
F/YR21/0078/RM

**Applicant: Partner Construction and
Inside Land Group Ltd**

**Agent : Mr Rob Wells
Williams Gallagher**

**Land North Of The Green And North Of 145-159, Wisbech Road, March,
Cambridgeshire**

**Reserved Matters application relating to detailed matters of appearance,
landscaping, layout & scale pursuant to outline permission F/YR17/1127/O to
erect 118 x dwellings (2-storey - 50 x 2-bed, 50 x 3-bed, 18 x 4-bed) involving
demolition of 147a Wisbech Road**

Officer recommendation: Approve reserved matters and associated S106

**Reason for Committee: Number of representations received contrary to Officer
recommendation**

1 EXECUTIVE SUMMARY

- 1.1 The application seeks approval of reserved matters relating to Layout, Scale, Appearance and Landscaping (with access previously approved at outline stage) for 118 dwellings. The scheme comprises 100% affordable housing and would deliver far in excess of the 25% (30 dwellings) required within the S106.
- 1.3 The application proposes a policy compliant scheme which raises no issues in terms of adverse transport impacts, visual or residential amenity. In addition, the applicant has provided sufficient technical details and has actively engaged with the relevant statutory agencies to respond to issues relating to drainage, biodiversity and highways layout.
- 1.4 As the scheme is wholly for affordable housing, this does have implications for the wider social infrastructure contributions – education and libraries, healthcare and cycleway contribution, as Section 4.2 of the Council's Developer Contributions SPD sets out that where development is for affordable housing, a planning obligation will not normally be sought, other than for the provision of affordable homes themselves.
- 1.5 Whilst the implications for this means that the development would not provide contributions towards social infrastructure, in-line with the Council's Developer Contributions SPD, the benefits of securing 100% affordable housing, in view of the shortfall and current demands are significant and Officers recommend that the scheme is approved.

2 SITE DESCRIPTION

- 2.1 The comprises approximately 4.85 hectares of agricultural land located north of Wisbech Road (the B1099) at the western side of March. It lies to the rear of

houses on Wisbech Road, The Green, West Close and Meadowlands and abuts properties on Meadowlands Retail Park and the Ely-Peterborough railway line.

- 2.2 The land was mainly in agricultural use (to the east) and the remainder unused or used as paddocks with some horses grazing. There is a line of small trees separating an existing field access from the paddock area, and hedgerows/trees abutting the edge of the agricultural area. The site includes No 147a Wisbech Rd, which is a bungalow and is proposed to be demolished to facilitate the development.

3 PROPOSAL

- 3.1 The application seeks approval of reserved matters relating to Layout, Scale, Appearance and Landscaping (with access previously approved at outline stage).
- 3.2 The scheme is for 118 affordable dwellings comprising 108 affordable rent and 10 in shared ownership. For reference, the S106 secured under the outline permission sought 30 affordable homes (25%) comprising 21 affordable rent and 9 shared ownership.

Layout

- 3.3 The layout has been amended through consideration of this application to address concerns over some elements of road alignment in respect of refuse vehicle access and turning – including bin collection point locations and some parking layout concerns.
- 3.4 The layout relies on a primary road (proposed to be adopted) through the development which incorporates 2m wide footways on either side. Private, secondary roads spur off to serve pockets of dwellings at the western edges of the development.
- 3.5 All estate roads incorporate turning heads and bin collection points are located adjacent to the adoptable highway. All dwellings include on-site parking achieved through driveways.
- 3.6 All dwellings present their principal elevation onto their respective roads with rear gardens generally backing onto existing or proposed rear gardens. The dwellings along the eastern boundary are set away from the boundary to achieve a 3m maintenance easement and a controlled access point to the north east of the site is to be provided, to enable IDB access to maintain the adjacent watercourses. The IDB will be responsible for the maintenance of the easement strips.
- 3.7 Beyond the built development to the west, the site opens to areas of planned open space which also incorporates a SuDS attenuation pond linked to a swale at the northwest of the development. The open space equates to approximately 20% of the overall development areas and is proposed to be soft landscaped but undeveloped with exception to the SuDS feature i.e. no play equipment included but will accommodate free play and sports. A section to the south west comprising around 0.4Ha is to remain undeveloped and is not committed as part of this reserved matters application, as the applicant is reviewing option for this parcel of land.
- 3.8 An electricity sub-station is proposed to be located along the primary route at the west of the site and a foul pumping station is proposed at the northern end of the site with specific details yet to be finalised.

Scale & Appearance

- 3.9 The dwellings are all 2-storey and arranged either in pairs or terraces of 3, with the centre terrace dwelling incorporating a ginnel to enable secure access to the rear garden area. They appear fairly traditional in design, utilising a mixture of render or buff and red facing brick, with rustic red and dark grey roof tiles and incorporate a front canopy over the entrance.

Landscaping

- 3.10 The landscaping proposes a mixture of hard and soft landscaping material across the site. Within each property, amenity areas are proposed to be laid to lawn and a mixture of trees, shrubs and hedgerow incorporated into public realm areas e.g. verges and front gardens. Hedges are used to define front and side boundaries where they meet the highway.
- 3.11 The primary road is proposed to be surfaced in tarmac with secondary roads block paved. Within the properties themselves, driveways are proposed to be finished with permeable block pavements – notwithstanding the specific details of roads to be agreed via Condition 8 of the Outline permission and through the S38 highway adoption process.
- 3.12 The private amenity areas for each dwelling is enclosed with 1.8m high close boarded fencing except where they are visible within the public realm, where they will comprise a mix of brick wall and fencing. In order to compensate for levels differences, particularly along the southern boundary where the proposed rear gardens back onto existing gardens the 2.0m high fences are proposed.
- 3.13 A 3m high acoustic fence is proposed along the northern boundary and wraps round part-way along the north eastern edge of the site, to mitigate against noise emanating from the adjacent railway line.
- 3.14 The open space comprises a mixture of wildflower meadow and amenity grass with the native hedge to form boundaries and light woodland mix planting along the western edge. Around the perimeter of the attenuation pond, a mixture of wildflower is proposed.

Drainage scheme

- 3.15 The drainage strategy has been amended during consideration of this application and follow detailed discussion with the Lead Local Flood Authority (LLFA). The scheme relies on an attenuation pond which links to a swale connected to a drain at the north west corner of the site. Foul drainage is to be directed toward the pumping station at the north of the site and is proposed to be offered for adoption to Anglian Water.
- 3.16 Full plans and associated documents for this application can be found at:
<https://www.fenland.gov.uk/publicaccess/>

4 SITE PLANNING HISTORY

Reference	Description	Decision
F/YR20/3162/COND	Details reserved by condition 12 (ecology) of planning permission F/YR17/1127/O (Erection of up to 118no dwellings (outline application with matters committed in respect of access) involving demolition of 147a Wisbech Road)	Pending

F/YR20/3159/COND	Details reserved by condition 10 (surface water) of planning permission F/YR17/1127/O (Erection of up to 118no dwellings (outline application with matters committed in respect of access) involving demolition of 147a Wisbech Road)	Pending
F/YR20/3158/COND	Details reserved by condition 8 (road/cycle network) of planning permission F/YR17/1127/O (Erection of up to 118no dwellings (outline application with matters committed in respect of access) involving demolition of 147a Wisbech Road)	Pending
F/YR20/3157/COND	Details reserved by condition 13 (trees) of planning permission F/YR17/1127/O (Erection of up to 118no dwellings (outline application with matters committed in respect of access) involving demolition of 147a Wisbech Road)	Pending
F/YR20/3156/COND	Details reserved by condition 5 (archaeology) of planning permission F/YR17/1127/O (Erection of up to 118no dwellings (outline application with matters committed in respect of access) involving demolition of 147a Wisbech Road)	Pending
F/YR17/1127/O	Erection of up to 118no dwellings (outline application with matters committed in respect of access) involving demolition of 147a Wisbech Road	Grant 20.01.2020

5 CONSULTATIONS

March Town Council

- 5.1 Recommends approval subject to all surrounding ditches and dykes being adequately maintained for all times.

5.2 FDC Environmental Health

Confirms that they agree with the findings of the RPS noise report and the recommendations therein.

Recommends that a condition is placed on any permission granted to ensure that the measures identified in the noise report are implemented in full prior to first occupation of the proposed dwellings.

A further condition is recommended to secure full technical details (prepared by a person suitably competent in the field of acoustics) of the proposed acoustic barrier as referenced in the noise report, to be agreed by the LPA and implemented in full prior to first occupation.

CCC Lead Local Flood Authority

[Following a site visit and submission of amended site layout plan]

- 5.3 Raises no objection in principle to the reserved matters application.

Considers that the proposed site layout is consistent with the surface water drainage strategy that has now been agreed under application F/YR20/3159/COND. Notes that surface water will be managed through the use of permeable paving, an attenuation basin and a swale, before discharging into the adjacent watercourse at 3.8 l/s during all events up to and including a 1 in 100 year storm event plus a 40% allowance for climate change.

Anglian Water

5.4 Foul Water

Considers that the impacts on the public foul sewerage network are acceptable to at this stage. Requests that they are consulted on any application to discharge Condition 11 of outline planning application F/YR17/1127/O, to which this Reserved Matters application relates, that requires the submission and approval of detailed foul drainage information.

Surface Water

Notes that the surface water drainage strategy does not involve discharge to Anglian Water owned assets, and therefore has no comments to make.

CCC Highways Development Management Team

5.5 Further to revised layout plans, I have no highway objections subject to the following condition recommendations; [summarised]

- i) Details of future management of streets and/ or adoption
- ii) Details of the construction of roads, paths and lighting
- iii) Development to be built to binder course prior to first occupation
- iv) On-site parking to be provided prior to first occupation
- v) Visibility Splays as detailed shall be provided prior to first occupation
- vi) Driveways built with drainage to prevent surface water run-of onto the highway
- vii) Wheel washing facilities to be approved

[Subsequently agreed that criteria i), ii), iii), vi) and vii) are already captured through conditions secured under the outline permission.]

5.6 **CCC Transport**

Raises no objection. Defers to the Highways Development Management Team for comment.

Network Rail

5.7 Raises no objection but provides the applicant advice on the following topics where in proximity to the railway line;

- Demolition
- Future Maintenance and access
- Fencing and securing the development
- Landscaping

Local Residents/Interested Parties

5.8 8 letters of objection received from residents at the following locations;

- 3 at Wisbech Road
- 4 at The Green
- 1 at Russell Avenue
-

Raising the following concerns;

- Parking issues/ cars parked on yellow lines
- Hedges & shrubs have been removed/ cut down on boundaries to properties
- Loss of tranquillity
- Increased traffic & congestion, Highways dangers
- Local services are at capacity/ not able to cope
- Overlooking/ Loss of privacy
- Was previously told by solicitor (1991) that previous planning proposals had been turned down – what has changed?
- Noise during construction
- Drainage, Flooding & low water pressure
- Boundary treatments
- Land ownership
- Agricultural land
- Devaluing property
- Environmental Concerns
- Visual Impact

- Wildlife Concerns
- Would set a precedent
- Light pollution through car headlights
- Loss of greenspace
- Anti-Social behaviour
- Density/Over development

6 STATUTORY DUTY

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

7 POLICY FRAMEWORK

7.1 National Planning Policy Framework (NPPF)

7.2 National Planning Practice Guidance (NPPG)

7.3 National Design Guide 2019

Context

Identity

Built Form

Movement

Nature

Public Spaces

Uses

Homes and Buildings

7.4 Fenland Local Plan 2014

LP1 – A Presumption in Favour of Sustainable Development

LP2 – Facilitating Health and Wellbeing of Fenland Residents

LP3 – Spatial Strategy, the Settlement Hierarchy and the Countryside

LP4 – Housing

LP5 – Meeting Housing Need

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

LP19 – The Natural Environment

7.5 March Neighbourhood Plan 2017

H1 – Large Development Sites

H3 – Local Housing Need

7.6 Supporting/ Supplementary Planning Documents (SPD)

- Delivering & Protecting High Quality Environments in Fenland SPD (2014)
- FDC Developer Contributions SPD (2015)
- Cambridgeshire Flood & Water SPD (2016)

- The Cambridgeshire and Peterborough Minerals and Waste Core Strategy (2011) which includes the RECAP CCC Waste Management Design Guide SPD (2012)

8 KEY ISSUES

- **Principle of Development**
- **Layout**
- **Scale & Appearance**
- **Landscaping**
- **Residential Amenity**
- **Biodiversity**
- **Drainage**
- **S106 & Social Infrastructure**

9 ASSESSMENT

Principle of Development

- 9.1 The principle of development was established under the initial outline permission F/YR17/0127/O. The Outline permission also secured full planning permission for the access at Wisbech Road.
- 9.2 The outline application assessed the transport impacts of the development for up to 118 dwellings in terms of anticipated flow and capacity and was considered to be acceptable, with improvements to Peas Hill Roundabout being identified as required and subsequently secured through condition 14 . Furthermore, the flood risks of the development and potential noise impacts from the adjacent railway line were also considered, with in-principle agreement reached, subject to the submission of further details at detailed design stage.
- 9.3 As such, whilst the concerns raised by some residents through this reserved matters submission, in respect of principle, access location, off-site traffic flow and highway safety implications, flood risks of the site, impacts on local schools and services, loss of greenspace/ agricultural land, loss of property value and precedent are noted, these were matters explored at the outline stage and found to be acceptable or in the case of the latter point, not material. As such, it is not appropriate to re-visit the principle of development. This application seeks to agree the detailed design elements of the development and also the implications of the development on S106 contributions secured at Outline stage.

Layout

Access & Highways

- 9.4 The layout follows a relatively conventional approach; a main road with the use of secondary routes to serve small pockets of dwellings. The layout has been amended through consideration of the application, primarily to address vehicle tracking to ensure that the Council's refuse lorries can safely manoeuvre around the site without conflicting with other road users, pedestrians and infrastructure.
- 9.5 The primary road is proposed to be built to adoptable standard whereas the secondary roads are intended to be privately managed. In this regard, bin collection points are located close to the junctions of the adoptable highway to comply with RECAP guidance.

- 9.6 The LHA has reviewed the layout and confirmed that the road alignments and geometry meet with their standards. Condition 8 of the Outline permission requires details of the road and cycle infrastructure to be adopted or privately managed, including details of lighting, construction specification etc. and a scheme for its long-term management .
- 9.7 Therefore, whilst the general layout and arrangement of roads is acceptable, the specific details e.g. construction, lighting, drainage are to be agreed through a separate discharge of condition application which the applicant is currently progressing (F/YR20/3058/COND).
- 9.8 As such it is considered that this application demonstrates that the layout provides appropriate access and highways infrastructure for the nature and quantum of the development in accordance with policy LP15 of the FLP.

Open Space

- 9.9 The scheme proposes around 20% of the site for open space (excluding the SuDS feature) where the Council's open space standards would usually require around 4% of children's play (of which around one third should be equipped) plus areas of amenity greenspace. At Outline stage, it was considered that an off-site contribution toward play equipment, to support existing infrastructure would be more appropriate and therefore this development proposes open space for free-play and informal use examples of which could be football, dog walking etc.
- 9.10 In this regard, the layout secures adequate levels of open space which will enable recreation and encourage healthy lifestyles in accordance with FLP policy LP2.

Dwellings

- 9.11 The dwellings are served by privately owned driveways, providing policy-compliant levels of parking in accordance with Appendix A of the FLP. Most properties are served by policy-compliant levels of private amenity space – a minimum of a third of each plot, with the exception of Plots 23 and 38 which fall to just around 20% - 23%. Whilst this is short of the one-third requirement under policy LP16, it is not anticipated that this would severely harm the amenity of future occupiers of these properties who will also have access to the open space provided within the site. Nonetheless, this disbenefit will need to be balanced against the benefits of the wider scheme.
- 9.12 Dwellings are spaced and oriented so as to avoid overlooking and overbearing impacts. As noted above waste collection is either by roadside collection in the cases of adopted roads, or by bin collection points where served by private drives. General street lighting for both public and private streets is secured via condition 8 of the Outline as noted above and the final lighting scheme will be considered through a conditions discharge application.
- 9.13 In summary, with the exception of the 2 plots achieving sub-policy compliant levels of private amenity space, the layout raises no significant concerns in respect of access, density, amenity or safety in accordance with policies LP2, LP16, LP17 and LP19 of the FLP.

Scale & Appearance

- 9.14 The dwellings are all 2-storey and commensurate in scale to the average scale of properties in the locality. The dwellings are all traditional in form incorporating porch canopies and traditional casement windows.

- 9.15 Following amendments to the charter plan to address concerns over the limited palette initially proposed, the mixture of dwelling styles and external finishes will now add interest to the future street scene. In particular, the key use of render on properties either at vista stops or on the corners of junctions will aid with legibility providing distinguishable buildings to use as waypoints through the development.
- 9.16 The electricity sub-station is proposed to be finished in facing brick with either a flat or pitched roof brown which, whilst relatively isolated from the core of the development, will assimilate well into the street scene.
- 9.17 Given the overall scale of the development, its location effectively behind established roads and estates, and with its single point of access from Wisbech Road the development itself will form its own character area. As such, the development is not considered to result in any conflict with the existing character and appearance of the area.
- 9.18 In summary the scale and appearance of the development is considered to accord with policy LP16 of the FLP.

Landscaping

Hard landscaping

- 9.19 The primary and secondary routes are proposed to be surfaced in different materials; tarmac for primary, block paving in brindle for the secondary shared access routes. This will assist in legibility and road speeds, with roads narrowing as they follow the hierarchy and surfaced to accentuate this. In this regard, the hard landscaping for the main highway routes is acceptable.
- 9.20 The boundary treatments are also considered appropriate for the development, comprising close boarded fence along residential boundaries, but incorporating brick wall where this can be seen from the public realm. The acoustic fence will appear as a slightly dominant feature in the backdrop, essentially stifling view of the railway line, but is necessary in order to mitigate noise impacts that would arise, particularly to those along the north and north-eastern boundary of the site. In view of its prominence (and reliance for noise defence), it will be necessary to ensure that its condition is maintained.

Soft landscaping

- 9.21 The scheme incorporates a mixture of soft landscaping features which varies from wildflower meadow ,amenity grassland and native hedgerow in the less urban areas, and more formal planting in the developed streets. This reinforces the transition from urban to rural environments through the development.
- 9.22 Condition 13 of the Outline permission requires details of how existing trees and hedgerow to be retained will be protected and the Council's Arboricultural Officer has confirmed that the proposals put forward are satisfactory. They have however raised concern over the lack of natural screening between existing and proposed properties. This is noted, however it is not uncommon for new developments to rely on fences or walls for screening as this immediately establishes privacy measures, with natural screening often taking years to fully establish the level of screening required – much of which may ultimately be removed by future occupiers wishing to reduce maintenance of shrubs and trees within their gardens. As such, it is considered that the boundary screening proposed is appropriate for the development.

- 9.23 It is acknowledged that one resident has raised concerns regarding some hedge clearance or reduction on land outside the developer's control. This would constitute a civil matter and not one that the planning system can address, needless to say that approval of planning permission does not convey the right for persons to undertake works on third party land. Notwithstanding this, the matter has been reported to the applicant.

Open space

- 9.24 As noted above, the landscaping for the open space area is considered to be appropriate and will provide an interesting, natural environment for residents to enjoy, whilst accommodating a key drainage function for the development. The Council's current policy is not to adopt new areas of open space and it will therefore be necessary to seek details of the long-term management and maintenance of the open space. This can be reasonably secured via planning condition and should also require details of how the acoustic fence will be maintained for the lifetime of the development.
- 9.25 In conclusion, the proposed landscaping schemes, subject to a satisfactory for the long-term management and maintenance of the open space is acceptable and accords with policy LP16 of the FLP.

Residential Amenity

Noise

- 9.26 As noted above, the applicant is proposing to mitigate noise impacts emanating from the adjacent railway line, via a 3m high acoustic fence. In addition, properties will include additional measures to further mitigate this impact, dependant on the specific location of each property relative to the noise source. Such measures include; acoustic ventilation, enhanced glazing and sound insulation and these are specific for each relevant property within the submitted noise report.
- 9.27 The Council's Environmental Health team has reviewed the proposals and concurs with the recommendations as set out. It is considered that ensuring that noise mitigation is incorporated into the scheme prior to first occupation can be reasonably secured through planning condition.
- 9.28 Notwithstanding matters of noise, the layout of the development avoids any undue overlooking, overshadowing or visual dominance for future occupiers in accordance with LP16 of the FLP.

Existing residents

- 9.29 As noted above, the rear gardens of proposed dwellings where they back on to existing properties will be screened with close boarded fencing to a height of 2m in areas where the land levels are slightly raised and 1.8m for all other areas. This will avoid direct views from properties into rear gardens and also should mitigate any potential for car headlights to sweep directly into existing windows at ground floor. Furthermore, the arrangement of proposed dwellings achieves adequate separation distance from existing properties which, combined with the moderate scale of the dwellings, will avoid any severe issues in respect of overlooking, overshadowing or visual dominance, again in accordance with LP16.
- 9.30 Concerns have been raised by residents over potential noise nuisance during construction phases and the loss of tranquillity given that the land is currently undeveloped. Condition 6 of the outline permission requires the agreement of a Construction Management Plan which ultimately seeks to manage and reduce as

far as practicable, any nuisance that may arise through the construction phase of the development. This document once submitted will be considered by the Council's Environmental Health team (and the Local Highways Authority in respect of wheel washing facilities).

- 9.31 In terms of the operation phase of the development i.e. the residential occupation, there is nothing to suggest that any significant noise impacts will result over and above that expected through a residential use of land.
- 9.32 At least two residents have raised concerns over potential ASB issues arising from the development but have not expanded specifically on what or where this may arise. The layout itself raises no concerns in terms of potential areas where ASB may occur, with generally good surveillance across the site and the overall scheme does not indicate that ASB would arise specifically as a result of this development.
- 9.33 In summary, the proposal raises no concerns in respect of any adverse impacts to residential amenity.

Biodiversity

- 9.34 Concerns have been raised by residents in respect of wildlife impacts. The Outline application was supported by an ecology survey which considered the impact of the proposal on species such as bats, Great Crested newts, water Vole and reptiles. The results and recommendations arising from the survey work indicated that the development could proceed subject to final details of mitigation measures which is secured via condition 12 under the Outline.
- 9.35 The applicant has submitted an application with a scheme to discharge this condition (F/YR20/3162/COND) and the Council's Wildlife Officers have raised no objections to this. It is considered that the proposal complies with the aims of policies LP16 and LP19 of the FLP.

Drainage

- 9.36 Condition 10 of the outline permission requires a detailed surface water drainage scheme. The drainage scheme has been revised following an on-site meeting with the applicant and LLFA and has now been agreed. The strategy informs the layout – with the SuDS pond and swale leading to the existing watercourse. Whilst the scheme is ultimately to be agreed through the conditions discharge application F/YR20/3159/COND, there are no concerns raised by any statutory, or non-statutory bodies to the proposed method of surface water drainage and associated layout.
- 9.37 Anglian Water have also raised no issues to the proposal advising that they have capacity for foul flows and raise no concerns in terms of any degradation of water pressure. Details of the foul system are to be agreed through an application to discharge condition 11 of the Outline permission.

S106 and Social Infrastructure

- 9.38 The principle for up to 118 dwellings on this site was established under F/YR17/1127/O. This proposal set out a full suite of planning contributions, secured under a S106 agreement as follows;
- 25% affordable Housing
 - Education & Libraries contributions
 - Healthcare

- Cycle path
 - Open Space
- 9.39 As noted above, this scheme comes forward as 100% affordable housing and therefore, far in excess of the 25% (30 dwellings) required within the S106. However, in this regard, this does have implications for the wider social infrastructure contributions, as Section 4.2 of the Council's Developer Contributions SPD sets out that where development is for affordable housing, a planning obligation will not normally be sought, other than for the provision of affordable homes themselves.
- 9.40 This means that as the application proposes 100% affordable housing, no other contributions would be sought, in accordance with the SPD. In this regard, the applicant has prepared a draft deed of variation (DoV), to sit alongside the reserved matters application and which removes all obligations, other than the delivery of AH for the entire development. It is important to note that this DoV is relevant only to this RM application and that, if ultimately an alternative scheme comes forward e.g. for some market housing and/ or a reduction in affordable housing, then the terms of the original S106 would apply.
- 9.41 Both the County Council and NHS England have been consulted on this application, specifically on this point but no comments have been received.
- 9.42 It is acknowledged that the scheme in its proposed form would not secure the contributions originally proposed as directed by the SPD. It is also noted however that since the completion of the S106, the Council undertook a review of the District's general development viability having noted a steep decline in policy compliant levels of affordable housing, with the District facing a substantial overall shortfall in affordable housing delivery during the latest plan period. The Council's Housing team has advised that zero affordable homes have been completed in the March area for the past 3 years, with a current need of 589 homes, a majority of which are 1, 2 and 3 bedroom homes. In view of this, Officers consider that proposals for appropriate affordable schemes which demonstrate they meet a need should be given significant weight, given the social and economic benefits they generate. This is notwithstanding the Council's own viability review which indicates that securing policy-compliant levels of affordable housing may be challenging in the longer term.
- 9.43 As such, whilst it is recognised that the implications of this scheme mean that no contributions for social infrastructure would be secured, the benefits of this scheme are clear in that they would address an immediate affordable housing need, specific to March and would make a substantial contribution toward an affordable housing shortfall for the district. Officers consider that these benefits can be attributed significant weight.

10 CONCLUSIONS

- 10.1 The reserved matters submission, in the main, proposes a policy compliant scheme which raises no significant issues in terms of adverse transport impacts, visual or residential amenity. In addition, the applicant has provided sufficient technical details and has actively engaged with the relevant statutory agencies to respond to issues relating to drainage, biodiversity and highways layout.
- 10.2 The scheme is for all dwellings to be affordable homes which would make a substantial contribution toward addressing the District's affordable housing

shortage. Whilst the implications for this means that the development would not provide contributions towards social infrastructure by way of healthcare, education, open space and sustainable transport contributions in-line with the Council's Developer Contributions SPD, the benefits of securing 100% affordable housing, in view of the shortfall and current demands are significant and Officers recommend that the scheme is approved.

- 10.3 It is acknowledged that two of the properties achieve a sub-policy compliant level of private amenity space as noted in 9.11 above. The scheme provides 118 affordable homes which has been designed to a registered housing provider's (RP) specification. It is assumed therefore that the RP is content to deliver the two properties with smaller rear gardens. Furthermore, whilst these two smaller plots can be considered a disbenefit to the scheme, this is not significant in the context of the overall development and when balanced against the clear benefits it would realise. This is notwithstanding the amount of accessible open space the development also achieves for future occupiers if the development.
- 10.4 Accordingly, the reserved matters submission can be recommended for approval subject to conditions.

11 RECOMMENDATION –

1. Approve the reserved matters subject to the conditions set out in section 12 below;
2. That the Committee delegates authority to finalise the terms of the S.106 deed of variation agreement associated with this reserved matters application to the Head of Planning.

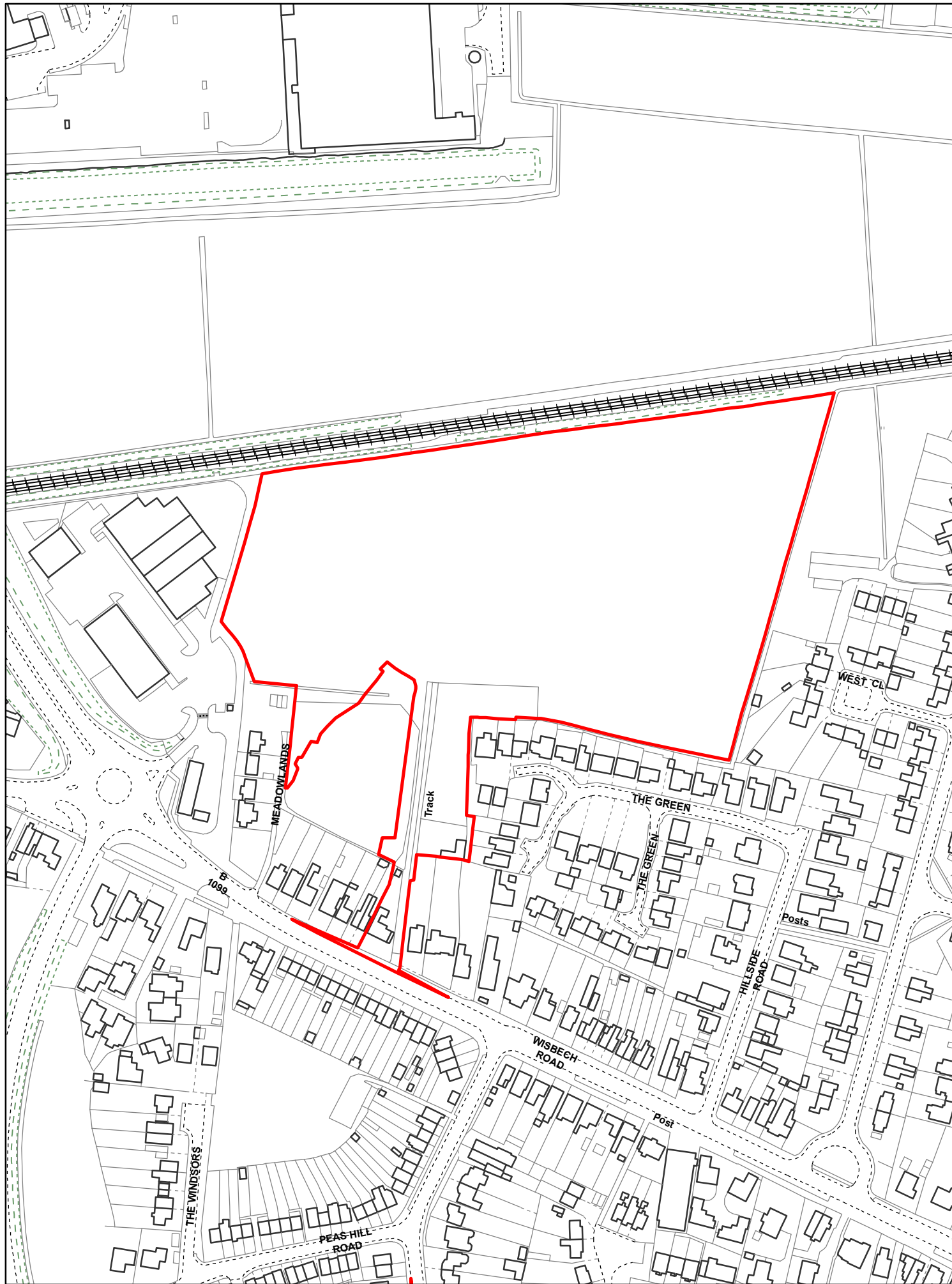
12 Conditions

12.1 The recommended conditions are as follows;

1.	<p>Prior to any works proceeding above slab level, full specification details of the proposed 3m high acoustic fence as detailed on plan reference 100-709/(P)043J shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>The fence shall be erected in accordance with the details approved prior to the first occupation of the development and thereafter retained and maintained to the agreed specification in perpetuity (notwithstanding the provisions of Schedule 2, Part 2, Class A of The Town and Country Planning (General Permitted Development) (England) Order 2015, or any instrument revoking or re-enacting that Order).</p> <p>Reason: In order to protect residential amenity in accordance with Policy LP16 of the Fenland Local Plan, 2014.</p>
2.	<p>The development is to be carried out in accordance with the details as set out in Section 2 'Façade Assessment: Glazing and Ventilation Requirements' of the submitted noise assessment (RPS, 2392e_Report01_Rev1, dated 07/12/2020) prior to the occupation of each respective dwelling and thereafter retained/maintained in perpetuity.</p> <p>Reason: In order to protect residential amenity in accordance with Policy LP16 of</p>

	the Fenland Local Plan, 2014.
3.	<p>Prior to the first occupation of the dwelling to which they relate, the proposed on-site parking turning shall be laid out, demarcated, levelled, surfaced and drained within the site i.e. not onto the highway 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>
4.	<p>Prior to the first occupation of the dwelling to which they relate and associated roads, visibility splays shall be provided as shown on the plan reference AAC5685-RPS-xx-xx-DR-C-114-01 P02 and shall be maintained thereafter free from any obstruction exceeding 0.6m above the level of the adjacent highway carriageway.</p> <p>Reason: In the interests of highway safety in accordance with policy LP15 of the Fenland Local Plan, 2014.</p>
5.	<p>All soft landscape works 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 development, or in agreed phases 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, unless the local planning authority gives written consent to any variation. All landscape works shall be carried out in accordance with the guidance contained in British Standards, unless otherwise agreed in writing by the Local Planning Authority.</p> <p>Reason: To ensure proper implementation of the 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>
6.	<p>The 2.0m high close boarded fences and gates located along southern boundary as shown on plan reference 100-709/(P)043J shall be erected prior to first occupation of the dwellings to which they relate and maintained at a height no lower than 2m (notwithstanding the provisions of Schedule 2, Part 2, Class A of The Town and Country Planning (General Permitted Development) (England) Order 2015, or any instrument revoking or re-enacting that Order).</p> <p>Reason: In order to protect residential amenity in accordance with Policy LP16 of the Fenland Local Plan, 2014.</p>
7.	<p>Prior to the first occupation of the development a scheme for the long-term management and maintenance of the open space and acoustic fence shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall thereafter be implemented upon completion of the relevant works and maintained for the lifetime of the development.</p> <p>Reason: In order to provide a satisfactory level of accessible amenity space and to ensure the residential amenity of future occupiers is maintained in accordance with Policies LP2 and LP16 of the Fenland Local Plan, 2014.</p>

8.	List of Approved Plans
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Scale = 1:2,500



Notes
All designs should be constructed in strict accordance with building regulations.
In addition any materials, components and fixings prior connected to a facade should be non-combustible if the top storey of the building is above 11m.
All dimensions to be checked on site.
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Schedule of Accommodation			
Type	Storeys	SQM	No.
F114 2B4P House	2	72.5	50
F112 3B5P House	2	83.7	28
F113 3B5P House	2	84.3	12
F115 3B5P House	2	85.6	8
F137 3B5P House	2	86.1	2
F119 4B6P House	2	105.2	18
TOTAL			118
Site Area: 4.76Ha			
Public Open Space: 1.17Ha			
Retained Land: 0.39Ha			
Garden Range: 38.1m ² to 217m ²			

For discussion purposes only. Subject to surveys and approvals from the Local Authority and Building Control.

INSIDE LANI

Partner



Project: Wisbech Road, March

Status: **PLANNING**

Client: Partner Construction Limited
and Inside Land Group Ltd

Scale: 1:500@A0

Date: 30-11-2020

Drawn: SJG/JP

Checked: SJG/RAW

Ref: 100-709/(P)041J

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