
F/YR23/0942/F

Applicant: Eastwood RVL March Ltd

**Agent : Ms Zoe Tozer
Savills**

Land South Of March Trading Estate, Westry Avenue, March, Cambridgeshire

Erect 5 x industrial units (B2/B8 use), the formation a car park and cycle park, and associated landscaping

Officer recommendation: Refuse

Reason for Committee: Town Council comments contrary to Officer recommendation

1 EXECUTIVE SUMMARY

- 1.1. The seeks the erection of 5no.industrial units of differing sizes to comprise flexible use classes of B2 and B8 with a total floor space proposed of 12,707.5sqm. The proposal also includes the provision of off-site highway works in the form of either a new signalised junction at the Hotsmoor Avenue/A141 junction, or a financial contribution towards the CCC MATS Signal Scheme.
- 1.2. The location of the site in the market town of March is considered to render the proposal acceptable in principle, in accordance with Policy LP3.
- 1.3. The proposal is further considered to be acceptable in respect of its character and appearance, amenity impact, flood risk and drainage, and biodiversity impacts, in accordance with Local and National Planning Policy.
- 1.4. Notwithstanding this, there are strong objections from CCC Transport Assessment Unit in respect of the impact of the development on the capacity and safety of the highway network. Insufficient information is provided at this time to demonstrate that the aforementioned off-site highway works will provide sufficient mitigation to ensure the continued capacity and safety of the highway network due to inaccurate/insufficient dataset used for modelling the scheme. Due to the unknown delivery date and shortfall in financial contributions towards the CCC MATS scheme, it is not considered that it would be reasonable to impose a negatively worded condition to ensure that this is brought forward prior to the commencement of development or use of the site.
- 1.5. As such, it is considered that the proposal would result in a severe impact on the safety of the highway network and is therefore contrary to Policy LP15 of the Fenland Local Plan (2014) and Paragraph 115 of the NPPF (2024).
- 1.6. It is accordingly recommended that planning permission is refused on this basis.

2 SITE DESCRIPTION

- 2.1. The application site comprises approximately 7.25ha of vacant greenfield land to the south of Hotsmoor Avenue and March Trading Estate, and to the north-western

edge of the primary market town of March.

- 2.2. The site wraps around the eastern and southern boundaries of the Tesco superstore with the sites western edge bordering Wisbech Road (A414) and to its southern boundary by the Greater Anglia railway line.
- 2.3. The site levels are relatively consistent through with the site laying within Flood Zone 3, with parts of the risk also at risk of surface water flooding.

3 PROPOSAL

- 3.1. The planning application constitutes a revision to the 2022 application (F/YR22/1386/F) which sought full planning permission for the erection of 9 x industrial units (B2 / B8 Use) and was withdrawn in June 2023 following consultee objections received from the LLFA and CCC Highways
- 3.2. The application proposes a reduction in the number of units to 5no.industrial units of differing sizes to comprise flexible use classes of B2 and B8. Given the reduction in the number of units, the floor space proposed has reduced from 23,862.5sqm to 12,707.5sqm.
- 3.3. Unit 1 is to be constructed of light and dark grey cladding with an overall floor area equating to 5000sqm spread over three floors. The design will incorporate a shall pitched roof with an overall ridge height of 12m. This unit is sited to the southern edge of the site, bordering the railway line to the rear. There are 48 cycle spaces, 7 lorry spaces and 20 car parking spaces.
- 3.4. Unit 2 is to be constructed of light and dark grey cladding with an overall floor area of 2200 sq m and an overall ridge height of 10m. There proposes 11 car parking spaces; 5 lorry spaces and 22 cycle spaces.
- 3.5. Unit 3 is to be sited to the northern edge of the site, backing onto existing commercial units. The unit will have an overall floor area of 2500 sq m and will be constructed of similar materials to the other units. With an overall ridge height of 10m, 12 car parking spaces; 5 lorry spaces and 24 cycle spaces are proposed.
- 3.6. Units 4 & 5 are identical in terms of overall floor area, circa 675 sq m and of similar materials to all other units. There proposes an overall ridge height of 10m with 3 car parking spaces, 2 lorry spaces and 8 cycle spaces proposed.
- 3.7. Another change to that previously submitted demonstrates that the access will solely be taken from Westry Avenue with additional landscaping proposed along the western boundary and additional yard space to be provided.
- 3.8. Full plans and associated documents for this application can be found at: <https://www.publicaccess.fenland.gov.uk/publicaccess/>

4 SITE PLANNING HISTORY

F/YR22/1386/F	Erect 9 x industrial units (B2/B8 use), the formation of an access and associated landscaping, and provision car and cycle parking	Withdrawn 06.06.23
F/YR22/0253/SC	Screening Opinion: Erect 11no. industrial units including 2no. vehicular access points and associated works	Further details not required

5 CONSULTATIONS

5.1. March Town Council – 21.11.23

Recommendation: Approval subject to satisfactory drainage/surface water run-off provision to assuage MLC's concerns.

5.2. Network Rail – 16.11.23

It is advised that the developer contacts Network Rail Asset protection team (ASPRO) through the Network Rail Basic Asset Protection Agreement (BAPA) process to support their development.

The developer must ensure that their proposal, both during construction and after completion does not:

- *Encroach onto Network Rail land*
- *Affect the safety, operation or integrity of the company's railway and its infrastructure*
- *Undermine its support zone*
- *Damage the company's infrastructure*
- *Place additional load on cuttings*
- *Adversely affect any railway land or structure*
- *Over-sail or encroach upon the air-space of any Network Rail land*
- *Cause to obstruct or interfere with any works or proposed works or Network Rail development both now and in the future*

5.3. March West & White Fen Internal Drainage Board – 17.11.25

The above application appears to involve development within the Board's 9m byelaw strip.

During the decision-making process both the applicant and your Council must acknowledge the close proximity of important watercourses and/or associated maintenance access strips to the application site. These watercourses are protected by Byelaws made in accordance with the Land Drainage Act.

Development within, over, or under a Board's maintained watercourse, or within the Board's maintenance strip, requires the Board's prior written consent.

5.4. Anglian Water

25.11.23 & 02.05.24

No Objection

5.5. Designing Out Crime Officer – 27.11.23

Thank you for the opportunity to comment on this planning application, I have viewed Design and Access Statement (DAS) and associated documents in relation to crime, disorder, and the fear of crime, and I have searched the Constabulary crime and incident systems covering this area for the last 2 years, I would consider this to be an area of low risk to the vulnerability to crime at present.

I note the previous withdrawn application and my colleagues' comments dated 22nd December 2022, and the reduction of the proposed units. Having read the DAS and the comments relating to lighting, I have viewed the proposed lighting plan, this proposal appears to be acceptable, however I would like to see a copy of the full lighting plan including lux levels and calculations once available.

- External Lighting
- CCTV
- Alarm system
- Roller shutters and grilles
- Landscaping

5.6. Active Travel England

06.12.23

ATE is not currently in a position to support this application and requests further assessment, evidence, revisions and/or dialogue as set out in this response.

17.05.24

Following revised details, the ATE is still not currently in a position to support this application and requests further assessment, evidence, revisions and/or dialogue as set out.

recommend decision on this application is deferred until these matters are addressed.

5.7. CCC Lead Local Flood Authority

06.12.23

The LLFA objected to the original submission relating to hydraulic calculations; exceedance flows and Wetland design

10.05.24

Maintain objection on grounds of exceedance flows & hydraulic calculations

29.05.24

Maintain objections on grounds of exceedance flows & hydraulic calculations

19.09.24

No objection in principle, subject to conditions securing a detailed surface water drainage scheme, surface water run-off & future management of drainage features

5.8. CCC Highways

08.12.23

Upon reviewing the plans and information submitted for this application, I have no objection to the proposals in principle. Please read all comments and recommendations provided in parallel with the County's Transport assessment team.

Access (Westry/Hostmoor Avenue) The access arrangements for both, shown on the transport assessment drawings, are generally acceptable. I would request that a short length of taper to the left-hand radius onto Hostmoor Avenue as this is the most frequent movement at this junction, it will also aid in improving the swept path for the 16.5m articulated vehicle. Off-site highways mitigation For the proposed mitigation for the A141 / Hostmoor avenue, please undertake and provide comprehensive swept path analysis for a 16.5m articulated vehicle and a 12m ridged vehicle. In addition to the swept path analysis, a Stage 1 Safety Audit would be required. The proposed mitigation at the Peas Hill Roundabout is acceptable as it provides suitable and safe measures for pedestrians to cross the improved 2-lane A141 arm.

Pedestrian facilities The uncontrolled pedestrian crossing, proposed across the access into the Howdens industrial unit is undeliverable as it lies outside the application red line boundary and the highway boundary. A crossing point will still be required in this area; however, it will need to be moved further east to ensure it is within the public highway. Layout CCC do not adopt commercial roads and as such, it is outside of my remit to comment on the arrangement of future private streets. Framework Construction Management Plan The construction traffic routing utilises the A141 Wisbech Road. This is a traffic sensitive street so timings of deliveries and muck away vehicles will need to be restricted to 09:30 – 16:00 Monday to Friday.

Contractors / visitors can arrive and depart outside of these times if they wish. No loading or parking may be permitted under any circumstances along the A141. This needs to be made clear in the plan. Wheel washing is proposed, which is welcome, but the contractor will need to take steps to ensure any slurry generated does not enter the public highway. The FCMP states that the site gates will be closed and open for deliveries as needed. As such, the gates must be set back from either the A141 Wisbech Road or Westry Avenue sufficiently far to allow the largest anticipated vehicle to wait fully off the main carriageway. If this cannot be achieved, then the gates will need to be kept open throughout the working day. The following statements, or similar, need to be added to the FCMP. "The public highway within the vicinity of the site will be swept within an agreed time frame as and when reasonably requested by any officer of the Local Highway Authority." "It is recognised that construction traffic occasionally damages the public highway and should any such damage occur it will be repaired in a timely manner at no expense to the Local Highway Authority."

In order to attribute any potential damage to the development, a pre-commencement condition survey of Hostmoor Avenue and Westry Avenue is required. Misc. The applicant should provide vehicle tracking and inter-vehicular visibility for the Hostmoor Avenue / Westry Avenue junction to demonstrate that it is suitable in its current form for the substantial intensification which would be attributed to the development. Please advise me if any further information is made available or any updates are made to the current information and drawings to allow me to make further recommendations.

10.05.24

Upon reviewing the updated plans and information submitted for this application, I have no objection to the proposals in principle. Please read all comments and recommendations provided in parallel with the County's Transport assessment team.

Access (Westry/Hostmoor Avenue) I note that the access arrangements have been amended based on my previous recommendation regarding a left-hand taper. I therefore, have no further comments in relation to the access arrangement shown.

Off-site highways mitigation I require further information in regard to the off-site highways mitigation works. Further comments to be provided shortly. Pedestrian facilities I note my previous recommendations regarding the pedestrian crossing proposals have been added to the updated layout reference: 23070/SK01. The footway proposals are acceptable. However, the cycle infrastructure proposed does not appear to be safe based on its location and likelihood of causing collisions with vehicles accessing or egressing the site. The proposed cycle path is not required from a LHA perspective, if the applicant wishes to amend this to a 2m wide footway, this will be acceptable. Framework Construction Management Plan I note that my previous recommendation regarding the FCMP have been addressed. I therefore have no further recommendations.

15.05.24

Just a follow up email following my comments provided last week for this planning app. For clarity, I raise no objections to the proposals in principle as they are laudable and do not propose any changes, I would raise issues with. However, I suggest that you refer to.....comments to be provided from our transport assessment team to decipher the suitability of the proposed mitigation works in relation to the proposals.

5.9. CCC Transport Assessment Team

09.02.24

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

03.06.24

In previous correspondence with the Highway Authority concerns were highlighted with different aspects of the proposed development. One concern was surrounding the validity of the count data as it did not seem representative of what the Highway Authority expect to be at the Hostmoor Avenue Junction.

Concerns were also raised about the accessibility for pedestrian and cyclists to the development.

The application as submitted does not include sufficient information to properly determine the highway impact of the proposed development. The Transport Assessment Team therefore requests that this application not be determined until such time as the additional information above has been submitted and reviewed.

15.11.24

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

issues addressed the Highway Authority would reconsider the application. CCC therefore requests that this application not be determined until such time as the additional information above has been submitted and reviewed

11.08.25

The latest LinSig model is acceptable to the Highway Authority in terms of how it's been built, but there are some concerns regarding what has been modelled and what's been included within the model.

It appears only the following has been included as committed development - MCDonalds

- *F/YR19/1093/F Aldi*
- *F/YR21/0885/F Land west of The Avenue*
- *F/YR21/1497/O March BCP Site (300 Units) – it is unclear what development this is referring to.*

This is not acceptable, the below list was included in the Transport Assessment Teams comments dated 9 February 2024.

- *F/YR17/1127/O - Land north of Wisbech Road, March (118 dwellings)*
- *F/YR19/1068/F - Land at Norwood Road, March (50 dwellings)*
- *F/YR19/1093/F - Land south of Hostmoor Avenue*
- *F/YR20/1235/O - Land off Bridge Lane, Wimblington (88 dwellings)*
- *F/YR21/0885/F - Land north of Hostmoor Avenue (Aldi foodstore)*
- *F/YR21/1175/F - Land off Gaul Road, March (55 dwellings)*
- *F/YR21/1497/O - West March (1,200 dwellings, primary school, local centre live planning application)*
- *F/YR22/0062/O - Upwell Road, March (110 dwellings subject to planning appeal on 13th December 2023)*
- *F/YR22/1032/O - Princess Avenue, March (125 dwellings)*
- *F/YR23/0370/O - Barkers Lane, March (130 dwellings live planning application)*
- *F/YR23/0696/O - South-East March (425 dwellings live planning application)*
- *F/YR20/0223/BCP*
- *F/YR15/0640/F – Westry Retail park*

It is also noted that the latest submission does not include a LinSig model for the Aldi signal scheme. Given Aldi has been granted permission, and it is currently going through the 278 process, it is a committed development. Therefore, the developments impacts on the proposed signal junction need to be modelled.

Cambridgeshire County Council (CCC) knows from the work undertaken to support the MATS (March Area Transport Study) that the Hostmoor Avenue junction with the A141 and the Peas Hill roundabout are both suffering from capacity issues and these get worse when all the above committed development comes along. The MATS work identified 8 million pounds worth of junction improvements needed to deal with future growth at these two junctions, CCC has designs and costings for these works. One of the main issues is with vehicles having to currently turn left/south out of Hostmoor Avenue and then undertaken a U turn at the Peas Hill Roundabout if they want to head north. Right turns are banned at the Hostmoor Avenue junction with the A141, this is for safety and capacity reasons. A vehicle undertaking a U turn manoeuvre at a roundabout blocks all other arms and has a negative impact on capacity. The MATS scheme proposes to deliver an all-

movement signal junction at Hostmoor Avenue, third party land is required to deliver this scheme. There is insufficient land available to be able to deliver an all-movement junction within existing highway land. Allowing vehicles to right turn out of Hostmoor Avenue has a positive impact on the Peas Hill roundabout as it would remove all the U turners. There are also improvement works proposed at the Peas Hill roundabout. The MATS schemes are currently unfunded and therefore no known date for their delivery.

Due to the unknown delivery date, it is not possible to add a condition to any planning approval, this would be unreasonable. This has been discussed in detail with the Planning Authority.

CCC has determined via the MATS that it is not possible to provide junction improvements that work with all the committed development coming forward within existing highway land, third party land is required.

The existing and future capacity issues are not particularly reflected in the applicants modelling work, this could be due to the lack of committed development included within the model. Whilst the Highway Authority does not rely on google traffic, the existing queuing is also shown on google. This corresponds with the work undertaken as part of the MATS.

The applicant is proposing a signal scheme at the Hostmoor Avenue junction with the A141, this mitigation will still not allow vehicles to turn right out of the junction. It will keep the current arrangement of all vehicles having to turn left and head south to the Peas Hill roundabout.

The modelling work undertaken by the applicant demonstrates that the proposed development would have a severe impact on safety and capacity on the highway network. The proposed development would add additional vehicles to both the Hostmoor Avenue junction with the A141 and the Peas Hill roundabout. Therefore, adding to the existing capacity issues.

For the above reasons, the Highway Authority recommends the planning application be refused.

5.10. County Minerals & Waste – 14.12.23

The proposed development is partially located within the Waste Consultation Area for the safeguarded waste site known as Lions Yard as identified under Policy 16 (Consultation Areas) of the Cambridgeshire and Peterborough Minerals and Waste Local Plan (2021).

Policy 16 seeks to safeguard waste management facilities. It states that development within a CA will only be permitted where it is demonstrated that the development will not prejudice the existing or future use of the area, i.e. the waste management site for which the CA has been designated; and not result in unacceptable amenity issues or adverse impacts to human health for the occupiers or users of such new development, due to the ongoing or future use of the area for which the CA has been designated. It is noted that the proposed development is for the erection of Use Class B2 and Use Class B8 units. The MWPA is, in this instance, content that the proposal is unlikely to prejudice the waste management operation, and consequently has no objection to the proposed development. For reference, the Cambridgeshire and Peterborough Minerals and Waste Local Plan can be found on our website

5.11. Environmental Health

23.12.23

No objection subject to conditions relating to noise mitigation, air quality mitigation, construction hours, contaminated land mitigation & light impact assessment.

20.05.24

Revised proposals have been received in respect of the above. The revision is: Amended site plan; unit floor plans and elevations and updated assessments.

I have reviewed the Milestone "Framework Construction Management Plan" (MTP Ref: 23-070) dated April 2024 and accept the full application of this plan, once work commences, to provide the means to control nuisance arising from the construction phase of this development to a reasonable level.

5.12. Natural England – 09.05.24

No objection

5.13. County Ecology – 10.05.24

The application provides insufficient evidence to demonstrate:

- *level of impact of the scheme on protected species, namely water vole*
- *'no net loss', and ideally net gains, in biodiversity value (Biodiversity Net Gain).*

It is not possible to determine if the scheme accords with Fenland Local Plan 2014 policies LP16 & LP19 which seek to conserve, enhance and promote the biodiversity interest. Nor, whether the LPA will meet its statutory duties to conserve biodiversity (Section 40, Natural Environment and Rural Communities Act 2006 & Environment Act 2021) and protected species (Wildlife and Countryside Act 1981).

We therefore recommend refusal, unless the following information is provided prior to determination:

- *Update of out-of-date Preliminary Ecological Appraisal*
- *completion of further survey work (water vole) recommended in the Preliminary Ecological Appraisal*
- *Biodiversity Net Gain assessment*

5.14. FDC Ecology

13.06.25

No objection subject to condition securing comprehensive mitigation strategy for water voles.

24.10.25

The original ecology survey for App F/YR23/0942/F concluded that 'reptiles may use the adjacent habitats but are not considered likely to be present within the Site boundary and are therefore significantly unlikely to be impacted by the development' an assessment which both CCC Ecology and myself agreed with.

But it has come to my attention that small numbers of reptiles were recorded in surveys undertaken in relation to an adjacent development site (app ref. F/YR22/0571/O), and therefore that the presence of reptiles cannot be entirely ruled out on the application site for F/YR23/0942/F. Precautions to avoid harm to reptiles are therefore advised, since all UK reptiles carry a high level of legal protection.

For permission F/YR22/0571/O there was no specific Condition set relating to the conservation of reptiles, although Condition 9 states –

“No development shall take place until an ecological design strategy (EDS) addressing the creation of mitigation and compensation habitat both on and oU’ site. The EDS shall include the following:

- a) Purpose and conservation objectives for the proposed works.*
- b) Review of site potential and constraints.*
- c) Detailed design(s) and/or working method(s) to achieve stated objectives and target conditions.*
- d) Extent and location/area of proposed works on appropriate scale maps and plans.*
- e) Type and source of materials to be used where appropriate, e.g. native species of local provenance.*
- f) Timetable for implementation demonstrating that works are aligned with the proposed phasing of development.*
- g) Persons responsible for implementing the works.*
- h) Details of initial aftercare and long-term maintenance.*
- i) Details for monitoring and remedial measures.*
- j) Details for disposal of any wastes arising from works.*

The EDS shall be implemented in accordance with the approved details and all features shall be retained in that manner thereafter”.

Taking a precautionary approach a similar Condition could be applied to any permission which may be granted to App. F/YR23/0942/F to protect reptiles.

5.15. Local Residents/Interested Parties

No letters of representation were received on the application.

6 STATUTORY DUTY

- 6.1. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires a planning application to be determined in accordance with the Development Plan unless material planning considerations indicate otherwise. The Development Plan for the purposes of this application comprises the adopted Fenland Local Plan (2014) the Cambridgeshire and Peterborough Minerals and Waste Local Plan (2021) and the March Neighbourhood Plan (2017).

7 POLICY FRAMEWORK

National Planning Policy Framework (NPPF) 2024

Chapter 2 - Achieving sustainable development

Chapter 4 – Decision-making

Chapter 6 – Building a strong, competitive economy

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

National Planning Practice Guidance (NPPG)

Determining a Planning Application

National Design Guide 2021

Context

Identity

Built Form

Movement

Nature

Uses

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

LP6 – Employment, Tourism, Community Facilities and Retail

LP9 – March

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

March Neighbourhood Plan 2017

Cambridgeshire and Peterborough Minerals and Waste Local Plan 2021

Policy 5 - Mineral Safeguarding Areas

Policy 10 - Waste Management Areas (WMAs)

Policy 14 - Waste management needs arising from residential and commercial Development

Policy 16: -Consultation Areas (CAS)

Delivering and Protecting High Quality Environments in Fenland SPD 2014

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

Developer Contributions SPD 2015

Cambridgeshire Flood and Water SPD 2016

8 KEY ISSUES

- **Principle of Development**
- **Visual amenity**
- **Residential amenity**
- **Flood Risk and Drainage**
- **Parking Provision and Highway Safety**
- **Biodiversity Impact**
- **Arboricultural Issues**

- **Biodiversity Net Gain (BNG)**

9 BACKGROUND

- 9.1. In 2022, an application was submitted for the erection of 9 x industrial units (B2/B8 use), the formation of an access and associated landscaping, and provision of car and cycle parking. The application was withdrawn.

10 ASSESSMENT

Principle of Development

- 10.1. Paragraph 85 of the NPPF states that: *Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. This is particularly important where Britain can be a global leader in driving innovation, and in areas with high levels of productivity, which should be able to capitalise on their performance and potential*
- 10.2. The application site is located within the settlement of March which is identified within the Settlement Hierarchy as a Primary Market Town; Market Towns are identified within Policy LP3 as the focus for where housing growth, employment growth, retail growth and wider service provision should take place.
- 10.3. Policy LP9 of the Local Plan relates to March specifically. It states that alongside Wisbech, March is a focus for housing, employment and retail growth. All development should contribute to maintaining and improving March as a strong, safe and community focussed market town, preserving, enhancing and making appropriate use of its heritage assets to benefit its regeneration and sense of place. It further states that new urban extensions to March will be supported in several locations, including March Trading Estate (broad location for growth).
- 10.4. Whilst the Broad Location for Growth for the estate is physically shown to the north of the Trading Estate, given that the site is well integrated within the existing estate and forms an extension to this, it is reasonable to conclude that the application site is located within this area for development and therefore forms part of the Broad Location for Growth.
- 10.5. Policy H1 of the March Neighbourhood Local Plan relates to Large Development Sites and supports the major allocations on the edge of March, as set out in the Fenland Local Plan (2014), including b) Broad Locations for Growth - 2. March Trading Estate (business use).
- 10.6. Accordingly, there is a presumption in favour of development within this location with the principle of development acceptable subject to other considerations including residential and visual amenity, design, parking, highways and flood risk being addressed.

Visual Amenity/Design

10.7. Policy LP16 of the Fenland Local Plan, sets out a number of criteria in which proposals are required to meet, to ensure that high quality environments are provided and protected. Most relevant to the proposal are:

(d) makes a positive contribution to the local distinctiveness and character of the area, enhances its local setting, responds to and improves the character of the local built environment, provides resilience to climate change, reinforces local identity and does not adversely impact, either in design or scale terms, on the street scene, settlement pattern or the landscape character of the surrounding area.

10.8. Further guidance is provided within the Delivering and Protecting High Quality Developments SPD.

10.9. The proposal seeks an extension to the existing trading estate through the erection of five industrial units. The design and scale of the buildings is functional to ensure suitability of their proposed B2/B8 uses and, whilst they would be visible from the A141 to the west, would be seen against the backdrop of the existing industrial development. Therefore, it is not considered that the proposal would result in any detrimental impacts on the landscape character of the area in this location.

10.10. It is overall considered that the proposal satisfies the requirements of Policy LP16 of the Fenland Local Plan (2014) in terms of its design and appearance.

Residential Amenity

10.11. Policy LP16(e) of the Local Plan requires development to not adversely impact on the amenity of neighbouring users through issues such as noise, light pollution, loss of privacy and loss of light.

10.12. The development will provide a clear extension to March Trading Estate with the potential for harm to residential amenities of occupiers of existing and planned residential developments limited due to relatively long separation distances.

10.13. The development is not considered to have a detrimental effect on neighbouring uses to the north, which comprise a mix of commercial uses.

10.14. The southern site boundary is considered to be most sensitive as it backs onto the railway line with the forthcoming development at Land North of The Green and North of 149-159 Wisbech Road (ref. F/YR21/0078/RM) beyond.

10.15. The proposed layout comprises only two buildings along this boundary with spacing between to ensure the rear outlook from the new homes is not of a continual stretch of built form and provide relief to their outlook.

10.16. Unit 1 is located to the north of approx. 12 new homes. Back-to-back separation distances of 40m are achieved and the building has been designed with a sloping roof to limit its height adjacent to the boundary.

10.17. As such, the proposals are considered to accord with part (e) of Policy LP16 and would not result in harm to residential amenities of neighbouring properties.

10.18. An Environmental Acoustic Assessment has been undertaken in support of the scheme to determine any potential amenity impact upon neighbouring sites including residential receptors whilst taking into account background noise levels.

- 10.19. The Councils Environmental Health Officer has reviewed the application and supporting documents and confirms that the details are considered suitable and sufficient for purpose, having regard to the relevant industry standards in this scenario, including BS 4142:2014 – Methods of rating and assessing industrial and commercial sound whilst the noise mitigation measures are noted and accepted.
- 10.20. Through the imposition of conditions and in order to provide the necessary level of protection to the amenity of the nearest residential properties, the operational development is unlikely to result in an adverse impact upon nearby residential development.
- 10.21. The proposal is therefore considered to be acceptable in this respect having regard to Policy LP16 of the Fenland Local Plan (2014).

Highways

- 10.22. Paragraph 116 of the NPPF states that Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.
- 10.23. Local Plan Policy LP15 states that any development that has transport implications will not be granted planning permission unless deliverable mitigation measures have been identified, and arrangements secured for their implementation, which will make the development acceptable in transport terms.
- 10.24. Part 5 and d) of policy H1 of the March Neighbourhood Plan relates to highway issues and how a development should identify where the primary and secondary access points in and out of each site will be located and will identify the broad distribution of roads within each site and highlight the general movement of traffic within the site and onto the surrounding road network.
- 10.25. Due to the scale of development proposed and associated traffic movements that would be generated by the development, and when factoring in the traffic already generated by existing uses in the immediate vicinity, substantial highway mitigation works are required to ensure the safe operation and adequate capacity of the surrounding highway network.
- 10.26. The proposed mitigation measures are summarised in the submitted Transport Assessment by Milestone Transport Planning as being either a financial contribution to the CCC MATS signal scheme, or a signalised mitigation scheme at the junction of Hotsmoor Avenue and the A141/Wisbech Road.
- 10.27. The submitted transport assessment has been considered by CCC Transport Assessment Unit (TAU) with concerns and objections raised regarding the content of the Transport Assessment.
- 10.28. Within the objection, it is stated that not all committed developments in the area have been included in the LinSig modelling, as requested by the TAU, and therefore the findings of the modelling cannot be considered complete for the purposes of assessing the overall traffic movements impacts on the highway network and mitigation provided by the proposed off-site highway works. As such, the proposed signalised mitigation scheme at the junction of Hotsmoor Avenue and the A141/Wisbech Road is not considered to be supported by adequate information at this stage to be considered acceptable.

- 10.29. In respect of the proposed financial contribution towards the CCC MATS signal scheme, the TAU advise that at this time, there are insufficient funds to undertake these improvement works, with the current shortfall exceeding that which could be reasonably requested from this development. As such, there is no known delivery date for these works and as such, it is not considered that a negatively worded condition prohibiting the commencement of the development/use of the site would be reasonable in the event that planning permission is granted.
- 10.30. As such, it is only possible to conclude that, based on the information provided, that the development would result in a severe impact on the safety and capacity of the highway network, and is therefore contrary to Policy LP15 of the Fenland Local Plan (2014) and Paragraphs 115 and 116 of the NPPF (2024).

Flood Risk and Drainage

- 10.31. Paragraph 170 of the NPPF states that Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). Where 50 development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere.
- 10.32. Policy LP14 aims to ensure that development is compatible with its location taking into account the impacts of climate change and flood risk. Further to this, Part 5, h) of policy H1 of the March Neighbourhood Plan will identify the areas at risk of flooding, including problems associated with surface water run-off both on and off-site and the measures to be employed to manage any identified risk.
- 10.33. The application site is within flood zone 3 and therefore at the highest risk of flooding. The FRA and Drainage Strategy states that the site is in close proximity to the River Nene, however, the site benefits from flood defences, protecting against fluvial/tidal flood risk. The document also identifies surface water flooding as a significant risk to the site, and that its development could increase risk of surface water flooding to off-site areas. Further to this, the NPPF identifies that buildings used for industrial and storage/distribution purposes are classified as being 'Less Vulnerable' in flood risk terms.
- 10.34. The report identifies surface water flooding as a significant risk to the site, and that its development could increase risk of surface water flooding to off-site areas. A Drainage Strategy is required under Part B of Policy LP14, which should demonstrate arrangements for attenuating surface water run-off can be accommodated within the site.
- 10.35. Policy LP14 also requires SuDS are incorporated into development schemes on Greenfield sites. With regards to drainage, the report outlines a surface water drainage strategy which is prepared in accordance with the discharge hierarchy
- 10.36. Given the site is underlain by impermeable clays, infiltration SuDS are not feasible so post-development run-off will be discharged into the existing drains at the site via onsite attenuation within cellular tanks.
- 10.37. Surface water discharge will be pumped from the proposed attenuation systems. Considering the significant constraints concerning disposal of surface water at the site, and given that a similar SuDS proposal has been approved at the adjacent site (application ref. F/YR22/0571/O), the proposed surface water drainage strategy is considered to be appropriate in this instance.

- 10.38. Exceedance flows would collect around the proposed units. The applicant confirms that the foul flow will be pumped to the existing public foul sewer system. The proposal has considered arrangements for attenuating surface water run-off within the site, and incorporated SuDS to ensure the proposals can be accommodated without increasing flood risk within the locality.
- 10.39. A further requirement of Policy LP14 is that a sequential test is submitted alongside planning applications in the District, however it was confirmed within pre application discussions with the LPA that a sequential test was not required for this site due to the site being identified as a 'Broad Location for Growth' under Policy LP9 as an expansion of March Trading Estate. The Cambridgeshire Flood and Water SPD notes that if the type and location of the development has been allocated in the Local Plan and that the relevant data supporting this allocation remains appropriate, the Sequential and Exceptions test do not need to be completed.
- 10.40. On this basis, the proposal is considered to satisfy the requirements of Policy LP14 of the Fenland Local Plan (2014) in respect of flood risk and drainage.

Landscaping

- 10.41. Part (i) of Policy LP16 requires that proposals incorporate well designed soft landscaping features. The 'Delivering and Protecting High Quality Environments in Fenland' SPD (2014) sets out proposals should consider the existing character and features of a site, and how new landscape works can integrate appropriately into the surrounding area.
- 10.42. A landscaping plan has been submitted which shows full details of new trees, hedge and other soft and hard landscaping, including species, size, planting spacing and root construction design. This includes a large number of native UK species.
- 10.43. The proposals provide green space and landscaped areas, which provide suitable areas for sustainable drainage systems and enhanced biodiversity as well as the positive aesthetic attribute they bring to the development.
- 10.44. The proposed development works alongside existing drainage constraints to create a central landscaped area to house a drainage basin and swale network as well provide a green outlook and setting for the proposed development. The increased landscaped areas allow the proposed scheme to successfully incorporate drainage pond along the main road within the site. The site entrance will benefit from soft green buffers as opposed to typical areas of hard standing often found within this type of development.
- 10.45. The proposal is therefore considered to accord with the requirements of Policy LP16 of the Fenland Local Plan (2014) in respect of its landscaping provision.

Ecology

- 10.46. Policy LP19 of the Fenland Local Plan states that planning permission will be refused for developments that would cause demonstrable harm to a protected habitat or species, unless the need for and public benefits of the development clearly outweigh the harm and mitigation and/or compensation measures can be secured to offset the harm and achieve, where possible, a net gain for biodiversity. This policy is in line with paragraph 180 of the NPPF, which encourages opportunities to improve biodiversity in and around developments, especially where this can secure net gains for biodiversity.

10.47. The application is supported by Ecology information that concludes that the development will not result in any adverse impacts on protected sites or species that cannot be mitigated. A condition is requested by the Council ecologist to secure a detailed mitigation strategy for the impact on water voles prior to the commencement of any works on site.

10.48. It is considered, based on the submitted information, that the proposal satisfies the requirements of Policy LP19 of the Fenland Local Plan (2014) in respect of its biodiversity impacts.

Land Contamination

10.49. A Phase 1 Desk Top Study was submitted and reviewed by the Council's Environmental Health department. It was confirmed that any future development on the site will need to adhere to the relevant parts of full contaminated land conditioning. As recommended in the aforementioned report, a Phase 2 intrusive ground investigation will be necessary and that this can be conditioned accordingly. Further to this, in the event that a remediation scheme is required, this can also be conditioned ensuring compliance with LP16 of the Fenland Local Plan (2014).

Biodiversity Net Gain (BNG)

10.50. 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.

10.51. There are statutory exemptions, transitional arrangements and requirements relating to irreplaceable habitat which mean that the biodiversity gain condition does not always apply. In this instance, one or more of the exemptions / transitional arrangements are considered to apply and a Biodiversity Gain Condition is not required to be approved before development is begun because the application was submitted prior to the requirement for statutory net gain coming into force.

1 CONCLUSIONS

11.1. The seeks the erection of 5no.industrial units of differing sizes to comprise flexible use classes of B2 and B8 with a total floor space proposed of 12,707.5sqm. The proposal also includes the provision of off-site highway works in the form of either a new signalised junction at the Hotsmoor Avenue/A141 junction, or a financial contribution towards the CCC MATS Signal Scheme.

11.2. The location of the site in the market town of March is considered to render the proposal acceptable in principle, in accordance with Policy LP3.

11.3. The proposal is further considered to be acceptable in respect of its character and appearance, amenity impact, flood risk and drainage, and biodiversity impacts, in accordance with Local and National Planning Policy.

11.4. Notwithstanding this, there are strong objections from CCC Transport Assessment Unit in respect of the impact of the development on the capacity and safety of the highway network. Insufficient information is provided at this time to demonstrate that the aforementioned off-site highway works will provide sufficient mitigation to

ensure the continued capacity and safety of the highway network due to inaccurate/insufficient dataset used for modelling the scheme.

11.5. As such, it is considered that the proposal would result in a severe impact on the safety of the highway network and is therefore contrary to Policy LP15 of the Fenland Local Plan (2014) and Paragraph 115 of the NPPF (2024).

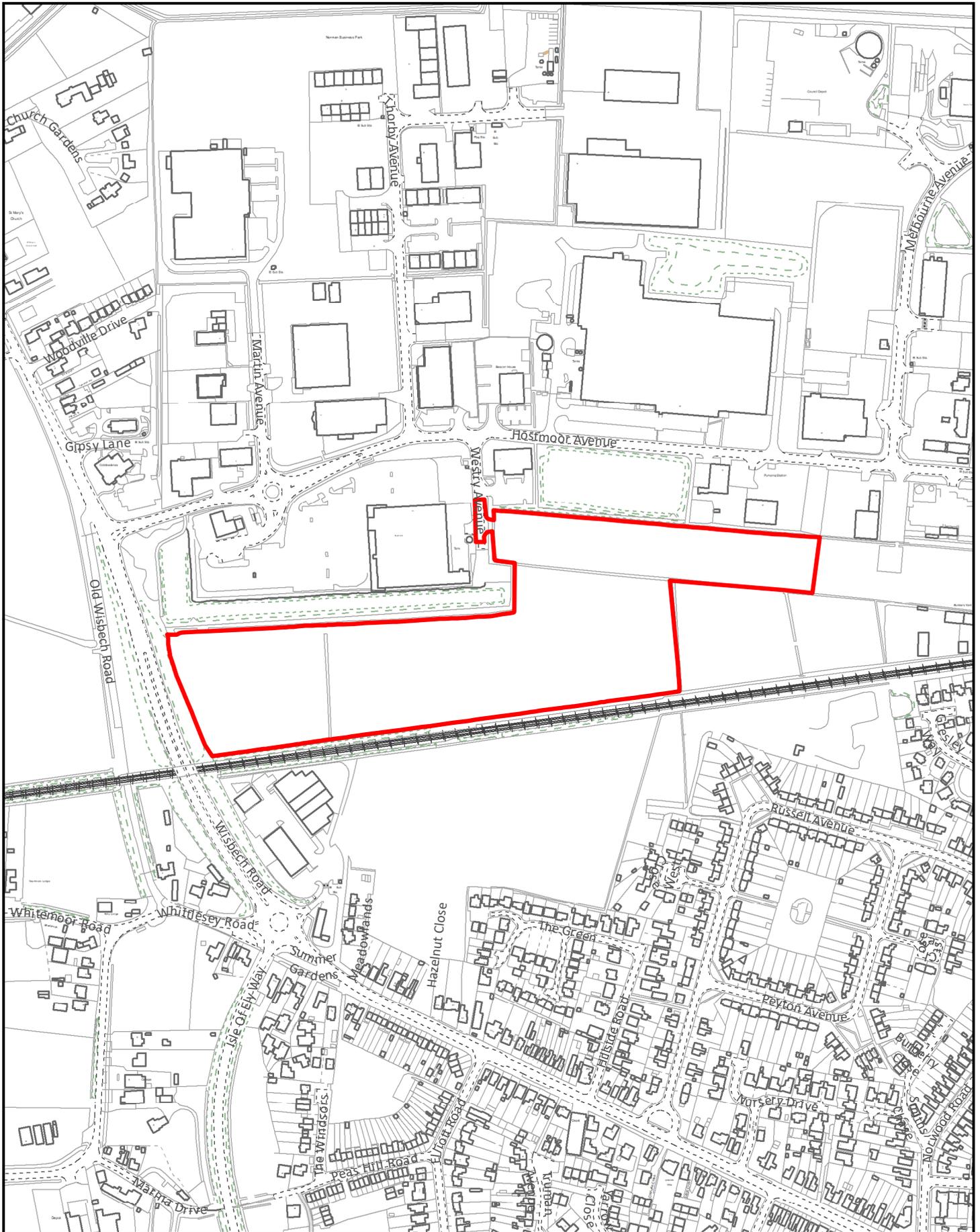
11.6. Whilst many aspects of the proposal are considered to be acceptable in planning terms, the key benefit arising from the scheme is the provision of additional employment land. It is not considered that this benefit would outweigh the harm identified in respect of the impact of the development on the wider highway network with inadequate mitigation to offset this impact.

11.7. Therefore, the proposal is considered to be unacceptable in terms of the overall planning balance, and it is accordingly recommended that planning permission is refused on this basis.

2 RECOMMENDATION

Refuse; for the following reasons:

1.	Insufficient information has been submitted to demonstrate that the proposed off-site highway works would adequately mitigate against the impact of the development on the surrounding highway network in terms of capacity and safety. The proposal is therefore contrary to the requirements of Policy LP15 of the Fenland Local Plan (2014) and Paragraph 115 of the NPPF (2024).
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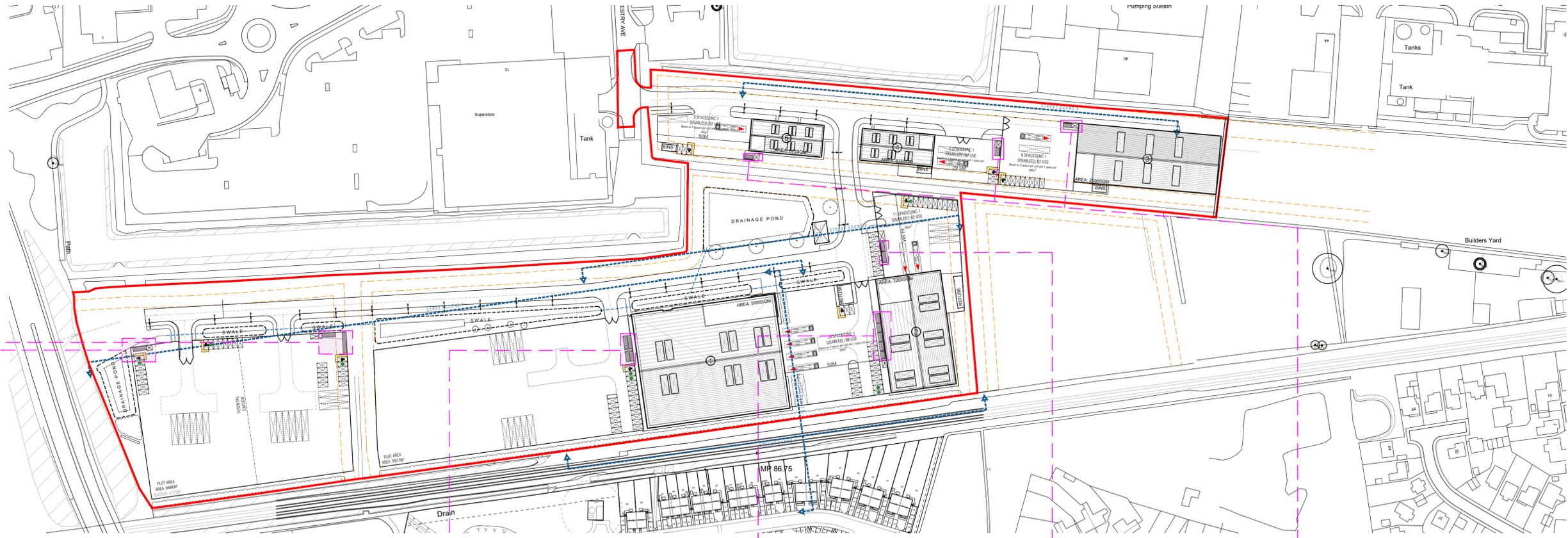


ACCOMMODATION SCHEDULE									
UNIT No.	OVERALL L ² AREA (SOFT)	OFFICE AREA (SOFT)	WAREHOUSE AREA (SOFT)	FIRST FLOOR AREA (SOFT)	SECOND FLOOR AREA (SOFT)	CAR PARKING	LORRY PARKING	CYCLE PARKING	
1	5000m ² (53,820)	4824m ² (51,925)	607m ² (6,533)	143m ² (1,539)		20	7	48	
2	2200m ² (23,681)	2128m ² (22,906)	300m ² (3,252)		X	11	5	22	
3	2500m ² (26,910)	1782m ² (19,181)	375m ² (4,036)		X	12	5	24	
4	675m ² (7,266)	638m ² (6,867)	101.25m ² (1,090)		X	3	2	8	
5	675m ² (7,266)	638m ² (6,867)	101.25m ² (1,090)		X	3	2	8	

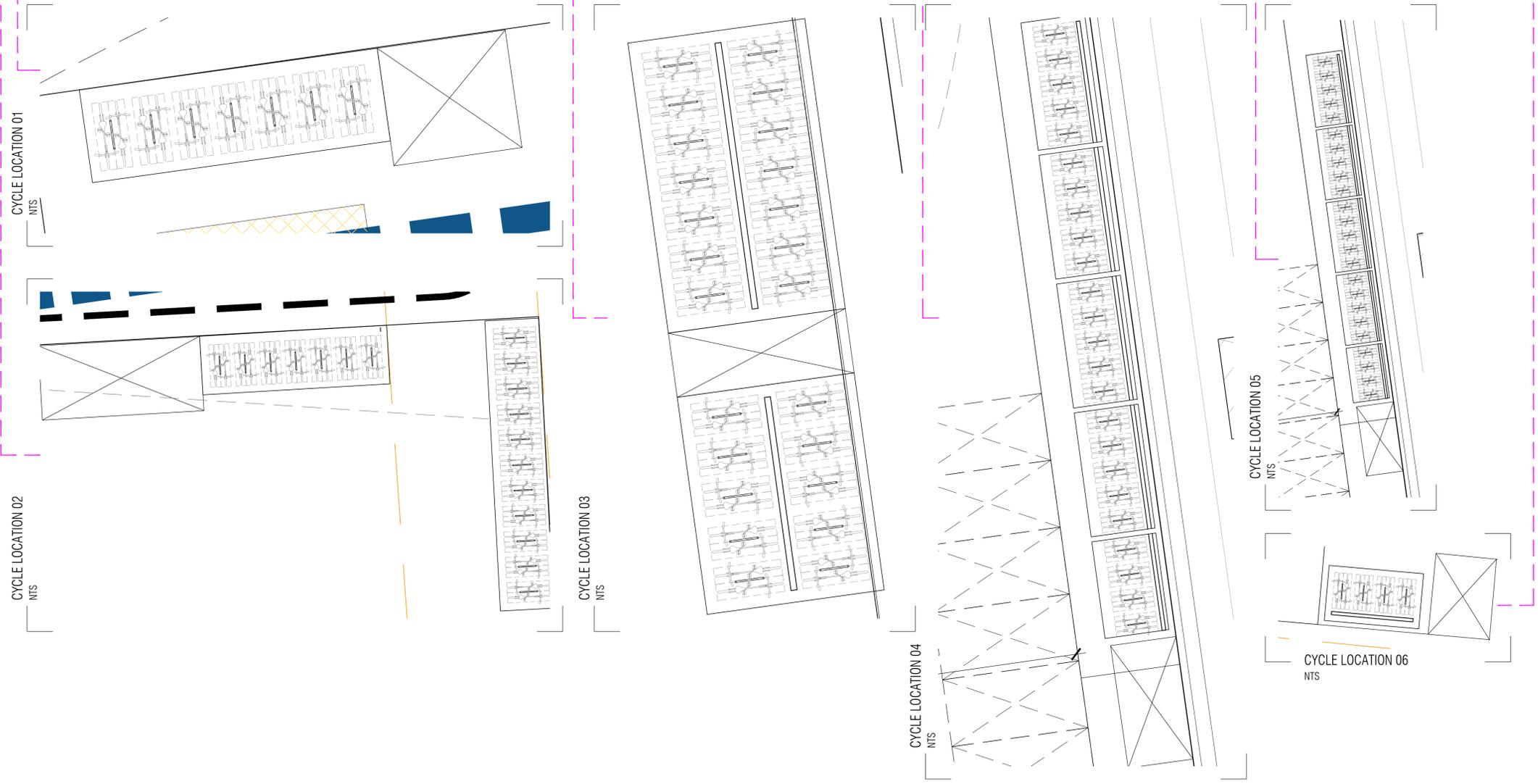
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 ALL STEEL FRAMEWORK SHOWN INDICATIVELY FOR PLANNING PURPOSE TO INDICATE INTENDED CONSTRUCTION METHOD. FULL FRAME DESIGN TO BE CARRIED OUT BY STRUCTURAL ENGINEER.
 INTERNAL LAYOUTS SHOWN INDICATIVELY FOR THE PURPOSE OF PLANNING AND WILL BE SUBJECT TO END USER. ANY VARIATION FROM THE LAYOUT SHOWN WILL BE SUBJECT TO REVISED/INDEPENDENT APPLICATION OR NMA APPLICATION PERCENTAGES/AREAS TO REMAIN AS NOTED.
 ANCILLARY OFFICE SPACE ABOVE GROUND TO BE NO GREATER THAN 5% OF OVERALL GROUND FLOOR AREA OF THE UNIT, UNLESS OTHERWISE AGREED AS PART OF A SEPARATE APPLICATION. 5% HAS BEEN TAKEN FROM ANYTHING OVER AND ABOVE GROUND FLOOR.
 ESCAPE DOOR LOCATIONS SHOWN INDICATIVELY AND WILL BE SUBJECT TO END USER INTERNAL LAYOUT TO INSURE SAFE ESCAPE ROOTS PROVIDED FOR ALL WAREHOUSE PERSONNEL.

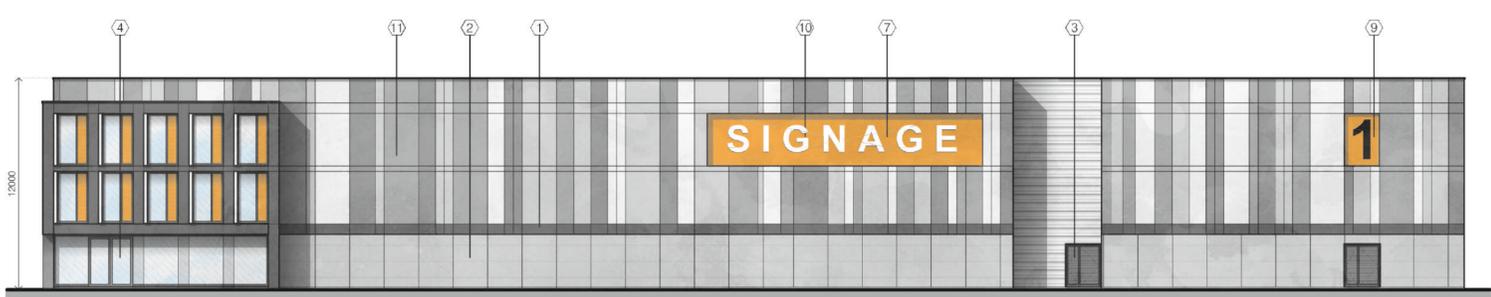


KEY:
 AREA SUITABLE FOR NON STANDARD CYCLES

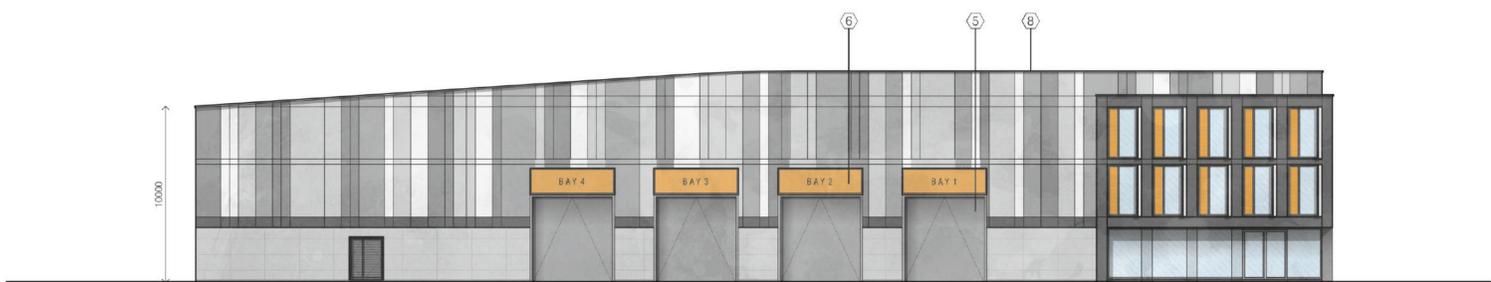


PROPOSED SITE PLAN
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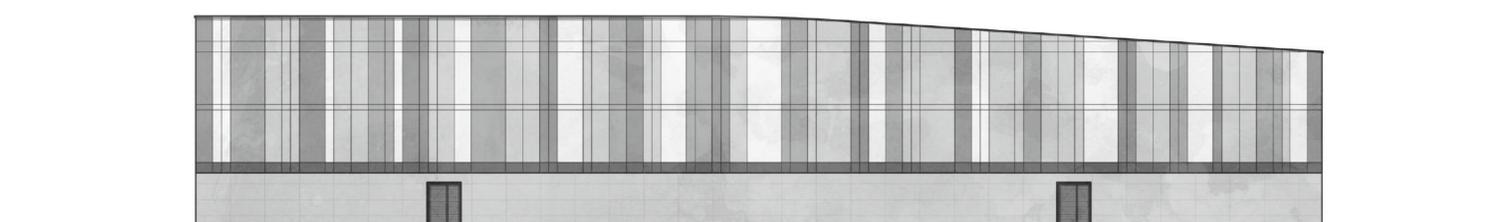
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PROPOSED SIDE ELEVATION [UNIT 1]
 SCALE 1:200@A1



PROPOSED REAR ELEVATION [UNIT 1]
 SCALE 1:200@A1



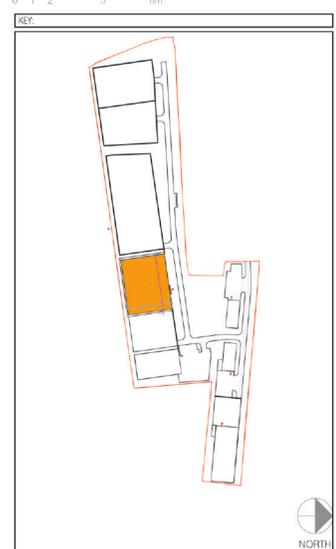
PROPOSED SIDE ELEVATION [UNIT 1]
 SCALE 1:200@A1



● PROPOSED SECTION AA [UNIT 1]
 SCALE 1:200@A1



● PROPOSED SECTION BB [UNIT 1]
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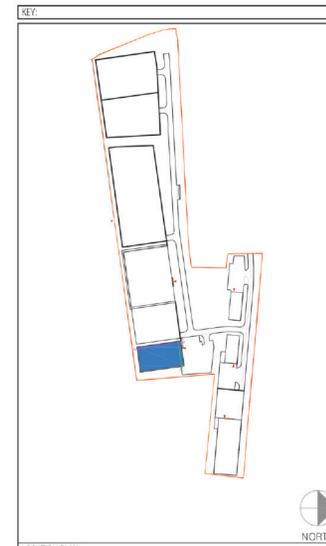


ACCOMMODATION SCHEDULE

UNIT No.	OVERALL FLOOR AREA (SQFT)	REG. OFFICE AREA (SQFT)	WAREHOUSE AREA (SQFT)	FIRST FLOOR AREA (SQFT)	SECOND FLOOR AREA (SQFT)	CAR PARKING	LOBBY PARKING	CYCLE PARKING
1	5000m ² (53,820)	1022m ² (11,025)	607m ² (6,532)	143m ² (1,539)	0	0	7	48
2	2200m ² (23,681)	212m ² (22,906)	330m ² (3,552)	X	11	5	22	
3	2500m ² (26,910)	178m ² (19,181)	375m ² (4,036)	X	12	5	24	
4	675m ² (7,266)	638m ² (6,867)	101.25m ² (1,090)	X	3	2	8	
5	675m ² (7,266)	638m ² (6,867)	101.25m ² (1,090)	X	3	2	8	

NOTES:
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- ELEVATION KEY:
- ① DARK GREY CLADDING
 - ② LIGHT GREY CLADDING
 - ③ ESCAPE DOORS
 - ④ FOCAL ENTRANCE POINT
 - ⑤ ROLLER SHUTTERS
 - ⑥ BAY NUMBERING
 - ⑦ FEATURE COLOUR FOR NAVIGATION /WAY FINDING THROUGH THE SITE.
 - ⑧ PARAPET CAPPING
 - ⑨ UNIT NUMBER
 - ⑩ UNIT SIGNAGE
 - ⑪ VARYING COLOUR METAL CLADDING TBC BY CONDITION.



LOCATION PLAN

ACCOMMODATION SCHEDULE

UNIT No.	OVERALL AREA (SQFT)	WAREHOUSE AREA (SQFT)	OFFICE AREA (SQFT)	FIRST FLOOR AREA (SQFT)	SECOND FLOOR AREA (SQFT)	CAR PARKING	LOBBY PARKING	BIKE PARKING
1	5000m ² [53,820]	4824m ² [51,925]	607m ² [6,533]	143m ² [1,539]		20	7	48
2	2200m ² [23,681]	2120m ² [22,906]	350m ² [3,552]		X	11	5	22
3	2500m ² [26,910]	1782m ² [19,181]	375m ² [4,036]		X	12	5	24
4	675m ² [7,266]	638m ² [6,867]	101.25m ² [1,090]		X	3	2	8
5	675m ² [7,266]	638m ² [6,867]	101.25m ² [1,090]		X	3	2	8

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- ELEVATION KEY:**
- ① DARK GREY CLADDING
 - ② LIGHT GREY CLADDING
 - ③ ESCAPE DOORS
 - ④ FOCAL ENTRANCE POINT
 - ⑤ ROLLER SHUTTERS
 - ⑥ BAY NUMBERING
 - ⑦ FEATURE COLOUR FOR NAVIGATION /WAY FINDING THROUGH THE SITE.
 - ⑧ PARAPET CAPPING
 - ⑨ UNIT NUMBER
 - ⑩ UNIT SIGNAGE

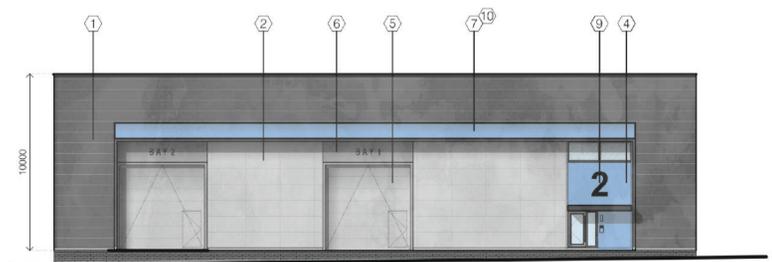
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PROJECT:
 COMMERCIAL DEVELOPMENT
 HOSTMOOR AVENUE
 MARCH, CAMBRIDGSHIRE

DRAWING TITLE:
 PROPOSED ELEVATIONS AND SECTIONS
 [UNIT 2]

CLIENT:
 EASTWOOD RVL.

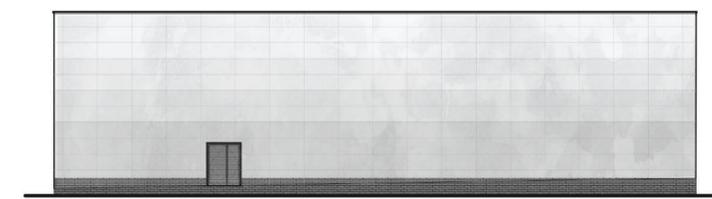
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SEPTEMBER-2023		P9



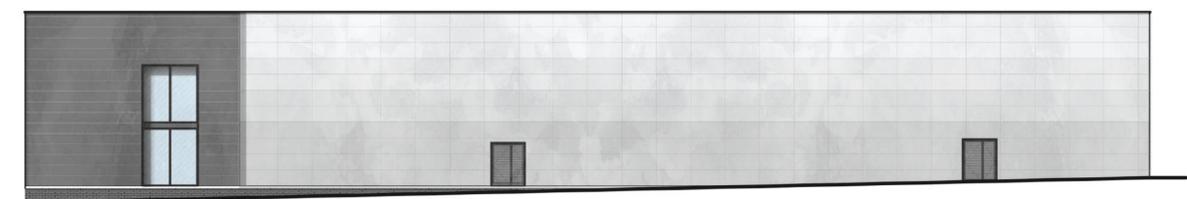
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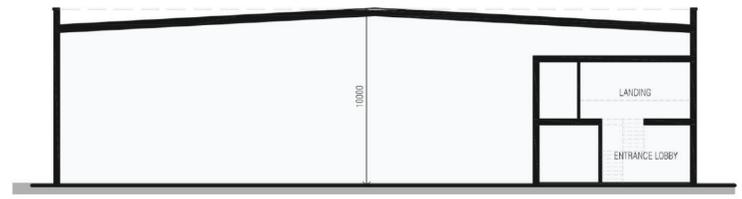
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PROPOSED REAR ELEVATION [UNIT 2]
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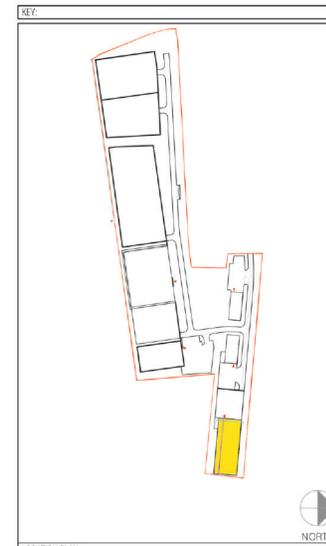
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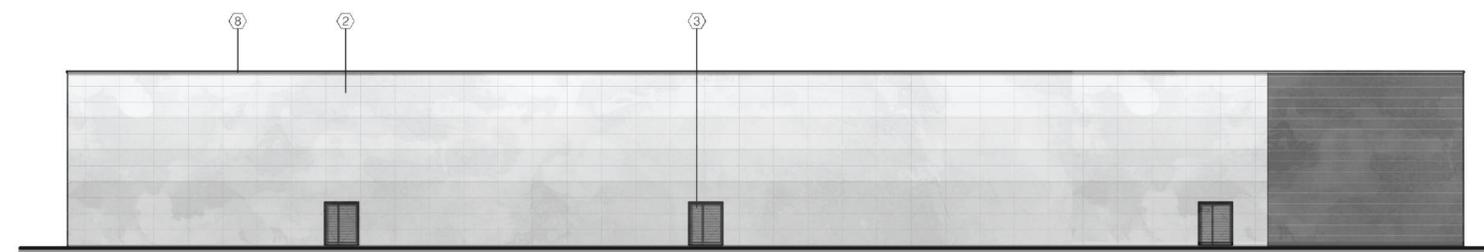
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● PROPOSED SECTION BB [UNIT 2]
 SCALE 1:200@A1



PROPOSED FRONT ELEVATION [UNIT 3]
SCALE 1:200@A1



PROPOSED SIDE ELEVATION [UNIT 3]
SCALE 1:200@A1



PROPOSED REAR ELEVATION [UNIT 3]
SCALE 1:200@A1



PROPOSED SIDE ELEVATION [UNIT 3]
SCALE 1:200@A1



● PROPOSED SECTION AA [UNIT 3]
SCALE 1:200@A1



● PROPOSED SECTION BB [UNIT 3]
SCALE 1:200@A1

LOCATION PLAN

ACCOMMODATION SCHEDULE

UNIT No.	OVERALL AREA (SQFT)	WAREHOUSE AREA (SQFT)	FIRST FLOOR AREA (SQFT)	SECOND FLOOR AREA (SQFT)	CAR PARKING	LOBBY PARKING	BIKE PARKING
1	5000m ² [53,820]	4824m ² [51,925]	607m ² [6,533]	143m ² [1,539]	20	7	48
2	2200m ² [23,681]	2128m ² [22,906]	330m ² [3,552]	X	11	5	22
3	2500m ² [26,910]	1762m ² [19,181]	375m ² [4,036]	X	12	5	24
4	675m ² [7,266]	638m ² [6,867]	101.25m ² [1,090]	X	3	2	8
5	675m ² [7,266]	638m ² [6,867]	101.25m ² [1,090]	X	3	2	8

NOTES:
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ELEVATION KEY:

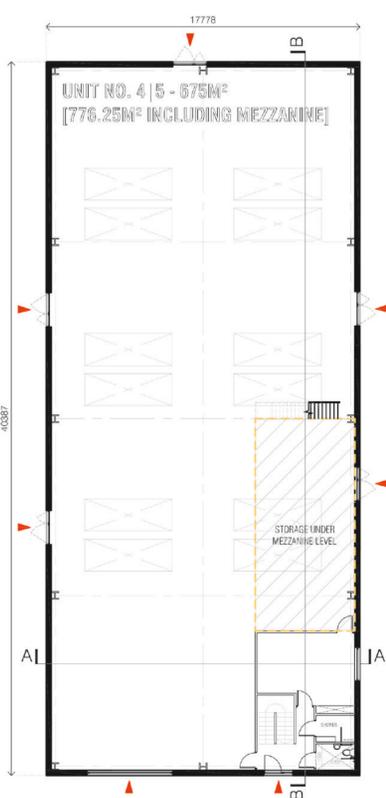
① DARK GREY CLADDING.	⑦ FEATURE COLOUR FOR NAVIGATION /WAY FINDING THROUGH THE SITE.
② LIGHT GREY CLADDING.	⑧ PARAPET CAPPING.
③ ESCAPE DOORS.	⑨ UNIT NUMBER.
④ FOCAL ENTRANCE POINT.	⑩ UNIT SIGNAGE.
⑤ ROLLER SHUTTERS.	
⑥ BAY NUMBERING.	

REV.	DATE	AMENDMENT	DRAWN

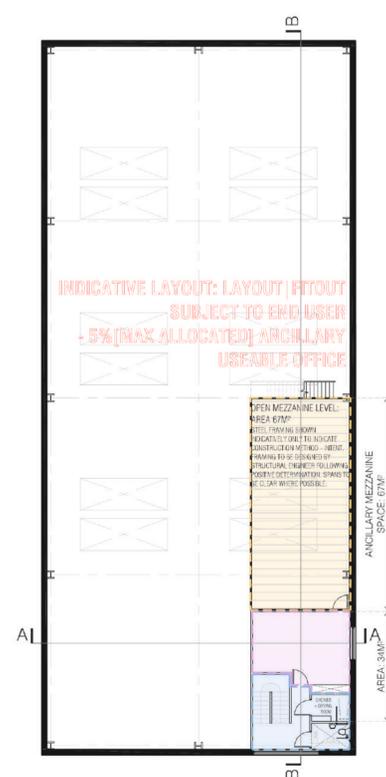
PROJECT:
COMMERCIAL DEVELOPMENT
 HOSTMOOR AVENUE
 MARCH, CAMBRIDGSHIRE

DRAWING TYPE:
 PROPOSED ELEVATIONS AND SECTIONS
 [UNIT 3]
 CLIENT:
 EASTWOOD RVL.

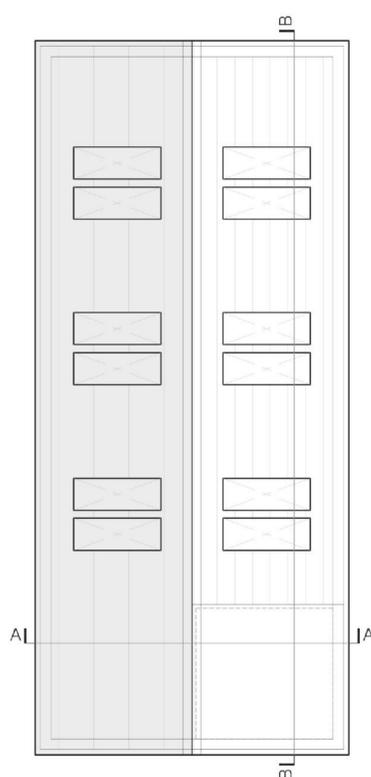
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DATE:	REVISION:	
SEPTEMBER-2023		P8



PROPOSED GROUND FLOOR PLAN [UNIT 4|5]
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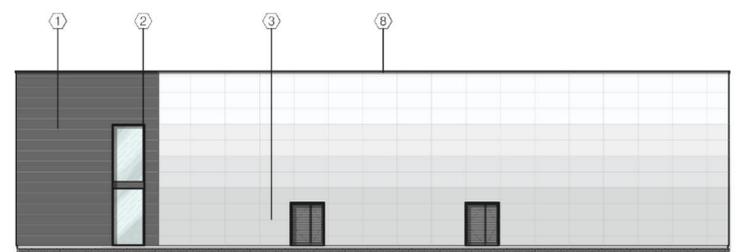
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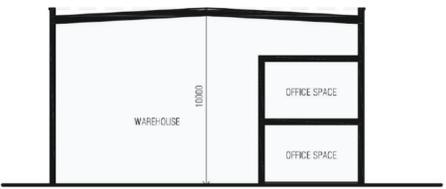
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PROPOSED FRONT ELEVATION [UNIT 4|5]
 SCALE 1:200@A1



PROPOSED SIDE ELEVATION [UNIT 4|5]
 SCALE 1:200@A1



PROPOSED SECTION AA [UNIT 4|5]
 SCALE 1:200@A1



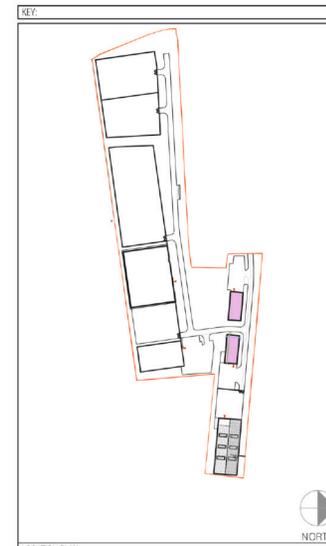
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PROPOSED SIDE ELEVATION [UNIT 4|5]
 SCALE 1:200@A1



PROPOSED SECTION BB [UNIT 4|5]
 SCALE 1:200@A1



NOTES:
 ALL STEEL FRAMEWORK SHOWN INDICATIVELY FOR PLANNING PURPOSE TO INDICATE INTENDED CONSTRUCTION METHOD. FULL FRAME DESIGN TO BE CARRIED OUT BY STRUCTURAL ENGINEER.
 INTERNAL LAYOUTS SHOWN INDICATIVELY FOR THE PURPOSE OF PLANNING AND WILL BE SUBJECT TO END USER. ANY VARIATION FROM THE LAYOUT SHOWN WILL BE SUBJECT TO REVENUE-INDEPENDENT APPLICATION OR NIA APPLICATION. PERCENTAGES/AREAS TO REMAIN AS NOTED.
 ANCILLARY OFFICE SPACE ABOVE GROUND TO BE NO GREATER THAN 5% OF OVERALL GROUND FLOOR AREA OF THE UNIT UNLESS OTHERWISE AGREED AS PART OF A SEPARATE APPLICATION. 5% HAS BEEN TAKEN FROM ANYTHING OVER AND ABOVE GROUND FLOOR.
 ESCAPE DOOR LOCATIONS SHOWN INDICATIVELY AND WILL BE SUBJECT TO END USER INTERNAL LAYOUT TO INSURE SAFE ESCAPE ROUTES PROVIDED FOR ALL WAREHOUSE PERSONNEL.

- ANCILLARY OFFICE = 22 SQM (3.3% OF GROUND FLOOR AREA)
- MEZZANINE LEVEL = 67 SQM
- CIRCULATION SPACE = 20 SQM

- ELEVATION KEY:
- 1 DARK GREY CLADDING
 - 2 LIGHT GREY CLADDING
 - 3 ESCAPE DOORS
 - 4 FOCAL ENTRANCE POINT
 - 5 ROLLER SHUTTERS
 - 6 BAY NUMBERING
 - 7 FEATURE COLOUR FOR NAVIGATION /WAY FINDING THROUGH THE SITE
 - 8 PARAPET CAPPING
 - 9 UNIT NUMBER
 - 10 UNIT SIGNAGE

REVISIONS:

REV.	DATE	AMENDMENT	BY

PROJECT: COMMERCIAL DEVELOPMENT
 HOSTMOOR AVENUE
 MARCH, CAMBRIDGESHIRE

DRAWING TITLE:
 PROPOSED FLOOR PLANS, ELEVATIONS AND SECTIONS [UNIT 4|5]

CLIENT:
 EASTWOOD RVL.

DRAWN: GR. PROJECT NO: 21.512
 CHECKED: AM. SCALE: 1:200
 DATE: SEPTEMBER-2023

DATE: SEPTEMBER-2023

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