserved earthworks (Cambridgeshire Historic Environment Record reference. 11640).

Due to the archaeological potential of the site a programme of archaeological mitigation is required. Usage of the following condition is recommended:

Archaeology Condition

No development shall commence until the applicant has implemented a programme of archaeological work that has been secured in accordance with a Written Scheme of Investigation (WSI), which has been submitted to and approved by the Local Planning Authority in writing. For land that is included within the WSI, no development shall take place other than under the provisions of the agreed WSI, which shall include:

- a) The statement of archaeological significance and research objectives;*

- b) The programme, methodology and timetable of fieldwork and public engagement, and the nomination of a competent person(s) or organisation to undertake the agreed works;
- c) Implementation of fieldwork;
- d) A Post-excavation Assessment report and Updated Project Design to be submitted within six months of the completion of fieldwork;
- e) An analytical archive report to be completed within two years of the completion of fieldwork and submission of a draft publication report (as necessary);
- f) Preparation of the physical and digital archaeological archives for deposition at accredited stores approved by the Local Planning Authority.

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 2021).

Informatics: Partial discharge of the condition can be applied for once the fieldwork at Part c) has been completed to enable the commencement of development and the continuation of the postfield-work components of the WSI. Part e) of the condition shall not be discharged until all elements have been fulfilled in accordance with the programme set out in the WSI. Archaeological programmes of work are led by archaeological briefs issued by Cambridgeshire County Council's Historic Environment Team.

A brief for the recommended programme of archaeological works is available from this office upon request. Please see our website for CHET service charges

5.7 Conservation Officer (FDC)

Full comments, including background information can be found on the Council's website via public access, an assessment of impacts and conclusions are provided in full below:

Impact

That true sense of this parkland would be wholly lost by way of this development proposal in the same manner as the application for the other half of the site. Views from the asset across the parkland would be wholly changed in character by the introduction of modern housing.

The experience of the whole would be irreversibly changed altering the views, sounds, smells and tranquillity of the area, whereas the meadow currently is wholly screened by the shelterbelt of trees, creating a wholly rural and natural outlook, with associated sounds, smells and sense of space and peace.

In views from the north edge of the meadow back towards the manor, only one or two modern houses are glimpsed and this in no way should set a precedent for further modern development.

Indeed, any development would also amount to cumulative harm, due to the visible severance of some of the surrounding parkland where the icehouse survives, in the middle of the development of Parkside which has already reduced the setting of the manor. This proposed development would result in the Manor House being wholly surrounded by modern development.

Historic England guidance states that where the significance of a heritage asset has been compromised in the past by unsympathetic development affecting its setting, to accord with NPPF policies consideration still needs to be given to whether additional change will further detract from, or can enhance, the significance of the asset.

Negative change could include severing the last link between an asset and its original setting. This proposed development would be an additional negative change and would further detract from the significance of the listed asset and although the proposed development would retain a token element of the meadow, a true sense of the setting of the Manor would be wholly lost.

However, given that setting cannot be considered as an asset in and of itself, the proposed development must, in the terms of the NPPF be considered as less than substantial harm to both the manor and associated listed assets as well as the designated asset of the conservation area – but that harm must arguably be at the high end of the spectrum to the significance of the GII listed Manor House, outbuildings and conservation area, through changes to setting.

It is agreed that there is no additional harm to the icehouse or the church arising from the proposed development.

Conclusion:

In conclusion, these proposals result in the irreversible change and destruction of a distinctive, unique and irreplaceable element of a rare designed landscape within Chatteris and Fenland.

Where harm to a designated asset is identified as being less than substantial harm, and where harm is identified to a non-designated heritage asset, this harm should be weighed against the public benefits of the proposal and with regard to the scale of harm or loss and the significance of the non-designated asset.

It will be viewed that there is public benefit in a development, but this would not be in addition to the public benefit arising from housing developments already approved in Chatteris. Any perceived public benefit of this additional housing must be weighed against the public benefit already encompassed by the existence, access to and community use of the meadow – many accounts of which have been submitted in objection to this application.

In addition to this tangible public benefit, there are also the benefits of nature and wildlife, which in turn give rise to intangible public benefits, such as local biodiversity and wellbeing. These public benefits would be lost in addition to the harm caused to the setting and therefore the significance of, the listed manor house.

As a non-designated heritage asset, and asset of local importance, the reduction of the largely complete meadow will result in a wholesale loss of significance and understanding without any comparable alternative space within the town which has equal levels of historic, archaeological, communal and (designed) landscape significance with ingrained public benefits. There is no additional or comparative public benefit in the proposed housing that could outweigh that level of loss, when there is already housing identified elsewhere in the town.

5.8 The Wildlife Trust

Original comments were made in October 2023, raising concerns regarding a number of matters, including the timing of surveys. The most recent comments received (August 2024) are provided below in full:

Thank you for consulting the Wildlife Trust on amendments to the above application. At this stage I will restrict comments to the Biodiversity Net Gain Assessment that we previously commented upon. I note that the updated Defra Biodiversity Metric is cross-referenced with a Biodiversity Net Gain Plan and I also note that a site visit was undertaken in May 2024, which provides much greater clarity and confidence in the BNG Assessment and the conclusions. The revised documentation has therefore addressed our previous comments.

I would however, note that I have not visited the site so I cannot comment on the accuracy of the grassland surveys. The categorisation of the grasslands was an area of significant concern in the adjacent Wenny Meadows planning application and can lead to significant variations in the overall BNG assessment and calculation of % net gain. Fenland DC should ensure they have access to their own ecological expertise to assess and verify the ecology of major applications such as these.

5.9 Ecology Officer (FDC)

Comments were received in November 2024 recommending refusal due to concerns regarding reptiles of County importance, maternity and mating bat roosts in a tree (T37), veteran trees and a Tawny Owl nest along with the BNG data.

Comments were received in January 2025 recommending refusal due to concerns the scheme will result in a significant adverse impact, and loss, of this site considered of county importance for reptiles, along with concerns regarding the BNG data.

Comments were received in April 2025 objecting regarding the reptile conservation proposals and the public access to the proposed translocation area. It was however accepted that the development could achieve an overall gain in biodiversity of more than the statutorily required 10%.

Further comments were received in August 2025 which are provided here in full:

Conservation of Reptiles

I welcome the revised plans for the Reptile Receptor Area. I would advise that, as Conditions of any permission which may be granted to the application -

- A separate, dedicated Management and Monitoring Plan should be required to be prepared and implemented for the Reptile Receptor Area.*
- A dedicated Reptile Mitigation Strategy should be required to be prepared and implemented, giving details of the measures to be taken to avoid any harm to reptiles during any site clearance and groundworks and any translocation measures which may be required to relocate reptiles from the development area into the Receptor Area before and during works.*

Reason – Conservation of protected species

Bats

A confirmed bat roost has been recorded in a tree on the site (T37). Although the tree will be retained, disturbance effects mean that the bat roost is likely to be affected by the development. An outline mitigation strategy for disturbance to this bat roost has been provided, and I would accept that it ought to be possible to allow the development and mitigate / compensate for disturbance to bats.

However, before undertaking any works which may affect this tree a protected species License will need to be obtained from Natural England. Obtaining this License is a separate process from obtaining a grant of planning permission.

I would advise that as a Condition of any permission which may be granted to the development a copy of the appropriate License, once granted, is required to be provided to the Council.

Reason – Conservation of protected species.

Bats are known to move between tree roosts frequently. I would advise the applicant of the need to inspect any trees immediately before any felling/pruning works are undertaken to ensure that bats are absent.

Biodiversity Net Gain

I would accept that the development could likely achieve the required net gain in biodiversity on-site. The gains can be considered to be significant, and therefore the long-term (30 year) management and monitoring of on-site habitats will need to be secured by means of an S106 planning obligation. A 30-year Habitat Management and Monitoring Plan will need to be provided and approved by the Council as part of information required to discharge the Biodiversity Gain Condition. The S106 agreement could be prepared at Condition discharge stage.

I note the Vegetation Clearance Plan provided by the applicant for facilitating visibility splays to new site entrances. The areas covered by this Plan appear to lie at least partly outside of the red line application boundary, and therefore they have not been included in the BNG calculations and proposals for the application site. Nevertheless, some level of compensation should be offered for these additional habitat losses through, for example, the enhancement of grasslands within the visibility splay areas or by re-planting and managing low-growing shrubs. These measures could be included in final detailed landscape plans for the development.

Construction Environment Management Plan (Biodiversity)

As a general wildlife protection measure a Construction Environment Management Plan (Biodiversity) should be required to be prepared and implemented by Condition. The CEMP should include –

- *Details of protection measures for retained habitats and features, particularly trees and hedgerows,*
- *Identification of sensitive wildlife areas and measures to protect these areas during works,*
- *Measures to avoid water and air pollution during works,*
- *Details of any lighting plans,*
- *Measures to avoid excessive noise disturbance.*

Reason – Policies LP 16 and 19 apply

Lighting

A Lighting Design Strategy should be required to be prepared giving details of how any light spill onto sensitive habitats, particularly the Reptile Receptor Area, hedgerows and retained trees, is to be avoided or minimised.

Reason – Policies LP 16 and 19 apply

Protection of nesting birds

No vegetation clearance required to facilitate the proposals should be undertaken at the optimum time of year for bird nesting (March to August inclusive) unless nesting birds have been shown to be absent by a suitably qualified person. All nesting birds their eggs and young carry a degree of legal protection under the terms of the Wildlife and Countryside Act 1981 (as amended).

Other enhancements for species

The site would benefit, post-construction, from the installation of new bird nesting and bat roosting features. These features should be included in final landscape plans for the site. Boundary fences should be made 'porous' by including small gaps to allow reptiles, amphibians and small mammals to move through the site.

Following receipt of updated documentation incorporating a survey of the visibility splay area further comments were received in January 2026 confirming at least 10% net gain could be achieved on site and agreeing to the overall conclusions of the reports.

5.10 Arboricultural Officer (FDC)

Comments were received in August 2024 regarding the submitted arboricultural impact assessment:

The arboricultural impact assessment satisfactorily accounts for the trees, their quality and constraints. It concludes only low quality trees will be removed that will not impact on wider public amenity. The scheme appears to have been designed to accommodate the better quality trees and provide sufficient space for their retention.

The report recommends that a tree protection method statement is provided should the application be approved. I agree with this and suggest it is a pre commencement document to ensure all of the relevant measures to protect the trees are quantified, programmed into the development schedule to ensure the trees are suitably protected prior to works commencing on site.

Further comments were provided in July 2025 regarding the Landscape Strategy:

The proposed landscape strategy demonstrates an inclusion of tree cover across the scheme.

However, it is crucial that the selection of tree species is carefully considered to ensure their long-term suitability. This necessitates a thorough assessment of future growth potential, including mature size, canopy spread, and potential issues such as berry/fruit drop, shading, and root impact on properties.

In open spaces, we strongly advocate for the inclusion of tree species with the capacity to reach substantial sizes, as these will form significant landscape

features in the future. Their placement must be strategic to avoid any conflict with new properties, thereby preventing future pressure for removal.

This detailed approach to species selection and robust installation specifications will be essential components of the forthcoming detailed landscaping plan, ensuring successful establishment and long-term viability.

Similar considerations will need to be considered for shrub planting as well.

5.11 Cambridgeshire County Council Definitive Map Team

Thank you for consulting with the Definitive Map team at the County Council on the above planning application.

Public Footpath 32, Chatteris, runs to the north of the site boundary, Public Footpath 1, Chatteris borders the north-east of the site, and Public Footpath 14, Chatteris, borders the south of the site.

To view the location of these Footpaths, please view our interactive map online which can be found at <http://my.cambridgeshire.gov.uk/myCambridgeshire.aspx>.

The legal width of Public Footpath 32, Chatteris, varies between 1.5 metres and 2 metres, I have attached the legal order for the recording of the Public Footpath above. Chatteris Footpaths 1 and 14 have no legally defined width.

Where there is no legal width, 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.

Any proposed change of surface of the Public Rights of Way would involve a consultation process, and would require that the public right of way had an established legal width.

Any 'enhancement' of vegetation must be in compliance with the Council's boundary treatment regulations, these can be seen in more detail here: 'Public Rights of Way – Guidance for Planners and Developers' at www.cambridgeshire.gov.uk/definitivemap. The most pertinent point being, any established hedge or trees must have an off-set distance from the Public Right of Way of a distance of 1.5 metres, and any fast-growing or new planting to have an off-set distance of 2 metres from the Public Right of Way.

Where part of the Public Footpaths are in close contact with proposed dwellings, the above boundary treatment must also be considered.

Whilst the Definitive Map Team has no objection to this proposal, footpaths 1, 14, and 32, Chatteris, must remain open and unobstructed at all times.

Informatics are also recommended.

5.12 British Horse Society

Comments were originally submitted in May 2024 indicating that Birch Fen Drove should have at least bridleway status and they will be submitting a Definitive Map Modification Order (DMMO) to upgrade the status of the footpath. Concerns were also raised regarding public right of way improvement and connectivity and they would like to see a multi-user leisure route for the site.

The most recent comments (July 2024) and provided below in full:

My previous comments made in a document dated 29 May 2024 remain valid and relevant for the new submission. However, I am now aware of a second planning application for this area.

I note that the S.10-6 agreement for the southern site is to be agreed. There is a considerable opportunity with these two parcels of land coming together to create a significant, linking public right of way in the form of a public bridleway around both sites. I do hope that this opportunity has been recognised by planners but can see no evidence of it. I recommend that officers and the applicants take the opportunity to visit the award-winning peripheral bridleway created some 15 years ago, innovative in its time, around Cambourne, Cambridgeshire. That path is much used and appreciated by all non-motorised users as well as being an environmental haven for flora and fauna in an urban setting.

5.13 Active Travel England

Comments were received in November 2025 highlighting a number of opportunities in relation to the primary access, crossings of the A142, permeability, surfacing and lighting, boundary treatments and footpath 45/14 connection to Wenny Road.

Upon receipt of further information, comments were received in December 2025 which are provided below in full:

Notice is hereby given that Active Travel England's formal recommendation is as follows:

- a. No Objection: ATE has undertaken a detailed assessment of this application and is content with the submission.*

1.0 Summary

Thank you for the opportunity to comment on this further consultation.

Following earlier consultations, which Active Travel England (ATE) issued standing advice to, the Local Planning Authority requested that ATE specifically consider the proposal's approach to securing active travel connections with surrounding areas. In response to this request, ATE issued a deferral response seeking clarification on several matters. No objections in principle were raised at that stage, however opportunities for improvement were put forward and issued on 23 October 2025.

It is understood that further revisions have been made to the proposals, and an "Applicant Response to Highways and Active Travel England" dated 19 November 2025 has been submitted, seeking to address the issues previously highlighted by ATE.

Upon review of the updated proposals, it is noted that no amendments have been made in line with ATE's earlier recommendations. Notwithstanding this, the applicant has provided justification for the design approach proposed. It is further noted that both the Cambridgeshire County Council Highways Development Management comments and the Cambridgeshire County Council Active Travel Officer comments cover matters relating to improvements for active travel modes, including financial contributions towards upgrades to Public Footpath No. 14.

Having considered the current position, ATE does not consider it necessary to raise any further concerns and therefore issues a No Objection response.

5.14 Cambridgeshire County Council Principal Active Travel Officer

The hierarchy plan submitted has some issues that need resolving - potentially through condition.

- *The sections of ped/cycle route highlighted in green on the attached appear to be only the width of the footway ie. 2m – these need to be a minimum of 3m to be shared use.*
- *There needs to be a good connection to The Elms. It is not clear what status the path highlighted in red has or whether it connects to the footpath alongside the existing green area.*

5.15 Cambridgeshire County Council Highways Development Management

Comments received in September 2023 highlighted the fact that the Broad Concept Plan outlines an access strategy for the allocation whereby vehicular access is to solely take place from Wenny Road and the scheme is in contradiction to this. Advice that further information was required in respect of visibility, mitigation in respect of the public footpaths impacted by the access from the A142 and re-profiling of the highway verge, concerns were also raised regarding sustainable links to facilities. It was also advised that there is necessity for a supplementary Stage 1 Road Safety Audit and in its current form the layout was not of a standard which would be considered for adoption.

Comments received in May 2024 advised that while some comments had been addressed an independent Stage 1 Road Safety Audit was still required. It was noted that the secondary emergency access had been re-located to via Wenny Road and that this link will need to be available prior to the occupation of the 100th dwelling. Concerns remained regarding pedestrian and cycle access to Chatteris and the layout, whilst a betterment, would still not be to adoptable standard.

Comments received in August 2024 considered the access to the site to be acceptable. The revised layout had addressed previous comments and was acceptable in highway safety terms, however a number of advisory comments made would need to be addressed for the internal roads to be adopted. Conditions were recommended.

Comments received in February 2025 considered that the effect of the proposed development would likely be mitigated by conditions. Reference was made to the modelling for the access link to the Wenny Road development and the advisory design comments regarding future adoption of the internal highway network.

The access link to Wenny Road was reverted back to emergency only and an emergency access was re-introduced onto the A142. Comments received in July 2025 considered that the effect of the proposed development would likely be mitigated by conditions. Concerns were raised regarding the emergency access and primary access being located on the A142, though whilst they had reservations, a reason for refusal could not be substantiated due to Para 115 of the NPPF where development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety. It was considered necessary to ensure that the emergency access use should be restricted and as such this should be gated and details could be secured via condition.

Further conditions were also recommended:

Prior to the commencement of the development, save for those works associated with delivery of the site access, all vegetation above 600mm, including stumps and roots to their full depth, within the area identified as the vehicle visibility splay as shown on plan no. 8220280/6110 (Vegetation Clearance Plan) shall be permanently removed.

Reason: To provide adequate inter-visibility between the users of the access and the existing public highway for the safety and convenience of users of the highway and of the access.

No development shall commence until detailed drawings and specifications of an access barrier(s) to secure the Emergency Access onto the A142, including materials, dimensions, design, method of operation, and finishes, have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in full accordance with the approved details.

Reason: In the interest of highway safety by preventing unauthorised access onto the A142 by vehicles and non-motorised users.

Prior to the occupation of the first building(s)/dwelling(s) a scheme shall be submitted to and approved in writing by the Local Planning Authority which details the construction and surfaces of the roads and footpaths. The building(s)/dwellings hereby approved shall not be occupied until the roads and footpaths associated with the building(s)/dwelling(s) have been constructed and surfaced in accordance with the approved scheme.

Reason: In the interests of highway safety and in accordance with Policy LP15 of the Fenland Local Plan 2014.

Prior to the first occupation of any dwelling the road(s), footway(s) and cycleway(s) required to access that dwelling shall be constructed to at least binder course surfacing level from the dwelling to the adjoining County road in accordance with the details approved on CHA-PL02 Revision Y.

Reason: In the interests of highway safety and to ensure compliance with Policies LP15 and LP16 of the Fenland Local Plan, adopted May 2014.

Prior to the commencement of the development hereby approved adequate temporary facilities area (details of which shall have previously been submitted to and agreed in writing with the Local Planning Authority) shall be provided clear of the public highway for the parking, turning, loading and unloading of all vehicles visiting the site during the period of construction.

Reason: To minimise interference with the free flow and safety of traffic on the adjoining public highway in accordance with Policy LP15 of the Fenland Local Plan 2014.

Prior to the occupation of the first dwelling/use hereby approved, full details of the proposed arrangements for future management and maintenance of the proposed streets within the development shall be submitted to and approved in writing by the Local Planning Authority. The streets shall thereafter be maintained in accordance

with the approved management and maintenance details until such time as an Agreement has been entered into unto Section 38 of the Highways Act 1980 or a Private Management and Maintenance Company has been established.

Reason: To ensure satisfactory development of the site and to ensure estate roads are managed and maintained thereafter to a suitable and safe standard, in accordance with policy LP15 of the Fenland Local Plan, adopted May 2014.

Development shall not commence until fully operational wheel cleaning equipment has been installed within the site. All vehicles leaving the site shall pass through the wheel cleaning equipment which shall be sited to ensure that vehicles are able to leave the site and enter the public highway in a clean condition and free of debris which could fall onto the public highway. The wheel cleaning equipment shall be retained on site in full working order for the duration of the development.

Reason: In the interest of highway safety in accordance with Policy LP15 of the Fenland Local Plan 2014.

Informatics have also been recommended.

Following receipt of comments from Active Travel England and concerns raised by the Definitive Map Team, further comments were received in November 2025 which are provided in full below:

Surfacing of pedestrian crossings on A142

The latest Definitive Map consultation confirms that the Local Highway Authority, would object to any proposal to surface Manea Public Footpath No. 15. The applicant is only proposing to provide a surfaced path within the extent of the A141 highway boundary, as shown on plan 8220280/6104 Rev M. Beyond the highway boundary, the public footpath would remain in its existing unsurfaced condition.

Following discussions with.....the Definitive Map Team, the Local Highway Authority confirms that it has no objection to the proposed surfacing associated with the two pedestrian crossings on the A142. These works will be delivered under a Section 278 Agreement with the highway authority, in line with standard practice.

Links to The Elms (via Public Footpath No. 32

A discussion took place regarding a pedestrian link into The Elms. To enable this connection, any proposed surfaced path would likely coincide with FP32 for a length of approximately 11 metres. The remainder of FP32 would remain undisturbed by any development proposals.

The Local Highway Authority is broadly supportive of proposals aimed at improving permeability between the proposed development and the existing residential area to the north. This position aligns with comments raised by Active Travel England (ATE). However, it should be noted that any proposal involving alterations to a Public Right of Way must receive prior approval from the County Council, in accordance with the adopted Change of Surface policy.

It is therefore proposed that a planning condition be sought requiring the submission of a detailed scheme prior to an appropriate trigger point. This scheme should set out the measures the developer has undertaken to secure all necessary

authorisation for delivering an access route to The Elms, including specifications for surfacing, widths, and other relevant design details. The recommended condition is outlined in Point 3 below. In the event that approval for the Change of Surface authorisation is not granted, the applicant would be expected to provide evidence of this as part of the submission to discharge the condition. Alternatively, this requirements could be secured via a S106.

The condition of the asphalted section of footway serving Nos. 68-74 The Elms is poor, however this footway is not maintainable at public expense by the Highway Authority. It is understood this path may be the responsibility of Fenland District Council and therefore it would be matter for FDC to consider whether any improvements to this could be secured through the planning process.

Links to Chatteris Public Footpath No. 14

The development is currently suggesting two possible paths to link the internal road layout with Public Footpath No. 14, near Plots 89 and 31. At this point, the application is lacking in detail about what these connections will actually look like.

There is a concern that without adequate measures to protect the Public Right of Way, the development could unintentionally interfere with the public footpath—whether by encroaching on it, blocking it, or carrying out works that haven't been authorised. To avoid this, it is considered necessary that this information is provided in the form of more detailed plans for these links. This information can be secured via condition, and covered under the same 'access scheme' discussed in Point 2.

The Local Highway Authority would therefore suggest the following condition:

Prior to the commencement of development, an access scheme shall be submitted to and approved by the LPA. Such scheme shall include provision for:

i. the design of non-motorised user access routes to The Elms (via Public Footpath No. 32) and any links to Public Footpath No. 14 and their surfacing, widths, gradients, landscaping and structures

Reason: In the interests of the amenity and safety of the public.

Condition of Chatteris Public Footpath No. 14

ATE have raised concerns regarding the absence of proposals to enhance Public Footpath No. 14. ATE have indicated that this route is likely to become well-used post-development, serving as a direct link to a nearby bus stop.

Currently, the path is heavily rutted, prone to ponding and muddiness—typical conditions for an unsurfaced drove. Any proposal to surface the path would require submission of a Change of Surface form and potentially a Definitive Map Modification Order (DMMO) to formally establish its width. In the absence of these, the Highway Authority would unlikely support any proposals to have this route surfaced in its entirety.

However, whilst full-scale surfacing of route may not be supported, there remains a justifiable case to seek mitigation for the impacts of the development. It is clear that this Public Footpath will experience increased use, which will place additional pressure on a route that is already in sub-optimal condition. This increased footfall

is likely to result in a greater maintenance burden for the Local Highway Authority. This impact should therefore be mitigated.

Given that the route lies predominantly outside the development site boundary, the most appropriate mechanism to secure mitigation would be via a Section 106 contribution, rather than a direct delivery condition.

To be absolutely clear, the contribution sought would be modest—£10,000—and, once received, would be available to the Highway Authority to undertake targeted works to mitigate the development's impact as and when they arise. These works could include localised surface interventions to address ruts and ponding, vegetation clearance, signage improvements, etc. There would be no expectation whatsoever for these funds to be used to fully resurface the route or convert it into an all-weather path.

It is hoped that this addresses the outstanding queries raised regarding the Local Highway Authority's position on this application. Please refer the Local Highway Authority's previous consultation response for other requested conditions on matters not discussed above.

Speed limit on the A142

ATE have raised a concern regarding the speed limit of the A142 in relation to the two pedestrian refuge Islands proposed at the site access. ATE have made reference to table 10.2 of LTN 1/20 stating "...uncontrolled crossings on 40 mph roads are not suitable for all users and may exclude certain groups". Whilst acknowledging the status and caveats surrounding LTN1/20 and the specifically Table 10.2, ATE go on to suggest "Overall, a reduction in speed with some form of crossing would be most suitable". It is understood that ATE's comments reflect the principle that crossing quality can influence active travel choices as much as safety considerations.

The proposed crossings have been incorporated into the site access design to accommodate existing Public Rights of Way (PRoW) that currently cross the A142 at this location. The introduction of a right-turn lane for the development necessitates carriageway widening. To mitigate the additional crossing time for pedestrians using these PRoWs, refuge islands have been proposed, allowing pedestrians to cross one lane at a time. This is considered an appropriate and proportionate measure.

It is important to note that these PRoWs already cross the A142 without any refuge facility. This situation is common for PRoWs intersecting A-roads in rural and semi-rural settings. The existence of these PRoWs is a matter of fact, and therefore some degree of conflict with through traffic already occurs. The addition of pedestrian refuge islands is therefore entirely appropriate in the context of the location and is considered to more than mitigate any worsening risks associated with either the site access proposal or any additional demand on the PRoW network from future residents. Given the rural nature of the PRoW network to the east, usage is likely limited to leisure activities (e.g., dog walking, rambling). Consequently, the proposed facility is unlikely to materially influence mode choice. Alternative crossing types—such as signalised or grade-separated—would be disproportionate and unjustifiable given the modest usage.

ATE have indicated that a speed limit reduction would be the "most suitable" mechanism to address the risks associated with crossing an A-road subject to the

national speed limit. However, national guidance Setting Local Speed Limits (March 2024) clearly states:

“Speed limits should not be used to attempt to solve the problem of isolated hazards.”

There is no proposal to alter the geometry of the A142 in a way that would support a self-enforcing speed reduction. Isolated speed limit reductions are difficult to enforce over short lengths and would require significant physical changes to the A142 to achieve compliance. Such changes would not be supported in this context and would otherwise adversely impact the A142’s primary function: facilitating the free and safe movement of traffic between population centres, reducing congestion, and supporting wider economic activity and growth.

In summary, the Local Highway Authority is of the view that the mitigations proposed by the applicant with respect to the refuge islands provide a proportionate and context-sensitive mitigation to existing crossing conditions without compromising the operational role of the A142. The design represents an appropriate balance between safety, practicality, and strategic network function.

Emergency Secondary Access

The requirement and location of an emergency secondary access have been the subject of much discussion and alterations through this application’s evolution. The position of the Local Highway Authority on this matter was set out in the consultation response dated 15th July 2025 and that position remains unchanged.

It is noted that the views of the emergency services have subsequently been sought since the July consultation response and that the Fire Service has also raised concerns with the location and thus effectiveness of the currently proposed emergency secondary access, whilst acknowledging that concern alone may not be grounds for a recommendation of refusal.

Width of Shared use paths through the development site

The County Council’s Active Travel Team have raised a concern with the width of routes advertised within the planning application as “Pedestrian/Cycle Path”. Shared use routes should be a minimum of 3m in width. This accords with national guidance (LTN1/20) and local policy (General Principle for Developments). In the event that these routes were to be offered to the Local Highway Authority for adoption, then these requirements would have to be met. If these routes were to remain privately managed and maintained, then it would be for the applicant to justify the width of these routes, but the Local Highway Authority is not aware of any factors that, in its view, would justify a reduction in width below that set in national and local guidance/policy.

Following a response by the applicant to the above, the following comments were received on 28/11/25:

Recommendation

Following a careful review of the documents provided to the Local Highway Authority as part of the above planning application, the effect of the proposed development upon the Public Highway would likely be mitigated if the following conditions form part of any permission that the Planning Authority is minded to issue in regard to this proposal.

Comments

The most recent submissions are noted, including the applicant's agreement to a pre-commencement condition relating to the design of NMU routes and the Section 106 contribution sought by the Local Highway Authority.

Conditions

Please refer to the Local Highway Authority's response dated 15 July 2025 for conditions considered necessary in the event that the Local Planning Authority were minded to grant permission.

In addition, the following condition is sought, as agreed by the applicant in the most recent submissions:

Prior to the commencement of development, an access scheme shall be submitted to and approved by the LPA. Such scheme shall include provision for: i. the design of non-motorised user access routes to The Elms (via Public Footpath No. 32) and any links to Public Footpath No. 14 and their surfacing, widths, gradients, landscaping and structures

Reason: In the interests of the amenity and safety of the public.

Section 106

A financial contribution of £10,000 index linked to be provided towards localised mitigation works to Public Footpath No. 14, Chatteris. The contribution to be paid prior to the occupation of the 76th dwelling (50%).

Following discussions regarding construction traffic a further condition was requested in December 2025 to secure a Construction Traffic Management Plan:

No demolition or construction works shall commence on site until a traffic management plan has been agreed with the Planning Authority in consultation with the Highway Authority. The principle areas of concern that should be addressed are:

- i. Movements and control of muck away lorries (all loading and unloading should be undertaken off the adopted public highway)*
- ii. Contractor parking, for both phases all such parking should be within the curtilage of the site and not on street.*
- iii. Movements and control of all deliveries (all loading and unloading should be undertaken off the adopted public highway)*
- iv. Control of dust, mud and debris, please note it is an offence under the Highways Act 1980 to deposit mud or debris onto the adopted public highway.*

Reason: in the interests of highway safety

Following receipt of updated ecology documentation, incorporating a survey of the visibility splay area in January 2026, a revised visibility splay condition was requested incorporating works to retained trees overhanging this area, along with the removal of vegetation above 0.6m in height.

5.16 Cambridgeshire County Council Highway Transport Assessment

Comments provided in September 2023 advised that the surrounding highway network infrastructure is acceptable for use and no accident cluster sites have been identified. The pedestrian and cycle assessment should not use the Public Right of Way (PRoW) network when measuring distance from the site and there is

limited cycle infrastructure in the vicinity of the site. Under F/YR21/0981/F a new 3m wide footway/cycleway is proposed to Wenny Road (along with existing infrastructure being upgraded) and as part of F/YR22/0967/FDL links are to be provided to The Elms and Green Park. Parking provision required clarification as there were discrepancies, cycle parking to be provided on each plot. Footways to the existing PRoW networks appear to comprise surface changes which will need agreement. Continuous, and direct pedestrian and cycle connections between the BCP sites should be provided which currently is not the case. Advice was provided regarding trip distribution, traffic flows, Welcome Travel Packs and mitigation.

Comments provided in April 2024 referred to layout, parking, access arrangements, impacts on expansion of Cromwell College, flow diagrams and junction modelling. In conclusion, it was considered that there was not sufficient information to determine the highway impact of the proposal.

Comments provided in August 2024 required further information for the flow diagrams and that junction modelling could not be assessed due to this.

Comments provided in September 2024, accepted flow diagrams, however further information was required regarding junction modelling and mitigation of impacts on the local highway network was also requested.

Comments provided in October 2024 advised that the flow diagrams were acceptable and recommended conditions

The scheme was amended to create a through route to the Wenny Road development (F/YR21/0981/F) and comments received in April 2025 advised that a trip distribution and modelling may be required to facilitate the new access point. This was subsequently reverted back to an emergency access only and comments received in August 2025 confirmed that the Transport Assessment Team were satisfied with the submission and had no objection.

5.17 Head of Leisure and Open Spaces (FDC)

The FDC team is very happy for cycle access through Wenny Recreation ground. Whilst that - very old sign (at the Wenny Road entrance) – indicates that cycling should not be allowed, it has been going on for years and really should be encouraged as this is a safer route to the secondary school, with many young people cycling through the park daily. The Council will update the signage in the next few weeks to reflect this.

In addition, since that sign was put up several decades ago, the Council has now added a skate park into the space and this is used by scooter users as well as BMX riders, again demonstrating that use of the park by cyclists is encouraged.

Further to our discussion regarding footpath lighting in Wenny Recreation Ground, Chatteris, I will ask our open spaces officers to assess the current situation in conjunction with FDC engineers.

If lighting is absent or not effective in this important route that many children use to get to school daily, we will consider a scheme to light the pathways within the recreation ground to ensure that it is safe and inviting to use in the darker months.

5.18 Cambridgeshire Fire and Rescue Service

Comments were received on a number of occasions regarding the need to secure fire hydrants.

The following comments were received in July 2025 regarding the proposed emergency access arrangements:

For residential developments comprising more than 150 dwellings, the provision of two separate points of vehicular access is typically required to ensure network resilience and to meet emergency access requirements, particularly in accordance with principles set out in HFCC guidance and the National Fire Chiefs Council (NFCC) standards.

Where site constraints result in both potential access points being located in close proximity on a primary distributor route such as the A142, the effectiveness of such an arrangement for emergency access is reduced. In circumstances where a rear or secondary access cannot be delivered due to topographical, ownership, or design limitations, a single primary access may be considered acceptable, provided it is designed to accommodate emergency service vehicles safely and efficiently.

To ensure compliance with HFCC and related guidance (including the functional requirements of Approved Document B5 of the Building Regulations), the access route will incorporate:

- *A minimum carriageway width of 3.7 metres unobstructed, with appropriate swept path design for emergency vehicles*
- *Turning facilities within the site layout suitable for fire appliances (e.g., hammerhead or turning circle in accordance with Manual for Streets and Building Regulations guidance)*
- *Traffic calming measures on the A142 approach (e.g., high-friction surfacing, gateway treatments, or carriageway markings) to control speeds and ensure safe ingress/egress*
- *Unrestricted access at all times, with no physical barriers that could delay emergency response*

The proposed access arrangement will be subject to consultation with the local fire and rescue service to ensure that response times, operational functionality, and legislative obligations under the Fire and Rescue Services Act 2004 are met.

5.19 Refuse Team (FDC)

Comments received in September 2023 confirmed that there was no objection in principle, however further details were required regarding tracking, shared collection points and road construction/indemnity.

Comments in May 2025 highlighted 3 areas where access raised concerns, that collection points are required to be of sufficient size and that if the roads were not to be adopted and indemnity and management plan would be required.

Comments provided in October 2025 are provided in full below:

3 points in relation to vehicle tracking raised previously (plots 27-31, 32-38 and 148-152) have all been resolved.

Plots 132 – 135, served by a private drive will require a shared collection point where it meets the public highway.

Plots 10 – 16 is showing as a private driveway so will require a shared collection point where it meets the public highway.

Plots 1 – 4 showing as a private driveway so will require a shared collection point where it meets the public highway.

Shared bin collection points would need to be of sufficient size to accommodate 2 x 240 litre bins per property plus a 23 litre food caddy with the introduction of food waste collections in 2026. This does not appear to be an issue except for plots 93-98 where space appears very limited.

If the roads are not to be adopted indemnity would be required and also a management plan in relation to street sweeping/fly tipping removal etc.

5.20 Environmental Health (FDC)

Comments received in September 2023 which raised no objections, the Air Quality Assessment was accepted, however a Construction Environmental Management Plan (CEMP) covering all aspects of the construction was considered necessary. If piling is necessary a vibration impact assessment will be required. The content of the Acoustic Assessment was noted and accepted and a condition is required to evidence mitigation measures have been implemented. A light impact assessment will also be necessary.

Comments received in April 2024 advised that the revisions to the Acoustic Assessment due to the updated layout are noted and accepted, and that all matters above are still relevant.

Further comments were received in July 2025 in respect of the revisions to the Acoustic Assessment due to the updated layout and these are provided in full below:

I have now had an opportunity at this latest re-consultation stage to observe the Acoustic Assessment report (Ref: 27592-ENV-0402 Rev C) provided by MEC Consulting Group.

As with previous versions provided, the methodology and findings are acknowledged and accepted.

Whilst the assessment has identified that external amenity areas of certain proposed residences will be exposed to noise levels in excess of the upper limit criteria of BS 8233:2014 ‘Guidance on sound insulation and noise reduction for buildings’, it recommends increased, but reasonable mitigation measures for those affected southern garden boundary areas.

Similarly, to achieve acceptable internal noise levels for habitable rooms, mitigation measures have been suggested having reference to BS 8233:2014 and the ‘Professional Practice Guidance on Planning and Noise’ (ProPG) 2017 and consideration to ventilation requirements of The Building Regulations 2010, Ventilation, Approved Document F (AD-F).

Whilst the conclusions state that the most exposed dwellings on the eastern boundary should have windows that remain closed, others for adversely affected dwellings will benefit from an open windows acoustic strategy.

The exact details of façade mitigation measures are accepted irrespective of their type due to differing levels of exposure from road traffic noise and these have been suggested within para 6.19 (Table 6.3) which links the mitigation ‘References’ to a glazing and ventilation summary in para 6.20, which in turn can be linked to the associated drawings in Appendix F that demonstrate required reduction for bedrooms for all other habitable rooms.

With the acceptance of the report, as per previous comments from this service on 15th September 2023, there will need to be assurances should planning permission be granted, that the recommended noise mitigation measures for both external amenity areas and internal habitable rooms are incorporated into the design and construction to ensure that future residents are suitably protected from the adverse impact of noise in accordance with the aforementioned standards.

It is therefore seen as prudent to impose a condition that requires evidence to be submitted in writing and agreed by the Local Planning Authority that mitigations measures of report (Ref: 27592-ENV-0402 Rev C) have been fully implemented prior to the commencement of habitation.

5.21 Designing Out Crime Team

Comments received in September 2023 advised that the area was at low to medium vulnerability to crime and that the overall layout appeared acceptable. However, recommendations were made in respect of external lighting, boundary treatments, rear footpaths, cycle storage, parking, open space and footpaths and landscaping.

Comments received in April 2024 advised that the revised layout appeared acceptable and reaffirmed the above recommendations in addition to further recommendations in respect of the flats.

Comments received in July 2024 referred to the above and it was confirmed there were no additional comments in July 2025.

5.22 Housing Strategy and Enabling Officer (FDC)

Comments were originally provided in September 2023; up to date comments were received in September 2025 following viability reviews and a revised scheme and these are provided in full below:

I understand that a viability assessment has been submitted as part of this planning application and that it has been demonstrated that a provision of 10.5% affordable housing is viable. This equates to 16 AH dwellings.

Where viability is looking to decrease the affordable provision due to infrastructure requirements, early discussion with Housing Strategy is requested so that we might explore funding opportunities via the Strategic Place Partnership scheme between Homes England and Cambridgeshire & Peterborough Combined Authority.

I note that the following is proposed for the affordable units although tenure has not been indicated. Policy would seek for there to be 70% affordable rental and 30% shared ownership. Based on 16 units, this would be 11 affordable rent and 5 shared ownership.

1-bed	0	0%
2-bed	11	68.75%
3-bed	3	10.75%
4-bed	2	12.5%
5-bed	0	0%
Total	16	100%

Here is the analysis of the current need with those seeking affordable rent with a preference for Chatteris from the live housing register.

Preference for Chatteris seeking affordable rent		
1 bed	223	48%
2 bed	128	27%
3 bed	81	17%
4 bed	26	6%
5+ bed	9	2%
Total	467	

With both of the above considered, I am generally happy with the proposed bedroom sizes for the 16 units.

Requests & Recommendations

- *I would ask that the 4 bed units be affordable rent. Whilst demand might not seem high, these people tend to have been on the waiting list the longest.*
- *I would recommend, based on feedback from RP's and their recent experience with shared ownership sales, that the shared ownership be the 3 bed units as these are where demand is highest and they have had less demand and struggle with sales of 2 bed units on other sites in the district.*
- *Therefore, suggest that it is considered whether to increase the number 3 bed units to 5 to accommodate this, reducing the overall number of 2 bed units allocated to affordable housing.*
- *I appreciate that there are no 1 bed units on the development, but as the numbers above demonstrate, this is where our highest demand is. Therefore, it would be remiss of me to not at least request that the provision of 1 bed units is considered.*

5.23 Cambridgeshire County Council Growth and Economy

Full comments (received October 2025) are available on the Council's website, a summary of contributions requested is provided below:

Table 1: S106 contributions – summary table

	Contribution	Project	Indexation date	Trigger
Early Years	£21,774 per place £283,062 for 13 places	New 1FE primary school, with 2FE core and purpose- build early years accommodation)	1Q2022	50% prior to commencement,

Primary	£18,187 per place £3,819,270 for 210 places	New 1FE expansion of Cromwell Community College primary school phase.	1Q2022	and the remain 50% at 50% occupations
Secondary	n/a	n/a	n/a	
Libraries	£22,420	Remodel Chatteris Library to increasing the floor space available to the community.	1Q2019	100% prior to occupation of 50% of the development
Monitoring	£150			

5.24 NHS Cambridgeshire and Peterborough Integrated Care System (CAPICS)

Comments were originally provided in September 2023; up to date comments were received in September 2025 and these are provided in full below:

The amount we would request today would be £128,176.13.

George Clare Surgery does not have capacity to take on additional patients and this development of 152 dwellings would see an increase patient pressure of circa 364 new residents which would require additional Whole Time Equivalent GP/Nurse / (Admin support) workforce to support increase in appointments as follows: GP = 0.18 / Nurse = 0.12 and Admin = 0.35 with a resulting increase on estate demand of 25.01 sqm net internal area (NIA) using standard planning formula 1,750 patients = 120sqm of space (NIA).

5.25 East of England Ambulance Service NHS Trust (EEAST)

Comments received in April 2025 (dated January 2024) advised that the development would 'generate another 365 residents (assuming 2.4 persons per dwelling) and an anticipated additional 80 calls per annum on already constrained ambulance services which will require premises reconfiguration, extension, or re-location, need for additional ambulance vehicle provision and clinical capacity to deliver timely emergency ambulance services

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

EEASTs infrastructure cost calculation is based as submitted to Fenland IDPs at the discounted rate £300 per dwelling occupied by 2.2 persons per dwelling. Table 2 shows the population likely to be generated from the proposed development. Table 2 Capital Cost calculation of additional health services arising from the development proposal*

No Dwellings	Infrastructure Cost*	Total
136	£327	£49,704

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

The capital required to create additional ambulance services to support the population arising from the proposed development is calculated to be £49,704 and are for the impact of this development only.

In addition to setting out the mitigation required above, the comments also provide advice in respect of achieving sustainable new places and creating the conditions for healthy, safe and cohesive communities, including health and wellbeing, flood risk and water management, access, speed reduction and community safety.

Comments were also provided in June and July 2025 regarding the suitability of the emergency access.

5.26 Councillor Taylor (May 2024)

Our areas drainage commissioners have released a statement stating that our system is at capacity.

This inadvertently means that we require no more surface water into the system.

We have a duty of care and responsibility to the properties already here. To discharge surface water at less than greenfield rate increases long term pressure on an already overloaded system.

Therefore we recommend refusal for the application on potential flooding issues

5.27 Local Residents/Interested Parties

Objections have been received from 31 households (26 from Chatteris, 2 from St Ives, 1 from Wyton, 1 from Huntingdon and 1 from Godmanchester), in relation to the following:

Objecting Comments	Officer Response
Infrastructure can't cope with more houses	Comments noted and discussed below.
Loss of open green space and wellbeing of the community as a result	Comments noted and discussed below.
Impact on ecology and trees	Comments noted and discussed below.
Flood Risk/Drainage	Comments noted and discussed below.
Impact on the character of the area/design, appearance and density	Comments noted and discussed below.
Loss of privacy/overlooking	Comments noted and discussed below.
Access, highway safety, impact on the highway network, car parking	Comments noted and discussed below.
Noise and disturbance	Comments noted and discussed below.

Community Safety	Comments noted and discussed below.
Loss of view	Planning acts in the public interest and there is no legal right to a view; loss of a private view is not a material planning consideration
Developer Contributions	Comments noted and discussed below.
Contrary to LP7 of the Local Plan and the East Chatteris Broad Concept Plan	Comments noted and discussed below.
Loss of light	Comments noted and discussed below.
A petition has been launched	This has not been formally submitted with the application and as such cannot be taken into consideration.

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) the Cambridgeshire and Peterborough Minerals and Waste Local Plan (2021)

Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires Local Planning Authorities when considering development to pay special attention to preserving a listed building or its setting.

7 POLICY FRAMEWORK

National Planning Policy Framework (NPPF) 2024

Chapter 2 - Achieving sustainable development

Chapter 4 – Decision-making

Chapter 5 – Delivering a sufficient supply of homes

Chapter 8 – Promoting healthy and safe communities

Chapter 9 – Promoting sustainable transport

Chapter 11 – Making effective use of land

Chapter 12 – Achieving well-designed places

Chapter 14 – Meeting the challenge of climate change, flooding and coastal change

Chapter 15 – Conserving and enhancing the natural environment

Chapter 16 - Conserving and enhancing the historic environment

National Planning Practice Guidance (NPPG)

Determining a Planning Application

National Design Guide 2021

Context – C1, C2

Identity - I1, I2
Built Form - B2
Movement - M1, M2, M3
Nature - N1, N2, N3
Public Spaces - P1, P2, P3
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
LP5 – Meeting Housing Need
LP7 – Urban Extensions
LP10 – Chatteris
LP13 – Supporting and Managing the Impact of a Growing District
LP14 – Responding to Climate Change and Managing the Risk of Flooding in Fenland
LP15 – Facilitating the Creation of a More Sustainable Transport Network in Fenland
LP16 – Delivering and Protecting High Quality Environments across the District
LP17 – Community Safety
LP18 – The Historic Environment
LP19 – The Natural Environment

Delivering and Protecting High Quality Environments in Fenland SPD 2014

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

Developer Contributions SPD 2015

Cambridgeshire Flood and Water SPD 2016

East Chatteris Broad Concept Plan 2017

8 KEY ISSUES

- **Principle of Development**
- **Heritage**
- **Design Considerations and Visual Amenity of Area**
- **Residential Amenity/Health and Wellbeing**
- **Housing Mix**
- **Highway Safety, Connectivity and Parking Provision**
- **Flood Risk and Drainage**
- **Ecology**
- **Biodiversity Net Gain (BNG)**
- **Developer Contributions**
- **Other matters**

9 BACKGROUND

9.1 The site forms part of East Chatteris strategic allocation, 2 parcels of land within this allocation already have the benefit of planning permission and as such have the potential to influence this application.

9.2 *Land East Of The Elms*

Outline planning permission for up to 80 dwellings with matters committed in respect of access only. Access is proposed from The Elms with an emergency access to Green Park.

There is a current Reserved Matters (F/YR25/0350/RM) application for 54 dwellings and Section 73 application (F/YR25/0258/VOC) to vary Condition 7 (Southern Access) to remove the vehicular access to the site subject of this application and removal of Condition 16 (LEAP) to remove the necessity to provide a LEAP on site and instead provide a financial contribution for improvements to an existing play area. Both applications are yet to be determined; however F/YR25/0258/VOC was referred to Planning Committee in December 2025 where it was resolved to grant the application subject to a legal agreement.

9.3 *Land North Of Wenny Estate*

Full planning permission (F/YR21/0981/F) for 93 dwellings with 2 accesses off Wenny Road and links to the site subject of this application. Condition 25 secures the road and footway link prior to the site subject of this application occupation of 75% of the dwellings. It is understood that the Wenny Road accesses were designed to accept capacity from the wider allocated site, in accordance with the approved BCP.

9.4 F/YR23/0063/PIP at Land North East Of Play Area, Wenny Road for up to 9 dwellings was refused in March 2023 for the following reasons:

1. *In terms of the location and use, the proposed residential development on this site would prejudice the Council's delivery of a comprehensive scheme for the shared allocated site as per the approved Broad Concept Plan which identifies the site for open space/formal sports provision. The proposal would therefore be contrary to the policy requirements of Policies LP7 and LP10 and the adopted East Chatteris Broad Concept Plan and therefore, the Permission in Principle application fails.*
2. *The proposal would result in the creation of new dwellings in a location that is currently open in nature. Sited on the edge of the current built form of the market town, the proposal would not respect the prevailing layout and urban grain of the area and, in isolation, would cause unacceptable harm to the local character. The proposed development would conflict with Policy LP16 of the Fenland Local Plan 2014.*
3. *The proposed development would represent an unacceptably low housing density with dwellings having substantial footprints and large plot sizes which does not constitute the most effective use of the land. The proposed development is therefore in conflict with policies LP7, LP10 and LP16 of the Fenland Local Plan 2014 and the requirements of the NPPF*

10 ASSESSMENT

Principle of Development

10.1 Policy LP3 of the Fenland Local Plan sets out the settlement hierarchy for development within the district, grouping settlements into categories based on the level of services available, their sustainability and their capacity to accept further development. Chatteris is classed as a Market Town, where the majority of the district's new housing, employment growth, retail growth and wider service provision should take place.

10.2 Policy LP10 relates specifically to the Market Town of Chatteris. It states that all development should contribute to retaining its character as a safe and community focussed historic market town and preserve important views to the Church of St Peter and St Paul. Development proposals will be considered against the need to limit out-commuting, particularly to Huntingdon, Cambridge and other towns to the south, in order to demonstrate that impacts on the strategic highway network (including the A141, A142 and the A10 between Ely and Cambridge) will not be significant.

10.3 LP10 also states that new urban extensions to Chatteris will be supported in the specific locations, including East Chatteris strategic allocation which this site forms part of. The East Chatteris strategic allocation refers in detail to the following:

This area is identified on the Policies Map and it is expected will be predominantly a mix of open space and a high quality, relatively low density, residential area (around 300 dwellings). A substantial part of the historic former park and garden of the Manor House should be retained as informal open space as a focus for the community, and opportunities should be taken to link to the Recreation Ground. The most significant archaeological assets will be retained in situ and managed either for informal open space or by other means that will preserve their integrity in the long term. The Birch Fen Awarded water course which crosses this development area will require protection. Development should utilise the amenity value of the substantial number of protected trees in the area. Noise mitigation measures should be provided along the A142 as appropriate.

10.4 Policy LP7 - Urban Extensions, requires a Broad Concept Plan (BCP) to be prepared for each of its major allocated sites (either a Strategic Allocation or a Broad Location for Growth). This is to ensure these areas are planned and implemented in a coordinated way, linking to the timely delivery of key infrastructure.

10.5 It is to be noted that the East Chatteris site allocation BCP was approved in 2017. This BCP sets a framework for the delivery of the wider allocation which seeks to deliver a more comprehensive development and indicates the following key proposals for the site:

- Formal and informal open spaces areas;
- Retention of important landscape features including green corridors, trees and hedgerows;
- SuDs and open space alongside existing tree, hedge and wildlife corridors
- Provision of new vehicular accesses into the site from Wenny Road with potential for a roundabout at the Wenny Road/A142 junction;
- Provision of new and enhanced pedestrian and cycle ways within the development linking to existing facilities elsewhere within the town and surroundings.
- Protection/consideration of the most significant archaeological assets and setting of listed structures
- Biodiversity and mitigation measures

- landscape buffer/open space along the A142 and consideration of noise constraints

10.6 The principle of development may be accepted subject to compliance with all relevant policies and material considerations.

Heritage

10.7 Under the Planning (Listed Buildings and Conservation Areas) Act 1990, the Council has a legal duty to have special regard to preserving a listed building or its setting when considering whether to grant planning permission which affects a listed building or its setting.

10.8 Policy LP18 of the Fenland Local Plan 2014 seeks to protect, conserve and seek opportunities to enhance the historic environment. All development proposals that would affect any designated or undesignated heritage asset are required to describe and assess the significance of the asset and/or its setting, identify the impact of the proposed works on the special character of the asset and provide a clear justification for the works, especially if this would harm asset or setting, so that the harm can be weighed against public benefits.

10.9 Paragraph 208 of the NPPF 2024 states that Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.

10.10 Paragraph 210 of the NPPF 2024 states that in determining applications, local planning authorities should take account of:

- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- c) the desirability of new development making a positive contribution to local character and distinctiveness.

10.11 Paragraph 212 of the NPPF 2024 states when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

10.12 Paragraph 213 of the NPPF 2024 states that any harm to, or loss of the significance of a designated heritage asset should require clear and convincing justification.

10.13 Paragraph 215 of the NPPF 2024 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal.

10.14 Paragraph 216 of the NPPF 2024 states that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect

non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

- 10.15 There are Grade II Listed Buildings at Parkside/Wenny Road (Icehouse, Manor House and a Wall, Barn, Stables and Cowhouse to the Manor House) and the site incorporates the northern section of the historic parkland formerly associated with and still forming the setting of Manor House, which is considered to be a non-designated heritage asset and asset of local importance. In addition, the site also forms a setting to the Conservation Area, though it falls outside the boundary.
- 10.16 The proposed development could be considered an additional negative change (when taking into account the existing modern development around the heritage assets and the permission for 93 dwellings on part of the southern section of the historic parkland) and would further detract from the significance of the listed assets and their setting.
- 10.17 However, given that setting cannot be considered as an asset in and of itself, the proposed development must, in the terms of the NPPF, be considered as less than substantial harm to both the Manor House and associated listed assets as well as the designated asset of the conservation area, and this harm should be weighed against the public benefits of the proposal and with regard to the scale of harm or loss and the significance of the non-designated asset.
- 10.18 The site and the wider area have been allocated within the Fenland Local Plan as a strategic allocation and previously went through rounds of consultation with Fenland District Council. Policy LP10 of the Fenland Local Plan states the following with regards to the East Chatteris Strategic Allocation:

“This area is identified on the Policies Map and it is expected will be predominantly a mix of open space and a high quality, relatively low density, residential area (around 300 dwellings). A substantial part of the historic former park and garden of the Manor House should be retained as informal open space as a focus for the community, and opportunities should be taken to link to the Recreation Ground. The most significant archaeological assets will be retained in situ and managed either for informal open space or by other means that will preserve their integrity in the long term. The Birch Fen Awarded water course which crosses this development area will require protection. Development should utilise the amenity value of the substantial number of protected trees in the area. Noise mitigation measures should be provided along the A142 as appropriate.”
- 10.19 The East Chatteris strategic allocation BCP was approved in 2017, and this included a baseline heritage assessment which indicated what was considered the setting of the listed structures and an important view towards the Grade I listed Church of St Peter and St Paul. The proposal retains an area of open space to the west of the site, which was highlighted as being the setting of the listed structures, along with the substantial and veteran trees within this area and along the site boundaries. The important view towards the Church is respected by the orientation of the proposed access road and open space and is as such retained.
- 10.20 The Council's Conservation Officer accepts that there would be no harm to the icehouse or the church arising from the proposed development. There is no mention of the wider landscaped parkland in the listing for Manor House or associated listed buildings, however the land forms an integral part of their setting and there is an historic association between the use of this land and Manor House.

Whilst this is private land, with no formal public access, there are Public Rights of Way around the site affording an appreciation of the historic parkland.

10.21 It is acknowledged that a proportion of the historic parkland would be lost. However, this harm is mitigated by the design layout of the scheme which is consistent with the East Chatteris Broad Concept Plan and retains an open area closest to and within the immediate vicinity of the listed buildings. This ensures that the most sensitive areas would be kept clear of development, whilst allowing this allocated site to come forward for housing and providing additional public open space which can be appreciated by the existing community and proposed residents.

10.22 To summarise, on the matter of heritage; part of the parkland landscape will be lost to allow this development to come forward. Undoubtedly this open space forms the setting of and has an association with Manor House and the related listed buildings, however this historic setting forms only a small part of the significance of the listed buildings. The proposal will also result in the partial loss of the parkland non designated heritage asset itself.

10.23 The public benefits of the scheme which include delivery of an integral phase of an allocated housing site, which is expected to deliver needed housing for the district (and which has been included in the calculation of the Council's Five-Year Housing Land Supply position) should be given moderate weight, in addition to the proportion of affordable housing being offered; the provision of public open space; as well as the economic and health benefits which are afforded moderate benefits. Therefore, it is considered that the public benefits of this scheme would outweigh the less than substantial harm identified in terms of heritage and the proposal is considered to comply with Paragraph 215 of the NPPF 2024 and the aforementioned policies.

Design Considerations and Visual Amenity of Area

10.24 Policy LP16 of the Fenland Local Plan 2014 seeks to protect and deliver high quality environments, ensuring that development makes a positive contribution to local distinctiveness and the character of the area, enhances its local setting, improves the character of the local built environment, retains and incorporates natural and historic features, provides publicly accessible open space, well designed hard and soft landscaping and avoids adverse impacts.

10.25 DM2 and DM3 of the Delivering and Protecting High Quality Environments in Fenland SPD 2014 seek to ensure that as a minimum, development provides high quality and attractive public places, that the character of the landscape, local built environment and settlement pattern inform proposed development, which should aim to improve and reinforce positive features of local identity and ensure that natural features are retained, protected and enhanced.

10.26 Paragraph 131 of the NPPF 2024 states that 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.

10.27 Paragraph 135 of the NPPF 2024 seeks to ensure that developments function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development, are visually attractive, sympathetic to local character and history, including the surrounding built environment and landscape setting.

10.28 There are existing dwellings, in the form of dense, estate type development to the north of the site on The Elms, consisting of predominantly semi-detached and terraced properties of single and 2-storey form, constructed in a variety of materials. To the west are substantial detached properties on spacious plots at Parkside. To the south planning permission has been granted for 93 dwellings (F/YR21/0981/F) with a landscaped buffer, roads and SuDs features sharing the boundary and separating the dwellings from the application site. To the north east the land has outline planning permission for up to 80 dwellings (F/YR22/0967/FDL) and a current Reserved Matters application for 54 dwellings (F/YR25/0350/RM) with amenity space indicated to the south adjoining the boundary with this site.

10.29 The proposed dwellings are 2-storey with heights varying from approximately 8.9m to 9.7m, they are predominantly detached and semi-detached though there are also 3 blocks of terraced houses consisting of 3 dwellings, and a 2-storey block of 8 flats which fronts the A142 and provides a focal point at the entrance to the site. There are a number of house types of traditional design with a range of architectural detailing to provide interest each with associated parking (some with garages), cycle storage and PV panels. There is a consistency of appearance across the scheme to ensure that a sense of place is established.

10.30 External materials proposed for the dwellings are indicated as being a mix of light red, red/orange and buff bricks along with render and dark grey and red concrete roof tiles, which may be acceptable, however full details have not been provided and as such condition will be imposed to secure these.

10.31 There is a hierarchy of streets, with the primary access road from the A142 leading west through the site, to the north of this is an area of open space where the drainage attenuation is location along with plots 1-9, substation and pumping station. There are 4 secondary access roads (including an emergency access to the development site to the south), 3 tertiary shared surface access roads and 5 private roads leading south from the primary road serving the majority of the dwellings. There are footpaths alongside the primary and secondary roads and through the central areas of amenity space leading west to the open space within which there is a Local Equipped Area for Play (LEAP), 3m wide pedestrian/cycle paths are provided through the open space leading to Wenny Road Recreation Ground and from the emergency access to the development site to the north off The Elms, a footpath is proposed linking to Public Right of Way 32 and on to The Elms and links proposed to Public Right of Way 14 to the south and the Wenny Road development.

10.32 There is a landscape buffer around the site in order to retain existing trees and provide a softened perimeter, assisting in assimilating the development within this edge of settlement, but prominent location and also providing separation between the proposed development and existing/proposed dwellings. The proposed dwellings primarily face front or side (with dual aspect where possible) onto roads and open spaces, with appropriate defensible space to separate public and private areas, and to ensure that these have an active relationship with natural surveillance and avoid high boundary treatments in prominent locations where possible. The layout and design have been the subject of ongoing negotiations with suggested improvements largely taken on board, including, for example the separation of banks of frontage parking with soft landscaping to ensure parking is less dominant in the streetscene.

10.33 The existing trees are predominantly being retained, including the 3 veteran trees (T25 and T26 southwestern boundary and T42 within the area of open space to the west) the development having been designed around these and all of which are proposed to be protected accordingly. There are 2 existing ponds on site which are to be retained and improved and existing ditches are to be retained. There is a proposed detention basin in the north-eastern corner of the site and a swale corridor along the northern boundary within the open space, in compliance with the approved BCP.

10.34 A Landscape Strategy has been developed, however full details of both hard and soft landscaping can be secured by way of appropriately worded conditions. Boundary treatments to rear gardens are in the main 1.8m high timber fencing, however where treatments are prominent in the public realm these are 1.8m high brick walls to improve the quality of the scheme and reduce long term maintenance. The exception to this is 2.2m high acoustic fencing to plots 32 and 57 and 3m high acoustic fencing to plots 10 and 31 to provide noise mitigation as required by the submitted Acoustics Assessment. There is also 1.8m high palisade fencing to the pumping station and 1.2m high estate railings providing separation from areas of open space and the dwellings and enclosing the LEAP.

10.35 The main area of open space is located to the west of the site, between the proposed protected archaeological open space to the south and Wenny Road Recreation Ground to the north, in accordance with the approved BCP. There is in excess of 22% of the site for open space in compliance with the Developer Contributions SPD, albeit some of this is multi-functional. It is acknowledged that the triangular area of open space to the south of Public Right of Way 14 which is proposed to be reptile habitat was indicated within the BCP as being for formal sports, however the triangular shape of this space does not necessarily lend itself to such a use, the majority of the field for formal sports remains available for that purpose and this area will be retained as open space, as such this deviation from the approved BCP is accepted in this instance.

10.36 The visibility splay for the emergency access off the A142 does unfortunately necessitate the removal a substantial amount of vegetation (albeit anything below 0.6m in height can be retained, with any tree growth overhang raised to 2m). This cannot be mitigated for within the verge given that this is under the control of the Local Highways Authority, however this can be mitigated for within the application site and it has been demonstrated that at least 10% on site Biodiversity Net Gain can be achieved.

10.37 The drainage scheme necessitates a change in land levels, with Finished Floor Levels set accordingly, the details submitted indicate existing ground levels are to be reduced by up to 0.9m in some locations and increased by up to 0.85m in others, which is not considered significant across a site of this scale, the levels are graded to existing levels at site boundary. Full details will be available once the drainage scheme has been finalised, however the submitted information demonstrates that a suitable scheme is achievable, without any significant detrimental impacts respect of the visual amenity and character of the area or residential amenity as a result.

10.38 In conclusion, the development raises no significant concerns in respect design considerations or impacts on the visual amenity of area, and the scheme is broadly compliant with the approved BCP regarding these matters, in accordance with the aforementioned policies.

Residential Amenity/Health and wellbeing

10.39 Policy LP2 of the Fenland Local Plan 2014 seeks to ensure that proposals positively contribute to creating a healthy and safe environment, reduce crime, the fear of crime and anti-social behaviour and avoid adverse impacts.

10.40 Policy LP16 of the Fenland Local Plan 2014 seeks to provide high quality environments, that do not adversely impact on the amenity of neighbouring users, provide adequate, well designed facilities for the storage, sorting and collection of waste, provide sufficient private amenity space suitable for the type and amount of development proposed and identify, manage and mitigate against any existing or proposed risks from sources of noise, emissions, contamination, odour and dust.

10.40 Policy LP17 of the Fenland Local Plan 2014 seeks to create safe environments and prevent crime.

10.41 Paragraph 135 f) of the NPPF 2024 seeks to create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Residential amenity of future residents

10.42 Each plot is afforded approximately a third of the plot for private amenity space and the block of flats has shared amenity space, in accordance with Policy LP16 of the Fenland Local Plan, however, in order to protect the residential amenity of future residents it is considered necessary to impose a condition to restrict permitted development to prevent extensions and excessively large outbuildings being erected resulting in significant loss of amenity space. Fenland does not have design guidance on separation standards in estate layouts; other councils that do, frequently refer to back-to-back separation of 20m-21m being acceptable, with the aim being to achieve 10m deep rear gardens where possible, and rear to side flank wall distances of around 12m to 14m, some of the plots do fall short of this, however that is the exception rather than the rule and would to some degree be expected on developments of this scale. Dwellings are spaced and oriented so as to avoid overlooking and overbearing impacts and there are no significant concerns regarding the level and quality of accommodation proposed. Suitable boundary treatments are proposed to provide adequate levels of privacy to gardens (though it is acknowledged that the higher boundary treatments serving plots 10 and 31 in particular would have some impact in terms of outlook and overshadowing) and defensible space to differentiate private and public areas.

10.43 Renewable technologies are proposed for inclusion within the properties including air source heat pumps and solar PV panels, the proposal also intends to install EV charging infrastructure for each dwelling to encourage the transition to low emission transport, full details of these sustainability measures could be secured by condition.

Residential amenity of existing residents/surrounding approved developments

10.44 There are existing dwellings, in the form of dense, estate type development to the north of the site on The Elms. To the west are substantial detached properties on spacious plots at Parkside. To the south planning permission has been granted for 93 dwellings (F/YR21/0981/F) with a landscaped buffer, roads and SuDs features sharing the boundary and separating the dwellings from the application site. To the northeast the land has outline planning permission for up to 80 dwellings (F/YR22/0967/FDL) and a current Reserved Matters application for 54 dwellings

(F/YR25/0350/RM) with amenity space indicated to the south adjoining the boundary with this site.

10.45 The proposed development features a landscaped buffer surrounding the built form and as such there is considered sufficient separation distance between the existing dwellings and those approved on adjoining sites to not result in significant adverse impacts in respect of residential amenity.

Community safety

10.46 The proposed dwellings are designed and orientated to maximise opportunities for natural surveillance. Almost all gardens are back-to-back, which will assist in reducing the risk for crime as most burglaries occur to the rear of properties. Parking in predominantly within curtilage or to the front of each dwelling, most of which are overlooked by neighbouring properties providing further surveillance.

10.47 An external lighting scheme is required and can be secured by way of a condition, along with security arrangements for the rear footpaths to terraces and access to the flats and associated communal stores, as recommended by the Design Out Crime Officer.

Refuse collection

10.48 Tracking has been submitted to demonstrate that a Council refuse vehicle can access and manoeuvre within the development, however, whilst negotiations have been ongoing, a comprehensive refuse collection strategy has not been secured and as such it is considered that it would be necessary to impose a condition in this regard.

Noise

10.49 An Acoustics Assessment has been submitted, the proposed measurement and assessment methodology of which was pre-agreed by the Council's Environmental Health Team, this concludes the scheme can demonstrate compliance with the guidance contained within ProPG and the relevant British Standard and as such the site is suitable for residential development.

10.50 Acoustic modelling has been undertaken which demonstrates that the majority of the site meets the external living area criteria with the provision of standard 1.8m high fencing. However, for the most exposed external living areas fencing heights have been increased to 2.2m on the southern garden boundary of Plots 32 and 57 and 3m on the southern garden boundary of Plots 10 and 31. With the increased fence heights in these locations, it has enabled all external amenity areas to meet the acoustic criteria contained the relevant British Standard, though it is acknowledged that this will impact outlook and light to the dwelling and garden some degree.

10.51 With respect to internal amenity areas, mitigation measures include standard thermal double glazing for all habitable rooms across the majority of the site with either direct airpath or acoustically rated trickle vents to achieve whole-dwelling ventilation. However, for the most exposed dwellings to road traffic noise from the A142, measures include uprated double glazing along with an acoustically rated trickle vents or acoustically rated through wall trickle vents. In terms of ventilation, for the majority of the site, an open windows acoustics strategy is considered acceptable, however, for the most exposed dwellings along the eastern boundary of the site (Plots 10, 11-13 and 14-21 (eastern façade) and 31), windows should remain closed in order to meet the necessary internal acoustic criteria. The assessment has been reviewed by Environmental Health and considered

acceptable; a condition is recommended to ensure that the mitigation measures proposed have been fully implemented prior to occupation and therefore an acceptable living environment is achieved.

Air Quality

10.52 An Air Quality Assessment has been submitted to accompany the application which considers the air quality in relation to the proposed residential use and construction dust risk assessment.

10.53 This concludes that the air quality over the site is acceptable for residential development and that baseline plus proposed development traffic will not have any adverse impacts on ambient air quality for existing dwellings.

10.54 Dust mitigation measures will be required to minimise emissions from the site; the Council's Environmental Health team have reviewed the submitted details and consider the dust control measures to be suitable and sufficient for purpose, however, given the scale of development consider that a Construction Management Plan covering all aspects of construction, including dust mitigation will be required and this can be secured via condition.

Loss of green space

10.55 It is acknowledged that the majority of the existing open field would be lost as a result of the proposed development, however the site and the wider area have been allocated within the Fenland Local Plan as a strategic allocation and previously went through rounds of consultation with Fenland District Council.

10.56 Furthermore, this land is in private ownership with no formal public access aside from the Public Rights of Way to the north and south of the site, from which this green space can be appreciated. The Public Rights of Way are to be retained, and funding secured to enable targeted works to Public Footpath 14 (to the south of the site) to mitigate the developments impact, such as localised surface interventions and signage improvements (see Highway Safety, Access and Connectivity and Parking Provision and Developer Contributions sections below) to aid its usability.

10.57 There is in excess of 22% of the site for open space in compliance with the Developer Contributions SPD, including a Locally Equipped Area of Play, landscaped buffers around the site enabling retention of existing trees and their continued contribution to the visual amenity and character of the area which can still be appreciated from the Public Rights of Way.

10.58 In conclusion, the development raises no significant concerns in respect of residential amenity and health and wellbeing and the scheme is broadly compliant with the approved BCP regarding these matters, in accordance with the aforementioned policies.

Housing Mix

10.59 In accordance with LP5 of the Fenland Local Plan 2014; the vision for Fenland is to create a high-quality built environment, including good quality housing which includes a mix of types and tenures.

10.60 Fenland District Council's latest housing needs assessment for the area (Housing Needs of Specific Groups GL Hearn, October 2021) broadly identifies the following suggested mix for this plan period;

10.61 Strategic market housing:

1-Bed	2-Bed	3-Bed	4-Bed+
0-10%	20-30%	40-50%	20-30%

10.62 Proposed Development:

1-bed	0	0%
2-bed	35	26%
3-bed	73	54%
4-bed	22	16%
5-bed	6	4%
Total	136	100%

10.63 The proposed market housing is considered to broadly comply with the required housing needs.

10.64 *Affordable housing:*

Affordable Homes to Buy

1-Bed	2-Bed	3-Bed	4-Bed+
20-25%	35-45%	23-35%	5-10%

Affordable Homes to Rent

1-Bed	2-Bed	3-Bed	4-Bed+
35-45%	35-45%	10-20%	0-10%

10.65 Analysis of the current need with those seeking affordable rent with a preference for Chatteris from the live housing register provided by the Council's Housing Strategy Officer:

1-bed	48%
2-bed	27%
3-bed	17%
4-bed	6%
5-bed	2%

10.66 Proposed Development:

1-bed	0	0%
2-bed	11	68.75%
3-bed	3	10.75%
4-bed	2	12.5%

Total	16	100%
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10.67 The Council's Housing Strategy officer has been consulted on the above mix and whilst broadly accepting of the affordable housing mix, has made some recommendations, such as the provision of 1-bed units given this is of highest demand. These comments were provided to the applicant, however the scheme was not revised as a result, it is however acknowledged that these recommendations were made late in the process and following several revisions to the scheme.

10.68 Notwithstanding this, considering the offer of 10.5% affordable housing and the viability situation with this site (see Developer Contributions below), the provision of any on-site affordable housing is welcomed. The Fenland Monitoring Report 2023-2024 confirms that whilst the target of 25% affordable housing was almost met in 2023-24 (24.7%) in many of the preceding years there was a significant shortfall and hence historically a significant under provision; any affordable housing on this site would contribute to alleviating this need and is as such accepted.

Highway Safety, Access and Connectivity and Parking Provision

10.69 Policy LP15 of the Fenland Local Plan 2014 states that development proposals should demonstrate that they provide well designed, safe and convenient access for all, giving priority to the needs of pedestrians, cyclists, people with impaired mobility and users of public transport by providing a network of pedestrian and cycle routes and green corridors including habitat connectivity (linking to existing routes where opportunities exist) that give easy access and permeability to adjacent areas. Development schemes should provide well designed car and cycle parking appropriate to the amount of development proposed, ensuring that all new development meets the Council's defined parking standards

10.70 Policy LP7 of the Fenland Local Plan 2014 - Urban Extensions, requires a Broad Concept Plan (BCP) to be prepared for each of its major allocated sites (either a Strategic Allocation or a Broad Location for Growth). This is to ensure these areas are planned and implemented in a coordinated way, linking to the timely delivery of key infrastructure.

10.71 It is to be noted that the East Chatteris site allocation BCP was approved in 2017. This BCP sets a framework for the delivery of the wider allocation which seeks to deliver a more comprehensive development and indicates the following key proposals for the site where these relate to access and connectivity:

- Provision of new vehicular accesses into the site from Wenny Road with potential for a roundabout at the Wenny Road/A142 junction;
- Provision of new and enhanced pedestrian and cycle ways within the development linking to existing facilities elsewhere within the town and surroundings.

10.72 Paragraph 109 of the NPPF 2024 states that development proposals should use a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. Including:

b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places

e) identifying and pursuing opportunities to promote walking, cycling and public transport use;

10.73 Paragraph 115 of the NPPF 2024 states that in assessing specific applications for development, it should be ensured that:

- a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users;
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.

10.74 Paragraph 116 of the NPPF 2024 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety.

With respect to the wider BCP allocation the following sites are relevant:

10.75 *Land East Of The Elms*

Access is proposed from The Elms with an emergency access to Green Park.

There was a condition imposed requiring a southern vehicular access to the site subject of this application, however application F/YR25/0258/VOC seeks to remove this access retaining the cycleway/footpath link only and Planning Committee resolved to grant this in December 2025.

10.76 *Land North Of Wenny Estate*

Two accesses are proposed off Wenny Road and a link to the site subject of this application; a condition secures this link prior to occupation of 75% of the dwellings. It is understood that the Wenny Road accesses were designed to accept capacity from the wider site, in accordance with the approved BCP, along with works to the Wenny Road crossing to improve connectivity.

Vehicular access to the site

10.77 The primary access to the site is off the A142, via a ghost-island junction located at approximately the centre of the site's frontage onto the A142 and a secondary emergency access is proposed north of this, off the A142. There is also a vehicular access linking to the Wenny Road development to the south to provide a further emergency access should that development come into fruition.

10.78 The ghost-island right-turn lane, measures 3.5m wide, with 3.5m wide running lanes either side, to ensure that sufficient space is afforded for cars turning right into the development. Suitable visibility can be achieved with the removal of vegetation within the verge. Swept path analysis has been undertaken of 16.5m HGV travelling into the site, demonstrating that the access and right-turn lane provides suitable geometry to accommodate a large HGV and therefore by virtue all smaller vehicles.

10.79 There are Public Rights of Way to the north and south of the accesses which cross the A142. The widening of the A142 on approach to the right turn lane will increase the time a pedestrian must spend in the carriageway when crossing the road, and the development is likely to increase the crossing demand. To mitigate any adverse impacts, an uncontrolled crossing with a 2m wide refuge island has been included to these crossings. Along with 2m wide Surfaced footpaths

immediately off the A142, and signage is proposed to warn motorists of pedestrians crossing.

10.80 The emergency access measures 4.1m wide off the A142 and is proposed to be gated to prevent use by anyone other than the emergency services including pedestrians and cyclists. Swept path analysis has been undertaken of an 8.2m fire tender entering and exiting the emergency access, demonstrating that it provides sufficient width to cater for the largest vehicle that is likely to use it.

10.81 According to the County Council's General Principles for Development, any development exceeding 100 dwellings should include a secondary emergency access point, reflecting discussions with emergency services, who have raised concerns about the lack of network resilience. The LHA have advised that locating an emergency access in close proximity to the primary access point on the same vulnerable stretch of road could severely limit its accessibility during critical emergencies. However, whilst they have reservations regarding this, they are not able to substantiate a reason for refusal having regard to Paragraph 116 of the NPPF 2024 which states that '*development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety*'. It is also acknowledged that there is a second emergency access onto the Wenny Road development, should that development be delivered.

10.82 The A142 is subject to the national speed limit with no adjacent footway provision and is considered to be a red high casualty route between Chatteris and Ely, however the LHA have advised that the surrounding highway network infrastructure is acceptable for use and no accident cluster sites have been identified within the vicinity of the site.

10.83 A Stage 1 Road Safety Audit has been undertaken of the proposed access and the off-site works and any identified problems have either been addressed or could be dealt with by way of conditions; further Road Safety Audits would also be required at the appropriate time. As such, there are no overriding highway safety concerns that would otherwise prevent the development proceeding in the form proposed.

10.84 Whilst the site access is acceptable in highway safety terms, it is acknowledged that there are no vehicular routes through the site linking the development to the other parcels of land forming the BCP, as a result of the primary access being via the A142. This does lead the development to be somewhat isolated from its surroundings in terms of vehicular links, at odds with Policy LP7 of the Fenland Local Plan which seeks to ensure that developments on allocated sites such as this are planned and implemented in a coordinated manner. The approved East Chatteris BCP which seeks to deliver a comprehensive development, states that it is intended that the access to the site will be on Wenny Road, however it does not preclude or specifically state that access should not be obtained from the A142.

10.85 In this case development of the East Chatteris BCP site has come forward in 3 parcels, with the land to the north and south already having gained planning permission. Outline planning permission F/YR22/0967/FDL on the site to the north was determined with full consideration given to the Broad Concept Plan. It was accepted, given that the proposed vehicular access to the site is from the existing highway along The Elms to the west, that the application was not fully in accordance with the Broad Concept Plan. The condition requiring links to this site is subject to an application (F/YR25/0258/VOC) to remove mention of a vehicle access, and this was resolved to be granted by Planning Committee in December 2025, subject to a legal agreement. It was considered that were a vehicular link

between the two areas to be created, it could potentially have the opposite effect to that intended by the Broad Concept Plan, which would be rather than creating a link road/spine road, such a vehicular link could create a dangerous 'rat run' for existing residents from The Elms area, or enable residents of the wider allocated site to use The Elms as a 'rat run' to access the A142. Further to this additional assessment of the impacts on the local highway network would be required as this was not modelled as part of the outline application. A such, the principle of deviation from the approved BCP in respect of the access has already been established.

10.86 Full planning permission F/YR21/0981/F on the site to the south does provide for both vehicular and pedestrian/cycle links to this site, however it is proposed that vehicular access is for emergency vehicles only and general traffic restricted, given that this has not been modelled and additional assessment of the impacts on the local highway network would be required, particularly as this would open up another route onto and from the A142 through the site which may result in the proposed/approved accesses being unsuitable. Attempts were made during the course of the application to secure this vehicular link as it understood that the Wenny Road accesses were designed to accept capacity from the wider site, in accordance with the approved BCP, however unfortunately this was not forthcoming.

10.87 It is acknowledged that there is some conflict with the East Chatteris BCP in terms of the envisaged vehicular access arrangements, however, there are no highway safety concerns or technical reasons for refusal regarding the access to the site being via the A142 and as such no harm identified which would otherwise prevent the development proceeding in the form proposed, which ultimately brings forward the final remaining residential element of the East Chatteris Strategic Allocation and which contributes to the Council's healthy Five Year Housing Land Supply.

Access within the site and connectivity

10.88 There is a hierarchy of streets, with a 5.5m wide primary access road from the A142 leading west through the site, 4 x 5.5m wide secondary access roads (including an emergency access to the development site to the south) with raised tables for traffic calming, 3 x 6m wide tertiary shared surface access roads and 5 private roads (of varying widths a minimum of 4.1m wide) leading south from the primary road serving the majority of the dwellings; roads are proposed to be adopted aside from those indicated as private. Swept path analysis has been undertaken of the internal road network, demonstrating that the roads provide appropriate geometry to enable a 16.5m HGV and therefore any smaller vehicles to enter, turn within the site and then exit in a forward gear. There are 2m wide footpaths alongside the primary and secondary roads and through the central areas of amenity space leading west to the open space.

10.89 Public Right of Way 32 runs partially within and to the north of the site, linking The Elms and the Recreation Ground, and Public Right of Way 14 runs through the south of the site linking Wenny Road to further Public Rights of Way to the east of the A142. In terms of pedestrian and cycle links, 3m wide pedestrian/cycle paths are provided through the open space leading to Wenny Road Recreation Ground and from the emergency access to the development site to the north off The Elms; a footpath is proposed linking along Public Right of Way 32 to open space at The Elms, 2 links to Public Right of Way 14 to the south and 2 footpaths linking into the Wenny Road development to the south enabling non-motorised user access within and surrounding the site, and as such sustainable linkage. The links along Public Right of Way 32 to The Elms and Public Right of Way 14 are subject to a condition

securing full details given that these affect designated Public Footpaths and have associated legislative requirements. Until such time that the developments to the north and south come forward the only hard surfaced links from the site to facilities within Chatteris would be through Wenny Road Recreation Ground and The Elms to the north of the site; it is understood that the recreation ground is not currently lit, which would limit its use in inclement weather and during the winter months, however this is being reviewed by the Council's Head of Leisure and Open Spaces; the link to The Elms is lit, however its condition was highlighted by the LHA, this area of open space is owned by the Council and the path is currently in the process of being improved thereby removing this concern and enabling appropriate connectivity.

- 10.90 The access network within the site is considered to be fit for purpose, and the provision of non-motorised user access within and linking to existing infrastructure surrounding the site ensure that whilst vehicular access is via the A142 the site is otherwise suitably linked to the wider settlement and Public Right of Way network.
- 10.91 A Travel Plan has been submitted however Highways have advised that they would not seek to secure a Travel Plan for less than 250 dwellings, as it is difficult to achieve change with a lesser number; the developer should instead provide a Welcome Travel Pack for residents, details and implementation of which can be secured via condition.
- 10.92 Developer contributions are sought in respect of improved wayfinding signage on the Highway Network for Cromwell Community College and delivery and maintenance of Real Time Passenger Information provision at both of the Cromwell Community College bus stops on Wenny Road, along with a contribution to undertake targeted works to Public Right of Way 14 to mitigate the developments impact; this will be further discussed in the Developer Contributions section below.

Parking provision (including cycling)

- 10.93 The number of car parking spaces (and scale of the garages to be considered parking spaces) is in compliance with Policy LP15 and Appendix A of the Fenland Local Plan 2014. In addition, there are also 9 visitor parking spaces dotted around the development.
- 10.94 Cycle storage will be available with garages for plots that are served by these and otherwise by sheds in rear gardens; whilst cycle storage sheds are indicated on the proposed site layout, full details have not been provided and as such these can be secured by a notwithstanding condition.
- 10.95 In conclusion, it is acknowledged the development is somewhat isolated from its surroundings in terms of vehicular links and that the approved East Chatteris BCP seeks to deliver a comprehensive development; this states that it is intended that the access to the site will be on Wenny Road, however it does not preclude or specifically state that access should not be obtained from the A142. There are no highway safety concerns or technical reasons for refusal regarding the access to the site being via the A142 and as such no harm identified which would otherwise prevent the development proceeding in the form proposed. Opportunities for non-motorised user links have been explored and incorporated where possible, in relation to both the existing and future infrastructure, enabling sustainable links to the services and facilities within the town, these are arguably more direct than the vehicular access and as such potentially more convenient, encouraging active travel modes, which supports the overarching aims of the Local Plan and NPPF in relation to sustainable development.

Flood Risk and Drainage

10.96 Policy LP14 of the Fenland Local Plan 2014 and Chapter 14 of the NPPF 2024 seek to steer developments to the areas with the least probability of flooding and seek to ensure that development can be made safe for its lifetime and will not increase flood risk elsewhere.

10.97 The application is accompanied by a Flood Risk Assessment and Drainage Strategy. The site is wholly within Flood Zone 1, at low risk of flooding from rivers or the sea and as such is considered appropriate development where neither the Sequential Test nor Exception Test will be required in this regard.

10.98 However, parts of the site are at a high/medium risk of surface water flooding. The National Planning Policy Guidance (NPPG) Paragraph: 027 Reference ID: 7-027-20220825 sets out the following approach with regards to surface water flood risk:

In applying paragraph 175 a proportionate approach should be taken. Where a site-specific flood risk assessment demonstrates clearly that the proposed layout, design, and mitigation measures would ensure that occupiers and users would remain safe from current and future surface water flood risk for the lifetime of the development (therefore addressing the risks identified e.g. by Environment Agency flood risk mapping), without increasing flood risk elsewhere, then the sequential test need not be applied.

10.99 The LLFA have reviewed the submitted strategy and confirm that this demonstrates that surface water from the proposed development can be managed through the use of a detention basin, swales and permeable paving, and that there is an existing surface water flow path (low risk of surface water flooding) within the site which is to be retained post-development. As such, subject to conditions securing a detailed scheme based on the principles agreed, details of how surface water will be managed during construction, and a survey and report upon completion of the system, surface water flood risk is considered to have been satisfactorily addressed.

10.100 Foul drainage is to connect to the existing sewer network and Anglian Water have confirmed that there is capacity to accept foul water flows from the development.

10.101 In conclusion, the application site is in Flood Zone 1 and at low risk of flooding from rivers or the sea and as such is considered appropriate development where neither the Sequential Test nor Exception Test will be required in this regard. Whilst parts of the site are at a high/medium risk of surface water flooding, details submitted with the application demonstrate that surface water from the proposed development can be managed and as such, subject to conditions, surface water flood risk is considered to have been satisfactorily addressed. Foul drainage is via the existing sewer network which Anglian Water have confirmed has capacity for the development. As such, subject to conditions, the scheme is considered policy compliant with regards to flood risk and drainage.

Ecology

10.102 Policy LP19 of the Fenland Local Plan 2014 and Paragraph 187 of the NPPF 2024 seek to conserve, enhance and promote biodiversity and the natural environment.

10.103 Paragraph 193 of the NPPF 2024 states that:

- if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts),

adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused;

c) development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists

10.104 The Environment Act 2021 has strengthened the duty to conserve biodiversity within the Natural Environment and Rural Communities Act 2006, such that all public authorities are required to conserve and enhance biodiversity.

10.105 The application is accompanied by a Preliminary Ecological Appraisal dated 2023, which sets out that the site consists of a mixture of semi-improved grassland and arable fields, with field boundaries comprised of outgrown species poor hedgerows, scrub, occasional mature and veteran trees, wet and dry ditches

10.106 The grassland habitats present are considered of local importance as they represent a last vestige of habitats within a predominantly intensive agricultural and residential landscape. Hedgerows, ponds, arable fields and veteran trees are all Biodiversity Action Plan (BAP) habitats for Cambridgeshire and mature trees are also of high importance. The veteran and mature trees are proposed to be retained.

10.107 Further surveys were recommended in respect of Bats, Great Crested Newts and Reptiles, mitigation and precautionary measures in respect of other protected species, along with Landscape Ecological Management Plan (LEMP) and Construction Environment Management Plan (CEMP) conditions to secure management and enhancement and best practice recommendations.

10.108 Given the length of time since the original Preliminary Ecological Appraisal was undertaken an update report was requested which was undertaken in May 2025. This concluded that the mitigation, compensation and enhancement measures are still considered appropriate, and that as the site has not changed significantly no further update reports are recommended.

Bats

10.109 A Preliminary Roost Assessment (PRA) of buildings: B1, B2, & B3 did not record any evidence of use by bats and all three buildings were classed as having negligible bat roost suitability.

10.110 A Ground Level Roost Assessment (GLRA) of trees/tree groups recorded 6 trees with high suitability (22, 25, 26, 36, 37 and 42) to support roosting bats, 5 with moderate suitability (32, 33, 35, 39 and one tree within G10-1) and 4 with low suitability (21, 42, and two trees within Group 14). The proposed scheme ensures for the retention of all mature trees, however one tree (37) with high roost suitability will become isolated by proposed and as such further surveys were undertaken to establish whether this is a bat roost present due to impacts from artificial lighting and isolation as a result of the development. Emergence surveys recorded a maternity roost and a noctule mating roost within the tree. Due to the presence of roosts and the proposed impacts, a Mitigation Licence from Natural England will be required to avoid committing an offence under the protective legislation and to ensure adequate mitigation and compensation is in place, and this could be secured via condition.

10.111 Foraging/commuting activity were recorded from at least six species of bats; the development will result in habitat clearance and an increase in artificial lighting. It

is recommended that habitat creation should include measures to enhance invertebrate prey population on site, a bat friendly lighting scheme should be proposed, along with bat roost features on proposed buildings.

Great Crested Newts

10.112 There are 2 ponds on site, a wet ditch forming the boundary of the site and a pond off site. Surveys completed at the on-site features returned negative results indicating likely absence of great crested newt; permission to access the off-site pond could not be obtained and therefore it was not surveyed. Whilst there are historic records of great crested newt in this pond, the most recent surveys in 2019 and 2021 returned negative results which indicates the loss of this population.

10.113 Due to the negative survey results this Great Crested Newts are not considered a constraint to the proposed development and no mitigation is required. A precautionary approach to clearance of habitats due to the presence of reptiles will be required however and this will act as a protective measure in the unlikely event that great crested newts are found on the site. Recommendations were also made in respect of site enhancement, full details of which can be secured by condition.

Reptiles

10.114 The arable fields within the site offer limited habitat for reptiles; however, the hedgerows, semi-improved grassland, ponds and scrub are of higher suitability. Adjacent grassland fields also offer suitable habitat however, the site's connectivity to the wider landscape beyond these immediately adjacent fields is limited due to the A142 and surrounding residential developments.

10.115 Seven survey visits were carried out, these confirmed the presence of low populations of common lizard and grass snake as well as the historic records of slow worm; the site is considered of importance at County level and may meet the criteria to qualify as a Key Reptile Site. Without mitigation the proposed development is likely to have a negative impact on the local reptile population and may result in its loss.

10.116 A detailed reptile mitigation strategy is required and it is proposed to create a suitable receptor site in the south east of the site (with links to other retained habitat) into which reptiles can be translocated, the receptor site will require substantial habitat creation and fencing/gating (which can be low level as it is required to demarcate the different character of this area and protect it) and signage to restrict public access. It is also recommended that a temporary reptile exclusion fence is installed around the development site and once translocation has been undertaken (or alongside if appropriate) supervised vegetation clearance and destructive search to render the area unsuitable for future use.

10.117 In conclusion, subject to the required mitigation, compensation and enhancement measures being secured the scheme is considered to comply with the aforementioned policies.

Biodiversity Net Gain (BNG)

10.118 The Environment Act 2021 requires development proposals to deliver a net gain in biodiversity following a mitigation hierarchy which is focused on avoiding ecological harm over minimising, rectifying, reducing and then off-setting. This approach accords with Local Plan policies LP16 and LP19 which outlines a primary objective for biodiversity to be conserved or enhanced and provides for the protection of Protected Species, Priority Species and Priority Habitat.

10.119 This application was submitted prior to the requirement for statutory net gain came into effect for major applications in February 2024. Nevertheless, and in accordance with the aforementioned policies, a Biodiversity Net Gain Assessment and Metric have been submitted to accompany the application, which sets out that the development could achieve an overall gain in Biodiversity on site of at least 10%, subject to condition/legal agreement securing full/final details and a long-term Habitat Management and Monitoring Plan.

Developer Contributions

10.120 The application was originally accompanied by a Viability Report, dated June 2023 which considered a scenario with 20% affordable housing provision and £2000 per plot (in accordance with Local Plan & CIL Viability Assessment 2019 which was relevant at the time of submission) and a second with 10.5% affordable housing provision and £2000 per plot, concluding that both scenarios were unviable. This report was assessed by CP Viability Ltd in October 2023, finding that the scheme as in fact viable with 20% affordable housing provision and £2000 per plot.

10.121 A revised appraisal was put forward as a result in April 2024 which was independently assessed and, on this basis, Officers are satisfied with the proposals put forward. Namely, 10.5% on-site affordable housing which equates to 16 units (plots 1-4 and 10-21) with a split of 70% affordable housing for rent (11 units) and 30% affordable ownership (5 units), and £2000 per plot (£304,000) (the £2000 per plot being in accordance with Local Plan & CIL Viability Assessment 2019 which was relevant at the time of submission).

10.122 There is in excess of 22% of the site for open space in compliance with the Developer Contributions SPD, albeit some of this is multi-functional and used for SuDs for example. This does not include the reptile habit area (approx. 0.79ha) which is proposed to have restricted public access. A Local Equipped Area for Play (LEAP) is also proposed and this can be secured within the S106. On this basis, no further contributions are considered necessary in relation to open space given the level contributions available and the education and healthcare mitigation requested.

10.123 Cambridgeshire County Council Growth and Economy have requested £283,062 for 13 places, in relation to 1FE primary school, with 2FE core and purpose-build early years accommodation; £3,819,270 for 210 places in relation to 1FE expansion of Cromwell Community College primary school phase, £22,420 to remodel Chatteris Library to increase the floor space available to the community and a £150 monitoring fee.

10.124 The NHS Cambridgeshire and Peterborough Integrated Care System have requested £128,176.13 to provide George Clare Surgery with additional Whole Time Equivalent GP/Nurse / (Admin support) workforce to support increase in appointments as follows: GP = 0.18 / Nurse = 0.12 and Admin = 0.35 with a resulting increase on estate demand of 25.01 sqm net internal area (NIA).

10.125 East of England Ambulance Service NHS Trust have requested £49,704 towards the provision Emergency Ambulance Service Infrastructure including the nearest Hub and local ambulance stations with population catchment area. Further information was requested in respect of the detail of this infrastructure, however unfortunately this was not specific enough to meet the requirements of the relevant legislation and as such no contributions can be afforded.

10.126 Cambridgeshire County Council Highways have requested £1500 for improved wayfinding signage on the Highway Network for Cromwell Community College and delivery of Real Time Passenger Information provision at both of the Cromwell Community College bus stops on Wenny Road, along with £21,000 to maintain these. The applicant has confirmed (email dated 7/10/25) that the scheme could also support these contributions

10.127 Cambridgeshire County Council Highways have requested a contribution of £10,000 to undertake targeted works (such as localised surface interventions, vegetation clearance and signage improvements) to Public Right of Way 14 to mitigate the developments impact. The applicant has confirmed (email dated 19/11/25) that the scheme could also support this contribution.

10.128 As set out above, this development can only secure contributions totalling £304,000 (plus the Local Highway Network/Public Right of Way mitigation set out above), hence it is necessary to calculate how this will be allocated:

Category	Total	% of total ask	Allocation of contribution secured (Total: £304,000)
Education	£4,102,332	96.5%	£293,360
Libraries	£22,420	0.5%	£1520
NHS	£128,176.13	3%	£9120
Ambulance Service	Not CIL Compliant		
Total	£4,252,928.13	100%	£304,000
Highways Mitigation	£22,500	To be provided in full	
PRoW 14	£10,000	To be provided in full	

10.129 With regards to affordable housing provision; considering the offer of 10.5% affordable housing and the viability situation with this site, along with consideration of that secured on other sites within the East Chatteris strategic allocation (F/YR21/0981/F; 12% and F/YR22/0967/FDL; 20%, however Planning Committee have resolved to grant, F/YR25/0258/VOC subject to a legal agreement which, inter alia, removes the affordable housing provision) the provision of any on-site affordable housing is welcomed.

10.130 The Fenland Monitoring Report 2023-2024 confirms that whilst the target of 25% affordable housing was almost met in 2023-24 (24.7%) in many of the preceding years there was a significant shortfall and hence historically a significant under provision; any affordable housing on this site would contribute to alleviating this need and is as such accepted.

10.131 In summary, the 10.5% on-site affordable housing which equates to 16 units, contribution of £2000 per plot (£304,000) (the £2000 per plot being in accordance with Local Plan & CIL Viability Assessment 2019 which was relevant at the time of submission), towards education and healthcare and £22,500 towards highway and Public Right of Way mitigation is accepted, given the viability situation with this allocated housing site.

Other matters

Archaeology

10.132 Cambridgeshire County Council have identified that the development lies in an area of archaeological potential, and whilst they do not object to the development have requested a condition to secure a programme of archaeological mitigation.

Loss of Agricultural Land

10.133 Only a small proportion of land to the east of the site appears to have been in active arable use; the remainder has historically been parkland associated with Manor House and/or grassland which has been left largely as unmanaged for many years. Notwithstanding this, the site is part of the East Chatteris strategic allocation and as such, its development is anticipated and in accordance with the Fenland Local Plan.

Environmental Impact Assessment (EIA)

10.134 The wider East Chatteris strategic allocation was screened under F/YR16/0093/SC which concluded that there were not likely to be any significant effects on the environment and as such an Environmental Statement (ES) was not required.

10.135 However, given the length of time since the above was undertaken and the fact that the development applied for falls under The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) Schedule 2 in its own right, the development has been screened as part of this application. It was concluded that whilst the project will likely lead to impacts in respect of landscape, biodiversity, transport, pollution and natural drainage of the site, these impacts are not considered to be significant for EIA purposes and as such an ES is not required to accompany the application.

11 CONCLUSIONS

11.1 The application site forms part of the East Chatteris strategic allocation, the development of which is supported by Policies LP3 and LP10; a Broad Concept Plan (BCP) (in accordance with Policy LP7) was approved in 2017 which sets a framework for the delivery of the wider allocation, seeks to deliver a comprehensive development and indicates key proposals for the site; the proposal is in broad accordance with the approved BCP.

11.2 It is acknowledged the development is somewhat isolated from its surroundings in terms of vehicular links and that the approved East Chatteris BCP seeks to deliver a comprehensive development; this states that it is intended that the access to the site will be on Wenny Road, however it does not preclude or specifically state that access should not be obtained from the A142. There are no highway safety concerns or technical reasons for refusal regarding the access to the site being via the A142, and as such no harm identified which would otherwise prevent the development proceeding in the form proposed. Opportunities for non-motorised user links have been explored and incorporated in relation to both the existing and future infrastructure, enabling sustainable links to the services and facilities within the town, these are arguably more direct than the vehicular access and as such potentially more convenient, encouraging active travel modes, which supports the overarching aims of the Local Plan and NPPF in relation to sustainable development.

11.3 With regards to the matter of heritage; it is acknowledged that part of the historic parkland landscape will be lost to allow this development to come forward. However, it is considered that the public benefits of this scheme (namely the

delivery of an integral phase of an allocated housing site, the provision of affordable housing and public open space) would outweigh the less than substantial harm identified in terms of heritage.

- 11.4 The application site is in Flood Zone 1 and at low risk of flooding from rivers or the sea and as such is considered appropriate development. Whilst parts of the site are at a high to medium risk of surface water flooding, details submitted with the application demonstrate that surface water from the proposed development can be managed and as such, subject to conditions, surface water flood risk is considered to have been satisfactorily addressed. Foul drainage is via the existing sewer network which Anglian Water have confirmed has capacity for the development. As such, subject to conditions, the scheme is considered policy compliant with regards to flood risk and drainage.
- 11.5 In relation to developer contributions, the application proposes in excess of 22% of the site for open space in compliance with the Developer Contributions SPD; 10.5% on-site affordable housing is proposed which equates to 16 units; contributions of £2000 per plot (£304,000) (the £2000 per plot being in accordance with Local Plan & CIL Viability Assessment 2019 which was relevant at the time of submission), towards education and healthcare and £22,500 towards highway and Public Right of Way mitigation are also put forward. The overall offer is considered acceptable given the viability situation with this allocated housing site.
- 11.6 The development raises no significant concerns in respect of housing mix, design considerations, impacts on the visual amenity of area, residential amenity, health and wellbeing or ecology, subject to conditions, and the scheme is broadly compliant with the approved BCP regarding these matters.
- 11.7 Overall, and on planning balance, the proposal would be considered to meet the Council's aspirations for this allocated site, which is expected to deliver needed housing for the district (has been included in the calculation of the Council's Five-Year Housing Land Supply position), and the proposal would comply with relevant local and national planning policies.

11.8 As such, is it recommended that the application is granted.

12 RECOMMENDATION

Members are recommended to GRANT the application in accordance with the following terms;

- 1. The Committee delegates authority to finalise the terms and completion of the s106 legal agreement and planning conditions to the Head of Planning; and,**
- 2. Following the completion of the s106 application F/YR23/0697/FDL be approved subject to planning conditions set out below (or as amended); or,**
- 3. The Committee delegates authority to refuse the application in the event that the Applicant does not agree to any necessary extensions to the determination period to enable the completion of the s106 legal agreement, or on the grounds that the applicant is unwilling to complete the obligation necessary to make the development acceptable.**

Section 100ZA(5) of the Town and Country Planning Act 1990 provides that planning permission for the development of land may not be granted subject to a pre-commencement condition without the written agreement of the applicant to the terms of the condition (except in the circumstances set out in the Town and Country Planning (Pre-commencement Conditions) Regulations 2018). The applicant has been consulted on the proposed conditions and has confirmed their agreement to these in writing. It is therefore considered that the requirements of section 100ZA(5) have been met.

The proposed conditions are as follows;

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>No laying of services, creation of hard surfaces or erection of a building shall commence until a detailed design of the surface water drainage of the site has been submitted to and approved in writing by the Local Planning Authority. Those elements of the surface water drainage system not adopted by a statutory undertaker shall thereafter be maintained and managed in accordance with the approved management and maintenance plan.</p> <p>The scheme shall be based upon the principles within the agreed Flood Risk Assessment and Drainage Strategy prepared by JPP Consulting (ref: R-FRA-25493-01-F,) dated June 2025 and shall also include:</p> <ul style="list-style-type: none"> a) Full results of the proposed drainage system modelling in the above-referenced storm events (as well as 1% AEP plus climate change), inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep, together with an assessment of system performance; b) Detailed drawings of the entire proposed surface water drainage system, attenuation and flow control measures, including levels, gradients, dimensions and pipe reference numbers, designed to accord with the CIRIA C753 SuDS Manual (or any equivalent guidance that may supersede or replace it); c) Full detail on SuDS proposals (including location, type, size, depths, side slopes and cross sections); d) Details of overland flood flow routes in the event of system exceedance, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants; e) Demonstration that the surface water drainage of the site is in accordance with DEFRA non-statutory technical standards for sustainable drainage systems; f) Full details of the maintenance/adoption of the surface water drainage system; g) Permissions to connect to a receiving watercourse or sewer; h) Measures taken to prevent pollution of the receiving groundwater and/or surface water <p>Reason - To ensure that the proposed development can be adequately drained and to ensure that there is no increased flood risk on or off site resulting from the proposed development and to ensure that the principles</p>

	<p>of sustainable drainage can be incorporated into the development, noting that initial preparatory and/or construction works may compromise the ability to mitigate harmful impacts in accordance with Policy LP14 of the Fenland Local Plan 2014.</p>
3	<p>No development, including preparatory works, shall commence until details of measures indicating how additional surface water run-off from the site will be avoided during the construction works have been submitted to and approved in writing by the Local Planning Authority. The applicant may be required to provide collection, balancing and/or settlement systems for these flows. The approved measures and systems shall be brought into operation before any works to create buildings or hard surfaces commence.</p> <p>Reason - To ensure surface water is managed appropriately during the construction phase of the development, so as not to increase the flood risk to adjacent land/properties or occupied properties within the development itself; recognising that initial works to prepare the site could bring about unacceptable impacts in accordance with Policy LP14 of the Fenland Local Plan 2014.</p>
4	<p>Upon completion of the surface water drainage system, including any attenuation ponds and swales, and prior to their adoption by a statutory undertaker or management company; a survey and report from an independent surveyor shall be submitted to and approved in writing by the Local Planning Authority. The survey and report shall be carried out by an appropriately qualified Chartered Surveyor or Chartered Engineer and demonstrate that the surface water drainage system has been constructed in accordance with the details approved under the planning permission. Where necessary, details of corrective works to be carried out along with a timetable for their completion, shall be included for approval in writing by the Local Planning Authority. Any corrective works required shall be carried out in accordance with the approved timetable and subsequently re-surveyed by an independent surveyor, with their findings submitted to and approved in writing by the Local Planning Authority.</p> <p>Reason - To ensure the effective operation of the surface water drainage scheme following construction of the development in accordance with Policy LP14 of the Fenland Local Plan 2014.</p>
5	<p>Notwithstanding the submitted details, prior to commencement of development/construction/any works, details of existing ground levels (in relation to an existing datum point), proposed finished floor levels and floor slab levels, and cross sections, of the development shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out other than in strict accordance with the levels shown on the approved drawing(s).</p> <p>Reason: To ensure that the precise height of the development and relationships between dwellings can be to protect and safeguard the amenities of occupiers and the visual amenity and character of the area in accordance with Policies LP2 and LP16 of the Fenland Local Plan 2014.</p>
6	<p>No development shall commence until the applicant has implemented a programme of archaeological work that has been secured in accordance</p>

	<p>with a Written Scheme of Investigation (WSI), which has been submitted to and approved by the Local Planning Authority in writing. For land that is included within the WSI, no development shall take place other than under the provisions of the agreed WSI, which shall include:</p> <ul style="list-style-type: none"> a) The statement of archaeological significance and research objectives; b) The programme, methodology and timetable of fieldwork and public engagement, and the nomination of a competent person(s) or organisation to undertake the agreed works; c) Implementation of fieldwork; d) A Post-excavation Assessment report and Updated Project Design to be submitted within six months of the completion of fieldwork; e) An analytical archive report to be completed within two years of the completion of fieldwork and submission of a draft publication report (as necessary); f) Preparation of the physical and digital archaeological archives for deposition at accredited stores approved by the Local Planning Authority. <p>Reason - To safeguard archaeological assets within the approved development boundary from impacts relating to any demolitions or groundworks associated with the development scheme and to ensure the proper and timely preservation and/or investigation, recording, reporting, archiving and presentation of archaeological assets affected by this development, in accordance with national policies contained in the National Planning Policy Framework (2024).</p>
7.	<p>No development shall take place (including demolition, ground works and vegetation clearance) until a Construction Ecological Management Plan (CEMP: Biodiversity) has been submitted to and approved in writing by the local planning authority.</p> <p>The CEMP (Biodiversity) shall incorporate recommendations of the approved Preliminary Ecology Appraisals and species surveys/reports and must include the following</p> <ul style="list-style-type: none"> A) Risk assessment of potentially damaging construction activities. B) Identification of "biodiversity protection zones". C) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction this may be provided as a set of method statements D) The location and timings of sensitive works to avoid harm to biodiversity features E) The times during which construction when specialist ecologists need to be present on site to oversee works F) Responsible persons and lines of communication G) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person H) Details of protection measures for retained habitats and features, particularly trees and hedgerows, I) Measures to avoid water and air pollution during works, J) Details of any lighting plans, K) Measures to avoid excessive noise disturbance. <p>The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority</p>

	<p>Reason: To protect biodiversity in accordance with policies LP16 & LP19 of the Fenland Local Plan 2014.</p>
8.	<p>No development shall take place (including demolition, ground works and vegetation clearance) until a Reptile Mitigation Strategy, giving details of the measures to be taken to avoid any harm to reptiles during any site clearance and groundworks and any translocation measures which may be required to relocate reptiles from the development area into the Receptor Area before and during works has been submitted to and approved in writing by the local planning authority. The development shall then be carried out in full accordance with the approved details.</p> <p>Reason: To protect biodiversity in accordance with policies LP16 & LP19 of the Fenland Local Plan 2014.</p>
9.	<p>No development shall take place (including demolition, ground works and vegetation clearance) until a Management and Monitoring Plan for the Reptile Receptor Area (including how general public access will be restricted) has been submitted to and approved in writing by the local planning authority. The development shall then be carried out in full accordance with the approved details.</p> <p>Reason: To protect biodiversity in accordance with policies LP16 & LP19 of the Fenland Local Plan 2014.</p>
10.	<p>No development shall take place until a detailed Arboricultural Protection Method Statement has been submitted and approved in writing by the Local Planning Authority. The Statement shall include details of how trees will be protected at all stages of the development.</p> <p>Recommendations for tree surgery works and details of any tree surgery works necessary to implement the permission will be required as will the method and location of tree protection measures, the phasing of protection methods where demolition or construction activities are essential within root protection areas and design solutions for all problems encountered that could adversely impact trees (e.g. hand digging or thrust-boring trenches, porous hard surfaces, use of geotextiles, location of site compounds, office, parking, site access, storage etc.). All works shall be carried out in accordance with the agreed details.</p> <p>Reason: To ensure that the trees on site are adequately protected, to safeguard the character and appearance of the area, in accordance with policies LP16 and LP19 of the Fenland Local Plan 2014.</p>
11.	<p>No development shall take place above slab level until a Landscape Environmental Management Scheme which includes full hard and soft landscaping of the site, including ecological mitigation/enhancement measures (as recommended within Great Crested Newt eDNA Survey reference 9299 v1.0 dated July 2023; Reptile Survey by Temple, reference 9299 v1.0 dated September 2023; Bat Surveys by Temple, reference 9299 v1.0 dated November 2023 and Preliminary Ecological Appraisal – 2025 Update, by Temple, reference 9299 v3.0, dated May 2025).and a timetable for implementation has been submitted to and</p>

	<p>approved in writing by the Local Planning Authority. Subsequently, these works shall be carried out as approved.</p> <p>Reason: The landscaping of this site is required in order to protect and enhance the existing visual character of the area in accordance with Policy LP16, 18 and 19 of the Fenland Local Plan 2014.</p>
12.	<p>Development may not be begun unless:</p> <p>(a) a biodiversity gain plan has been submitted to the planning authority, and</p> <p>(b) the planning authority has approved the plan.</p> <p>Reason: To ensure a meaningful gain in biodiversity in accordance para 187 of the NPPF 2024 and LP19 of the Fenland Local Plan 2014.</p>
13.	<p>No works to T37 (identified within Bat Surveys by Temple, reference 9299 v1.0 dated November 2023) shall commence unless the local planning authority has been provided with a copy of a License issued by Natural England pursuant to Regulation 55 of the Conservation of Habitats and Species Regulations 2017 (as amended) authorising the tree works to go ahead.</p> <p>Reason: To protect biodiversity in accordance with policies LP16 & LP19 of the Fenland Local Plan 2014.</p>
14.	<p>Three months prior to the commencement of construction of each phase of the development repeat surveys of the site for the possible presence of badgers and water voles should be undertaken and the results of these surveys must be submitted to and approved by the local planning authority. If badgers and/or water voles are shown to be present, the Construction Environmental Management Plan shall be amended to include mitigation measures for these species.</p> <p>Reason: To protect biodiversity in accordance with policies LP16 & LP19 of the Fenland Local Plan 2014.</p>
15.	<p>All hard and soft landscape works including any management and maintenance plan details, shall be carried out in accordance with the approved details. All planting seeding or turfing and soil preparation comprised in the above details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings, the completion of the development, or in agreed phases whichever is the sooner, and any plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased (except those contained in enclosed rear gardens to individual dwellings) shall be replaced in the next planting season with others of similar size and species. All landscape works shall be carried out in accordance with the guidance contained in British Standards.</p> <p>Reason: To ensure proper implementation of the agreed landscape details in the interest of the amenity value of the development in accordance with Policy LP16 of the Fenland Local Plan 2014.</p>

16.	<p>Prior to the first occupation of the development hereby approved, and before the installation of any external lighting, a Lighting Design Strategy shall be submitted to and approved in writing by the local planning authority, the Strategy shall include:</p> <ul style="list-style-type: none"> - Full details of proposed external lighting - A light impact assessment to demonstrate to what extent artificial lighting overspill and/or glare could potentially impact on the amenity of existing nearby residents. The assessment must be undertaken by a suitably qualified professional and conform to the relevant standards such as the Institution of Lighting Professionals Guidance Notes for the Reduction of Obtrusive Light GN01:2021, having regard to the relevant Environmental Zone, that being (E3) Suburban areas in this instance. - details of how any light spill onto sensitive habitats, particularly the Reptile Receptor Area, hedgerows and retained trees, is to be avoided or minimised. - A timetable for implementation and management/maintenance arrangements <p>All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority.</p> <p>Reason - To safeguard the residential amenity of occupiers, the visual impact of the development and protection of nocturnal biodiversity in accordance with policies LP2, LP16, LP17 and LP19 of the Fenland Local Plan 2014</p>
17.	<p>No development shall commence until a phasing plan and a timetable for delivery of emergency access(es), including how this will be communicated to emergency services, detailed drawings and specifications of an access barrier(s), including materials, dimensions, design, method of operation, and finishes have been submitted to and approved in writing by the Local Planning Authority. The emergency access(es) and associated barrier(s) shall thereafter be carried out in full accordance with the approved details and retained thereafter in perpetuity.</p> <p>Reason: In order to ensure that effective access is provided for emergency services in the interests of highway safety and of the health and wellbeing of future occupiers of the development in accordance with Policies LP2 and LP15 of the Fenland Local Plan 2014.</p>
18.	<p>No development shall commence until an access scheme has been submitted to and approved by the local planning authority. Such scheme shall include provision for:</p>

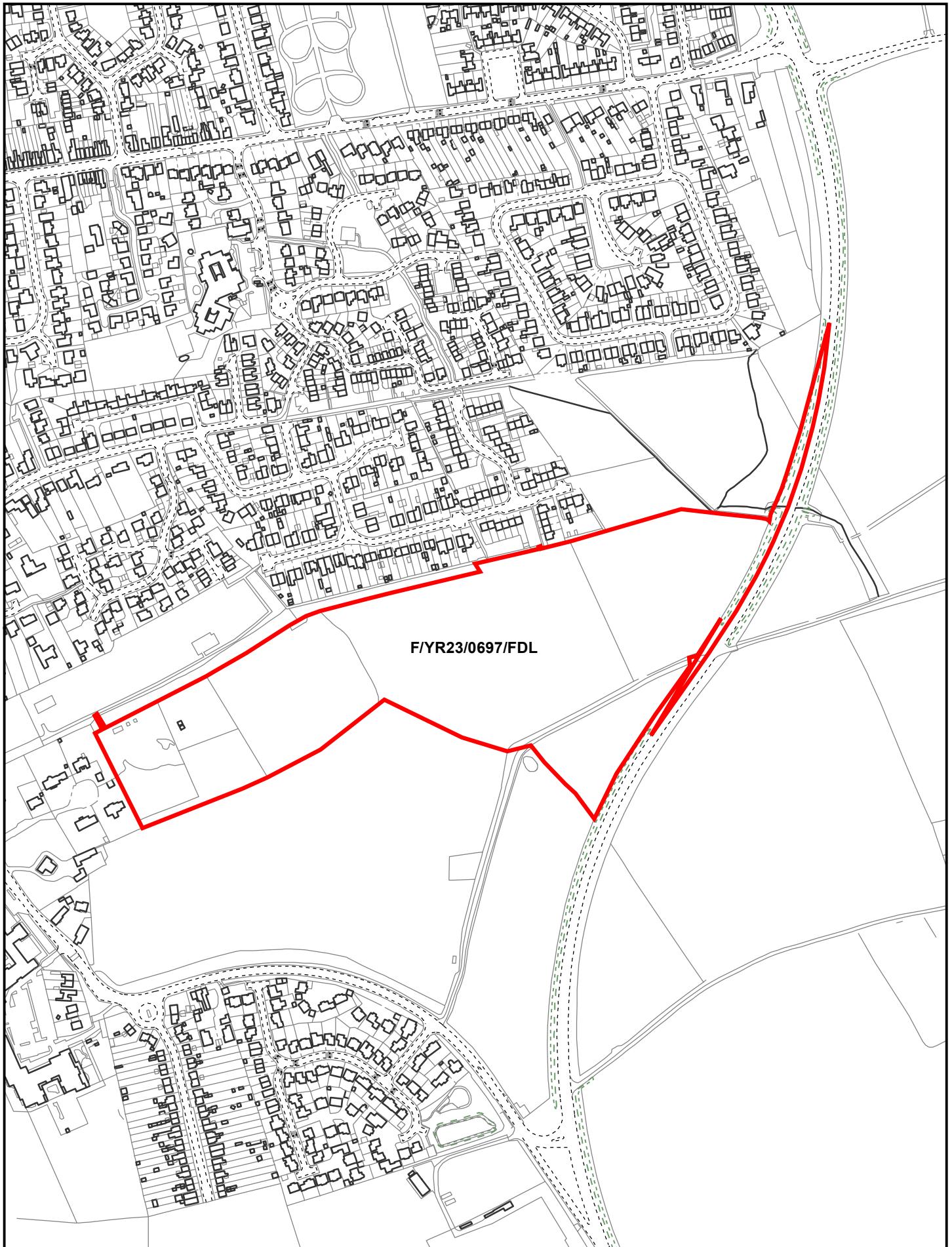
	<ul style="list-style-type: none"> i. the design of non-motorised user access routes to The Elms (via Public Footpath No. 32) and any links to Public Footpath No. 14 and their surfacing, widths, gradients, landscaping and structures ii. a phasing plan and a timetable for delivery of the pedestrian/cycle links to surrounding existing and proposed developments <p>The access scheme shall thereafter be carried out in full accordance with the approved details and retained thereafter in perpetuity</p> <p>Reason: In the interests of sustainability and the amenity and safety of the public in accordance with Policies LP2 and LP15 of the Fenland Local Plan 2014.</p>
19.	<p>Prior to the commencement of the development, save for those works associated with delivery of the site access, all vegetation above 600mm in height, including stumps and roots to their full depth, within the area identified as the vehicle visibility splay as shown on plan no. 8220280/6110C (Vegetation Clearance Plan) shall be permanently removed and maintained as such in perpetuity. . Where trees overhang the aforementioned vehicle visibility splay tree crowns shall be raised to 2m and maintained as such in perpetuity.</p> <p>Reason: To provide adequate inter-visibility between the users of the access and the existing public highway for the safety and convenience of users of the highway and of the access in accordance with Policies LP2 and LP15 of the Fenland Local Plan 2014.</p>
20.	<p>Prior to the commencement of the development hereby approved a temporary facilities area (details of which shall have previously been submitted to and agreed in writing with the Local Planning Authority) shall be provided clear of the public highway for the parking, turning, loading and unloading of all vehicles visiting the site during the period of construction.</p> <p>Reason: To minimise interference with the free flow and safety of traffic on the adjoining public highway in accordance with Policies LP2 and LP15 of the Fenland Local Plan 2014.</p>
21.	<p>Prior to the commencement of the development hereby approved, a traffic management plan shall be submitted to and agreed in writing by the local planning authority. The principle areas of concern that should be addressed are:</p> <ul style="list-style-type: none"> i. Movements and control of muck away lorries (all loading and unloading should be undertaken off the adopted public highway) ii. Contractor parking, for both phases all such parking should be within the curtilage of the site and not on street. iii. Movements and control of all deliveries (all loading and unloading should be undertaken off the adopted public highway) iv. Control of dust, mud and debris (including wheel cleaning equipment and location). <p>The development shall be undertaken in full accordance with the details approved.</p>

	<p>Reason: in the interests of highway safety in accordance with Policies LP2 and LP15 of the Fenland Local Plan 2014.</p>
22.	<p>Prior to development above slab level, a scheme shall be submitted to and approved in writing by the Local Planning Authority which details the construction and surfaces of the roads and footpaths/cycleways and a timetable for completion.</p> <p>Prior to the first occupation of any dwelling the road(s), footway(s) and cycleway(s) required to access that dwelling shall be constructed to at least binder course surfacing level from the dwelling to the adjoining County road in accordance with the details approved.</p> <p>Reason: In the interests of highway safety and in accordance with Policies LP2 and LP15 of the Fenland Local Plan 2014.</p>
23.	<p>Prior to the first occupation of the dwellings hereby approved, full details of the proposed arrangements for future management and maintenance of the proposed streets, footpaths/cycleways and shared areas within the development shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>The development shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an Agreement has been entered into unto Section 38 of the Highways Act 1980 or a Private Management and Maintenance Company has been established.</p> <p>Reason: To ensure satisfactory development of the site and to ensure estate roads and shared areas are managed and maintained thereafter to a suitable and safe standard, in accordance with Policies LP2 and LP15 of the Fenland Local Plan 2014.</p>
24.	<p>Prior to the first occupation of the dwellings hereby approved, a Welcome Travel Pack shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>The Welcome Travel Packs shall be distributed to the first occupants of each dwelling and shall include suitable measures and incentives inclusive of bus vouchers and/or cycle discount vouchers to promote sustainable travel.</p> <p>Reason: To encourage sustainable modes of travel in accordance with Policies LP2 and LP15 of the Fenland Local Plan 2014.</p>
25.	<p>Prior to the first occupation of the associated dwelling hereby approved, 2m x 2m pedestrian visibility splays, measured to the back of footway, shall be provided and retained free from at least a height of 0.6m where a private driveway crosses a footway. Such splays need to be retained free in perpetuity.</p> <p>Reason: In the interests of highway safety and to ensure compliance with policies LP15 and LP16 of the Fenland Local Plan.</p>

26.	<p>Notwithstanding the submitted details and prior to the commencement of the development hereby approved a Construction Environmental Management Plan (CEMP) shall be submitted to and agreed in writing by the local planning authority. This shall include all aspects of the construction, and this must conform to details as set out in the template available on the Fenland District Council website: Construction Environmental Management Plan: A template for development sites.</p> <p>The development shall be undertaken in full accordance with the details approved.</p> <p>To safeguard the residential amenity of neighbouring occupiers, in accordance with policies LP2 and LP16 of the Fenland Local Plan 2014.</p>
27.	<p>The mitigation measures set out in the Acoustics Assessment, Report Ref: 27592-ENV-0402 Rev C, by MEC Consulting Group, dated July 2025 shall be implemented in full prior to the first occupation of the associated dwelling and retained as such in perpetuity.</p> <p>Prior to the occupation of Plots 10, 11-13 and 14-21 and 31 evidence shall be submitted and approved in writing by the local planning authority that the noise mitigation measures referred to above have been implemented.</p> <p>Reason - To safeguard the residential amenity of occupiers, in accordance with policies LP2 and LP16 of the Fenland Local Plan 2014.</p>
28.	<p>If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority detailing how this unsuspected contamination shall be dealt with. The development shall then be carried out in full accordance with the approved remediation strategy.</p> <p>Reason: To control pollution of land and controlled waters in the interests of the environment and public safety in accordance with Policy LP16 of the Fenland Local Plan 2014.</p>
29.	<p>Notwithstanding the details submitted, prior to any above ground works in relation to the development hereby approved a refuse collection strategy shall be submitted to and approved in writing by the Local Planning Authority. The approved refuse collection strategy shall be implemented in accordance with the agreed details in full and thereafter be retained in perpetuity.</p> <p>Reason: To ensure a satisfactory form of refuse collection and compliance with Policy LP16 of the Fenland Local Plan 2014.</p>
30.	<p>No development shall take place above slab level until details for the provision of fire hydrants has been submitted to and approved in writing by the Local Planning Authority. No dwelling hereby permitted shall be occupied until the fire hydrant serving it has been installed and made operative in accordance with the approved details.</p>

	<p>Reason: To ensure a satisfactory form of development and in accordance with Policies LP2 and LP16 of the Fenland Local Plan 2014.</p>
31.	<p>Prior to the first occupation of each respective dwelling, the proposed on-site parking and turning shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved plans and thereafter retained for that specific use.</p> <p>Reason: To ensure the permanent availability of the parking / manoeuvring area, in the interests of highway safety in accordance with policy LP15 of the Fenland Local Plan, 2014.</p>
32.	<p>The garages serving their relevant property shall be used for the parking of vehicles and ancillary storage only and shall not be used as habitable rooms.</p> <p>Reason: To ensure that adequate off-street parking is retained in the interests of highway safety and residential amenity in accordance with policies LP15 and LP16 of the Fenland Local Plan, 2014.</p>
33.	<p>Notwithstanding the details submitted, prior to first occupation full details of a scheme for cycle storage for each dwelling shall be submitted to and approved in writing with the Local Planning Authority. The approved details shall be implemented in full prior to the first occupation of each respective dwelling.</p> <p>Reason: In the interests of highway safety and to encourage travel by sustainable modes in accordance with Policies LP15 and LP16 of the Fenland Local Plan 2014.</p>
34.	<p>Notwithstanding the provisions of the Town & Country Planning (General Permitted Development) (England) Order 2015, (or any Order or Statutory Instrument revoking and re-enacting that Order with or without modification), no fences, gates or walls shall be erected within the curtilage of any dwelling in front of the forwardmost part of that dwelling.</p> <p>Reason: In order to ensure that the appearance of the area and amenity of occupiers is safeguarded in accordance with Policy LP16 of the Fenland Local Plan 2014.</p>
35.	<p>No development above slab level shall take place until details of the location, amount, and type of sustainable energy measures, which includes the provision of air source heat pumps and/or solar panels and EV chargers, for each dwelling shall be submitted to and approved in writing with the Local Planning Authority and thereafter implemented prior to the occupation of each dwelling.</p> <p>Reason: To ensure the details of the energy measures are delivered as put forward by the applicant in line with part A of Local Plan policy LP14 and in the interests of visual amenity in accordance with Policy LP16 of the same.</p>
36.	<p>No development shall take place above slab level until full details of the materials to be used in the development hereby approved for the walls and roof (including associated garages and boundary walls) are submitted</p>

	<p>to and approved in writing by the Local Planning Authority. The details submitted for approval shall include the name of the manufacturer, the product type, colour and reference number. The development shall then be carried out in accordance with the approved details and retained in perpetuity thereafter.</p> <p>Reason: To safeguard the visual amenities of the area in accordance with Policy LP16 of the Fenland Local Plan 2014.</p>
37.	<p>Prior to first occupation of the dwellings hereby approved a scheme for security, in particular in relation to the flats and rear footpaths to dwellings shall be submitted to and approved in writing by the local planning authority.</p> <p>The approved measures shall be installed prior to the first occupation of the relevant dwelling and shall be retained thereafter in perpetuity</p> <p>Reason - To safeguard the residential amenity of occupiers, in accordance with policies LP2, LP16 and LP17 of the Fenland Local Plan 2014.</p>
38.	<p>Notwithstanding the provisions of the Town & Country Planning (General Permitted Development) (England) Order 2015, (or any Order or Statutory Instrument revoking and re-enacting that Order), planning permission shall be required for the following developments or alterations:</p> <ul style="list-style-type: none"> i) the erection of freestanding curtilage buildings or structures including car ports, garages, sheds, greenhouses, pergolas, or raised decks (as detailed in Schedule 2, Part 1, Classes A and E) other than those with a footprint of 15 square metres or less; ii) the erection of house extensions including conservatories, garages, car ports or porches (as detailed in Schedule 2, Part 1, Classes A and D); iii) alterations including the installation of additional windows or doors, including dormer windows or roof windows (as detailed in Schedule 2, Part 1, Classes A and B); iv) alterations to the roof of the dwellinghouse (as detailed in Schedule 2, Part 1, Class C); <p>Reason - To safeguard the residential amenity of occupiers and the visual amenity of the area, in accordance with policies LP2, and LP16 of the Fenland Local Plan 2014.</p>
39.	Approved Plans



Created on: 13/01/2026

F/YR23/0697/FDL

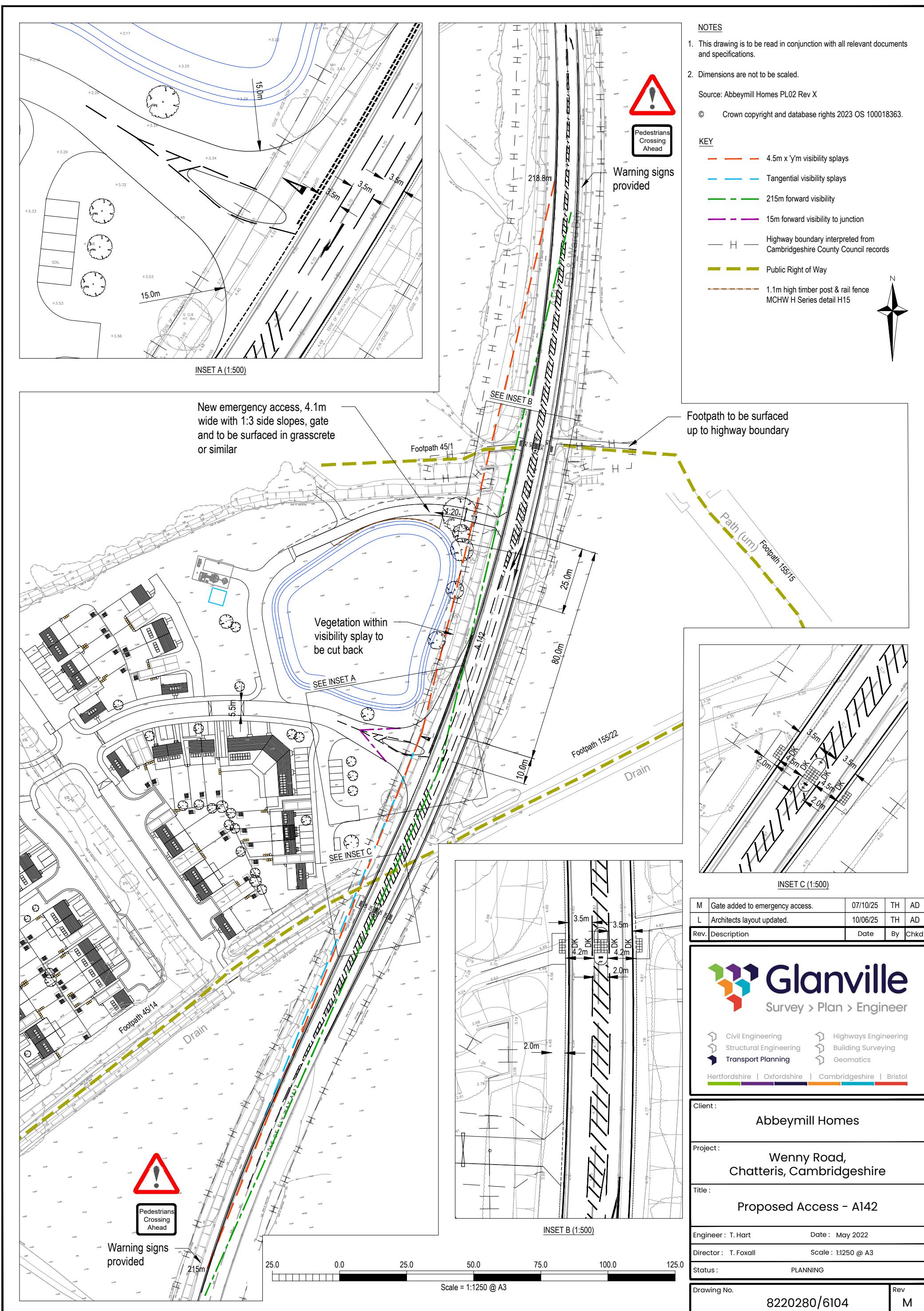
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Scale = 1:5,000




Fenland
CAMBRIDGESHIRE
Fenland District Council





KEY

- SITE BOUNDARY
- PROPOSED ACCESS ROAD
- PROPOSED RAISED TABLE
- PROPOSED SHARED SURFACE ROAD/DRIEVWAY/PARKING
- PROPOSED FOOTPATH
- PROPOSED CYCLE STORAGE
- PROPOSED BIN STORAGE
- REFUSE COLLECTION POINT
- EXISTING/PROPOSED TREES
- PROPOSED SHRUB PLANTING

Total no. of units = 152
(10% affordable = 16)



SITE LAYOUT
1:1000 @ A1 CHA-PL02 AB
CHATTERIS

REVISION / AUTHOR / DATE





STREET SCENE A-A



STREET SCENE B-B

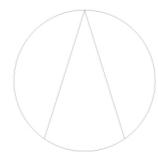


D - Key Plan Updated MW 19.11.25
 C - Updated to reflect revised layout MW 09.06.25
 B - Updated to reflect revised layout LL 20.03.24
 A - Updated to reflect revised layout LL 24.07.23

REVISION / AUTHOR / DATE

0m 5 10m
 scale 1:200

STREET SCENES A-A & B-B
 1:200 @ A2 CHA-PL65D
 CHATTERIS





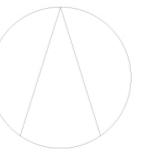
STREET SCENE C-C



STREET SCENE D-D



STREET SCENES C-C & D-D
1:200 @ A2 CHA-PL66C
CHATTERIS





STREET SCENE E-E



STREET SCENE F-F.





STREET SCENE G-G



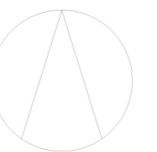
STREET SCENE H-H.



Abbeymill Homes

ESTABLISHED 1991

STREET SCENES G-G & H-H
1:200 @ A2 CHA-PL69B
CHATTERIS



B - Key Plan Updated MW 19.11.25
A - Updated to reflect revised layout LL 20.03.24

REVISION / AUTHOR / DATE

