

20/01238/FUM

Land To North Of Saxon Business Park

Woodfen Road

Littleport

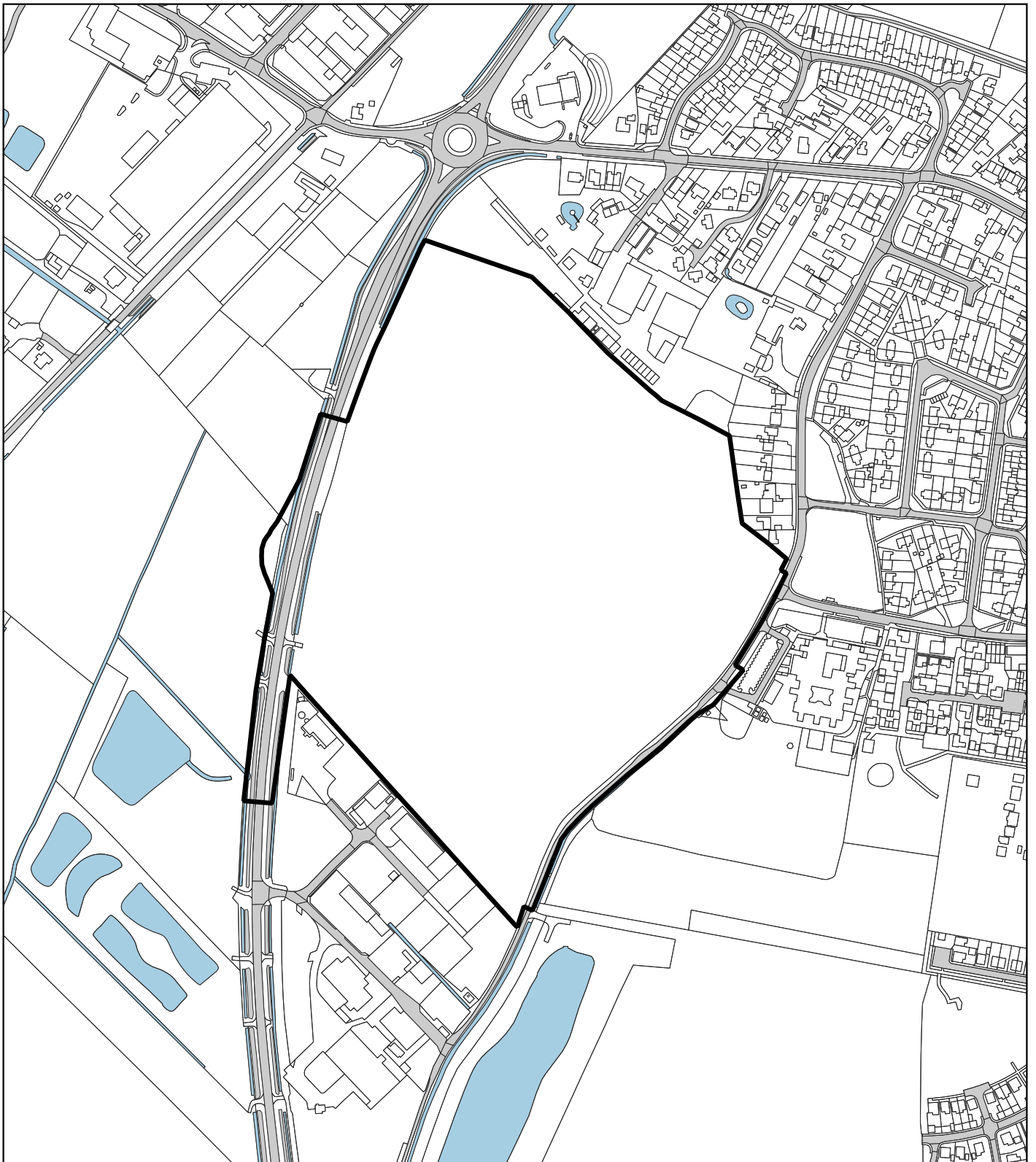
Cambridgeshire

Hybrid planning application seeking full planning permission for 180 dwellings, access, landscaping, sustainable urban drainage, public open space and associated primary infrastructure; and outline planning permission for up to 217 dwellings with all matters reserved except access

To view all of the public access documents relating to this application please use the following web address or scan the QR code:

<http://pa.eastcambs.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=QI31T5GG0CT00>





20/01238/FUM

Land to North of Saxon
Business Park
Woodfen Road
Littleport



East Cambridgeshire
District Council

Date: 31/10/2023
Scale: 1:5,000



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TITLE: 20/01238/FUM

Committee: Planning Committee

Date: 15 November 2023

Author: Planning Team Leader

Report No: Y92

Contact Officer: Andrew Phillips, Planning Team Leader
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**Site Address: Land To North of Saxon Business Park Woodfen Road Littleport
Cambridgeshire**

Proposal: Hybrid planning application seeking full planning permission for 180 dwellings, access, landscaping, sustainable urban drainage, public open space and associated primary infrastructure; and outline planning permission for up to 217 dwellings with all matters reserved except access

Applicant: BDW Trading Ltd and Mr David Watson

Parish: Littleport

Ward: Littleport

Ward Councillor/s: Christine Ambrose-Smith
Martin Goodearl
David Miller

Date Received: 16 October 2020

Expiry Date: 17 November 2023

1.0 RECOMMENDATION

1.1 Members are recommended to grant delegated powers to:

1. Approve the application subject to the recommended conditions (with delegated allowance to amend conditions if required to reflect S106) summarised below:
The conditions can be read in full on the attached Appendix 1.
2. To require the applicant to agree any further extensions to the statutory determination period to allow the completion of the S106 agreement or if the applicant is not willing to agree any further extensions to:

3. Refuse planning permission on the basis of the absence of a completed and signed S106 agreement.

- 1 Approved Plans

Full application

- 2 Time frame for commencement
- 3 A10 site access
- 4 Improvements to Woodfen Road
- 5 Gilbert Road bus stop improvements
- 6 Wisbech Road bus stop improvements
- 7 A10/Downham Road improvements
- 8 Residential Travel Plan
- 9 Bind course road construction
- 10 Removal of gate/fence/wall PD rights
- 11 Requirement to allow cars to enter and leave in a forward gear
- 12 Visibility splays
- 13 Future road management
- 14 External materials
- 15 Boundary treatment
- 16 Hard landscaping
- 17 Soft landscaping
- 18 LEMP
- 19 Surface water drainage
- 20 Construction water management
- 21 Surface water drainage survey
- 22 Biodiversity improvements
- 23 Fire hydrants
- 24 Piling
- 25 Construction times
- 26 CEMP
- 27 Bund
- 28 Contamination
- 29 Contamination
- 30 Unexpected contamination
- 31 LAP, LEAP and NEAP details
- 32 Archaeological investigation
- 33 Waste Management Minimisation Plan
- 34 Cycle Storage
- 35 PV panel details
- 36 ASHP details
- 37 Lighting

Outline

- 38 Reserved matters
- 39 Timeframe
- 40 Market housing mix
- 41 Piling
- 42 Construction times
- 43 CEMP
- 44 Road manage

- 45 Surface water drainage
- 46 Construction water drainage
- 47 Biodiversity improvements
- 48 Fire hydrants
- 49 Contamination
- 50 Contamination
- 51 Unexpected contamination
- 52 Noise report
- 53 Archaeological investigation
- 54 Waste Management Minimisation Plan
- 55 Sustainability
- 56 Residential Travel Plan

2.0 SUMMARY OF APPLICATION

- 2.1 The site measures 17.4 hectares, which equates to 43 acres. The hybrid planning application seeking full planning permission for 180 dwellings (Phase 1) and outline planning permission for up to 217 dwellings (Phase 2) with all matters reserved except access. The proposal has a gross density on the full element is 15 dwellings per hectare (gross) and 40 dwellings per hectare (gross) on the outline element. This gives an overall gross density of 22.8 dwellings per hectare or 9.2 dwellings per acre.
- 2.2 The application has been amended over the past 3 years several times with substantial amendments required since the original submission due to the design of the dwellings and layout being of such poor quality and amendments have reduced the overall number of dwellings. The final sets of amendments in 2023 amended the market housing mix to better reflect the requirements of the Strategic Housing Market Assessment (SHMA), change in public open space to provide more equipped play areas and to provide safer pedestrian links along Woodfen Road.
- 2.3 The hybrid planning application, plans and documents submitted by the Applicant can be viewed online via East Cambridgeshire District Council's Public Access online service, via the following link <http://pa.eastcambs.gov.uk/online-applications/>.

3.0 PLANNING HISTORY

3.1

15/01296/ESO	Outline planning application for 250 houses, 8,000 square metres of B1, B2 and B8 commercial space and associated access, landscaping, parking and open space	Withdrawn	16.06.2017
19/00972/SCRE EN	SCREENING OPINION - Up to 450 residential dwellings, provision of a new roundabout access, secondary access for emergency vehicles	Env Statement Not Required	30.09.2019

4.0 THE SITE AND ITS ENVIRONMENT

4.1 The site is located between the A10 (located to the West) and Woodfen Road (located to the east). The site's primary entrance will be onto the A10, and this has not been designed as a through road to Woodfen Road. In addition, there are minor road/driveway entrances onto Woodfen Road and these are expected to serve the self-build plots. The road access of Woodfen Road joins onto Wisbech Road and this junction is known to being relatively dangerous. To the north and south of the site business/industrial parks. To the east of the site is the Littleport Community Primary School.

5.0 RESPONSES FROM CONSULTEES

5.1 Responses were received from the following consultees, and these are summarised below. The full responses are available on the Council's web site.

Littleport Parish/Town Council - 9 November 2020

"Approved"

21 March 2022

"The Parish has concerns about the application.

LPC believes the roundabout could be built first and all construction traffic should come off the A10. The Council have concerns over construction traffic passing the adjacent school."

25 July 2022

"No concerns"

28 February 2023

"Littleport Town Council has recommended approval for this application."

6 June 2023

"Littleport Town Council resolved to support this application with the condition that a cycle way is included within the development linking in with cycle routes planned within Littleport, and from Littleport to Ely."

16 August 2023

"Littleport Town Council has recommended supporting the approval of this application, however it does have concerns about the potential for anti-social behaviour if the 2 social houses are sited in the cul-de-sac. The concerns are historical in that the council has had issues in the past with social housing 'tucked away'"

Urban Designer (Place Services) - 15 September 2022

"Background

This design review is based on Paragraph 126 of the NPPF.

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

The requirements of 'Beautiful' are explored in the NPPF Section 12 and the National Design Guide.

The National Planning Policy Framework Section 12 requires that developments:

- Function well
- Are visually attractive as a result of good architecture, layout and appropriate landscaping.
- Are sympathetic to local character, including the historic built character, while not preventing increased densities.
- Create a strong sense of place through definition of streets and distinctive forms.
- Optimise the potential of the site to create an appropriate amount and mix of development.
- Create places that are safe, inclusive, and accessible.
- Are consistent with the principles set out in the National Design Guide.

The following National Design Guide sections are considered applicable:

- C1 calls for designs which understand and relate well to local built environment character, views, layout, form, scale, and appearance.
- I1 encourages buildings which respond well to local character and identity through appreciation of existing built form, height scale, massing, and relationships between buildings. This includes the scale and proportions of proposals, façade design, patterns and proportions of fenestration and their details.
- B2 encourages well defined streets with consistent building lines, heights related to street widths, and plenty of active frontage consistent with local character.
- M1 calls for a clear hierarchy in the streets and other routes so that people can easily find their way around.”

Provides detailed advice on house design and layout.

22 March 2023

“Conclusion

Further to our previous design advice, a number of positive moves have been made including:

- Strong but subtle definition of character areas in terms of massing, materiality, highlighting of corners, increase in definition of built form where appropriate and increased variety of materials where appropriate.
- In the case of the Green Edge and the Central Spine/Central Open Space, this is also backed up by a strong landscape scheme which is appropriately formal along the primary route, and subtly incorporates acoustic measures, and SuDs so that the latter becomes part of the landscape along the Green Edge. We look forward to further detailing of an appropriately timber detailed play area by condition.
- A definite improvement in house types, with many of the latest round of comments being incorporated, and overall, a step-change from where the

house types were when Place Services first got involved, in terms of legibility, proportion, balance, highlighting of corners, and active frontage.

However, there are still several remaining issues which we encourage to be resolved:

- Incorporation of NPPF Paragraph 131 street trees along the Street character area and to end vistas where appropriate.
- Modulation of height around corners from the supported three storey to the general two storey in the Green Edge.
- Further consideration on how brick soldier lintels will be detailed in render to avoid an awkward relationship
- Further consideration of the house types - we consider that the comments made do not require considerable revision but nevertheless are important to remove niggling issues with the scheme.
- The sustainability strategy needs to be refreshed in the light of recent revisions.”

8 June 2023

“Background

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

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- Create places that are safe, inclusive, and accessible.
- Are consistent with the principles set out in the National Design Guide.

Relevant Local Policy

Guidance & Principles East Cambridgeshire Local Plan (2015)

East Cambridgeshire Design Guide (2012)

In particular, the East Cambridgeshire Local Plan Policy ENV2 requires:

- Detailed masterplans to be prepared for sites, and for other large-scale developments and developments in sensitive areas and submit these

alongside an outline or initial application. In addition to key design principles, masterplans should include details on infrastructure delivery and phasing.

- Variety and mix of, uses, heights and types of buildings, public spaces paths and routes, and landscaping, and provide variety and visual richness.
- Structure and legibility to navigate through developments by making use of existing views, vistas, landmarks and built and natural landscapes and creating new ones.
- Enclosure to streets and spaces through the grouping, positioning and height of buildings and landscape features, and road layouts.
- A clear distinction between public and private spaces, to enhance the public realm.
- The location, layout, scale, form, massing, materials, and colour of buildings that relate sympathetically to the surrounding area and each other.

Part 1: Layout & Access

The National Design Guide Section C1 calls for designs which understand and relate well to local built environment character, views, layout, form, scale, and appearance. B2 encourages well defined streets with consistent building lines, heights related to street widths, and plenty of active frontage consistent with local character. Sections M1 and M2 encourage a connected network of streets for all forms of travel including walking and cycling. M1 calls for a clear hierarchy in the streets and other routes so that people can easily find their way around. M3 encourages well considered parking, and servicing which is convenient but does not undermine the streetscape. P2 encourages proposals that produce safe and secure public spaces through the definition of spaces by buildings, active frontages, and natural surveillance.

In outlining appropriate characters for development, the East Cambs Design Guide SPD 2012 encourages linking of areas with a movement network of streets and paths, areas of public space which are defined, overlooked and functional, care in designing corners, and ensuring the development is not vehicle dominated.

We note masterplan documents have been submitted with the application including a framework plan and phasing.

We note the following positive attributes of the masterplan strategy:

- The character area strategy is logical with:
 - A Central Spine character area covering the east-west Central Spine and the central open space. This relates well to the built form and the landscaping which is distinct and relevant to areas at the top of the route/spatial hierarchy.
 - Green Edge character area at the landscaped edges of the site. This also relates well to the strategy of larger detached houses, varied materiality and larger front gardens.
 - Street Character Area covers the remaining areas, although this might be considered an over- simplification, it is nevertheless appropriate as a broad approach. As an improvement to this, the secondary public open space could be given its own character area in a future application

- The associated Framework Plan has a logical route hierarchy, with:
 - An East-West Route connecting the entrance with Parsons Lane,
 - A central open space leading off this,
 - Landscape and SuDs buffering to the A10 to provide screening, drainage at the lowest point of the site and some acoustic protection
 - A network of landscaped pedestrian/cycle paths along this, and also running along the Main Street and then connecting into Parsons Lane to the school and further east.
 - Secondary routes leading to private drives in a permeable route framework north and south of the Main Street.
 - Perimeter blocks of development appropriately defined between these.
 - Two secondary open spaces- one as a buffer to Parsons Lane and the other as a pocket park for the second phase north of the Main Street.
- It is considered that the above is an appropriate route and spatial hierarchy relating to context, providing the opportunity for the scheme to be legible and connected, and to encourage walking and cycling.

Low Parking Dominance

- Parking has been proposed generally between the dwellings, rather than front of dwelling meaning that parking dominance has been reduced.
- We are also particularly pleased regarding the removal of front of dwelling parking from the corners and the end of the vista to the east of the Central Spine. This improves the connection between the street and the dwellings, and focusses on the landscaping of the tree lined verges.
- At corners, care should be taken to relate parking to each plot as there are a few examples where allocated parking abuts a completely different dwelling. There is a missed opportunity for proposals to fully utilise both aspects of the corner turner dwellings so that parking can be located on the other street at the end of the garden to allow for a more direct relationship (eg plots 94 & 95).
- We do however recognise that frontage parking and integral parking dwellings are part of an overall strategy of providing a variety of typologies across the site. We therefore regard as positive the proposal for front of dwelling parking only on one side of the suburban streets in the street character area, directly related to the dwellings and broken up by landscaping, to allow for these typologies.

Woodfen Road Green Edge Layout

- We regard as positive the introduction of this green edge landscaping and associated SuDs to provide screening to the road and an appropriate amenity space.
- The arrangement of private drives to front this space is also an appropriate strategy.
- However, we regard the proposal for parking access off these private drives into the landscaped space as detrimental to space, eroding it, and severing the connection between the landscape and housing. This will inevitably lead to a vehicle dominant environment and risks undoing the good work associated with the rest of the development and therefore we cannot support this part of the proposal.

- The arrangement of detached houses with parking tucked between them, and larger front gardens is appropriate to the setting, allowing the opportunity for a slightly more permeable frontage
- Also appropriate is the grouping of higher dwellings at corners legibly signposting routes into the development.

Central Spine Layout

- As part of the Central Spine character area strategy, continuous verges are on both sides of the east-west Main Street, and the associated tree lined avenue befitting of a road at the top of the route hierarchy, facilitating an east-west green link with good use of private drives to minimise crossing points at the verges
- A Cycle route is proposed behind this continuous verge, with priority crossings at a minimum number of vehicular access points, all aligning with the latest government guidance summarised in LTN1/20.
- We are however still concerned about the directness of the cycle route as it connects into Parsons Lane. This appears to have an unnecessary amount of doglegs, all of which will discourage cycling. Corners will be cut, possibly leading to safety issues.
- It is particularly positive that no parking is in front of the dwellings along the east-west Central Spine and the main public open space, and only part of one aspect of the secondary public space. This means that dwellings have a direct relationship to these spaces without being cut off by parking.
- We have worked with the applicant to improve permeability north of the Central Spine with three routes leading north but only one of them interrupting the verge.
- Opportunities appear to have been taken to provide raised table crossing points along the Main Street to slow down traffic and to ensure that the scheme is not severed by this street into two halves. However, it is disappointing that these do not appear to be indicated in a contrasting (eg paviour) material which would encourage pedestrian connectivity. Perhaps this issue could be conditioned.

Legibility Generally

- The scheme is also legible by nature of its building height strategy, in particular:
 - The concentration of 2.5 and 3 storey buildings along the east-west route and around the public open space, adds to legibility, relating to and expressing the importance of this route and space.
 - The focus on higher buildings at corners relative to their immediate context.
 - o Ensuring 3 storey buildings to end the vista to the east of the main street.
 - The grouping of matching corner buildings to frame entrances, particularly to the southeast gateway
 - We are however concerned that the northern part of the site entrance to main street has a different building typology for the future phase. More detail is required regarding this, and we would want to see this as a proposal that matches the appropriate three storey height of plots 1 & 2.
- Occasionally ends of vistas are marked with an expressed gable (eg. plot 175) or increased height (eg Plots 126-127 and 173-175). It is positive that a three-storey corner turner with an expressed gable appears at plot 94, the north-east

corner of the central open space. Plot 17 also managed to turn the corner and end a vista to the west of the public space.

- There are, however, a number of missed opportunities to end vistas with expressed gables.

Definition of Space with Built Form and Active Frontage

- The continuous building line to perimeter blocks on the layout drawing is positive, reflecting the strategy on the Framework Plan.
- There are still a few examples of lack of definition of small lengths of road – the most prominent being that of the east-west road connecting Main Street with Parsons Lane (plots 175-176 and opposite). It is a missed opportunity not to insert a small plot on the north and south side of this street, which means that this small length of street is unduly dominated by garden walls.
- The introduction of private drives parallel to Woodfen Road to minimise points of access and to allow for a screen of street trees lined with houses to this boundary.
- The increase in permeability to form a street parallel to Woodfen Road, further into the scheme, and perpendicular footpath connection into this from Woodfen Road.
- The proposal for detached and semi-detached dwellings to the edges of the scheme, along the Main Street, and the main Public Open Space.
- Changes of scale appear to be handled sensitively subject to submission of street scenes. In particular 2.5 storey dwellings in terraces with two storey end stop dwellings with hipped roofs have been avoided.

Part 2: Character Areas

The National Design Guide Section I1 encourages buildings which respond well to local character and identity through appreciation of existing built form, height scale, massing, and relationships between buildings. This includes the scale and proportions of proposals, façade design, patterns and proportions of fenestration and their details. I3 encourages the siting of buildings within the landscape, the arrangement of layout and grain, landscape spaces, movement network, development blocks, scale, form, proportions, and materials to create distinct characters and a memorable sense of place.

The following comments are made regarding character areas:

The Gateway/Green Edge

It is encouraging to note that larger houses and semi-detached houses are proposed here. A mix of brickwork types, roof colours, and render colours according to local context provides a suitably organic variety in relation to the open landscape these houses will address. Particularly positive is the use of render to highlight corners and the care taken to gradually step up to 3 storeys at the corners via 2.5 storey dwellings as shown in the street scene. Materials should be conditioned so that the highest quality locally matching materials can be chosen.

Main Street/Central Spine

As previously stated, the boulevards of trees, taller buildings and continuous verges are positive in this proposal. Linking some of buildings together with carports is positive as it increases the formality of the space in line with its importance in the route

hierarchy. Generally, we support the limited palette of a locally matched buff brick and grey tile roof to add to the formality. Corners are an opportunity to express houses in a different material such as render, and this is what has occurred. Materials should be conditioned so that the highest quality locally matching materials can be chosen.

Central Green Space

The taller buildings relating to this space, together with the direct relationship with the space unencumbered by carparking is positive. Linking some of buildings together with carports is positive as it increases the formality and definition of the space, and corner buildings have again been positively expressed in render to increase legibility.

Suburban Streets

This is a chance for terraces and some integral garage housetypes, as currently proposed. Corners are again be highlighted in a contrasting material. However, in terms of the materiality strategy and the architecture, this is least convincing character area. It is a missed opportunity not to provide a modulated step down from plots 173 to 172, which is considered quite abrupt.

Part 3: Housetypes

Overall, we set out and the applicant has largely followed the following principles, employing the positive local characteristics:

- The use of a single predominant material for each house type.
- The use of expressed gables.
- The use of simple vertically proportioned windows, avoiding excessive horizontal emphasis
- Reduction of scale with height.
- The use of defined plinths to the public elevations.
- It is suggested where render is employed, this is dressed down to plinth level.

The following issues still present themselves:

Generally, we would encourage adapting the house types according to the character area: The use of classically framed front entrance doors for example should not be universal; changes in materiality, while ensuring a maintained simple use of materials, will be required per character area. As currently presented, the whole site would be too uniform and lack distinctiveness and legibility.

Corner Turner Housetypes

Parkin

- This works as a well resolved 3 storey plot for corners to be highlighted
- An expressed gable roof on the narrow width allows for a reduction in the bulk of the roof. Any proposal for a front to back roof will raise concerns about proportion.
- The window proportions are good and show diminishing scale with height.
- Overall, however, the dwelling is rather narrow in proportion and the width of the and it is a missed opportunity not to propose a dwelling that is slightly wider in line with our previous comments.

Hertford

- This has a strong front elevation with a three- window range and diminishing scale with height
- The plan form is not deep and therefore the roof is in scale with the rest of the house.
- It is positive that there is a bay window and a small window above on the return elevation. However, it is a missed opportunity not to provide more active frontage on this aspect.

Hadley

- This has a strong front elevation with a three- window range and diminishing scale with height
- The plan form is not deep and therefore the roof is in scale with the rest of the house.
- It is positive that there is a bay window and a small window above on the return elevation. However, it is a missed opportunity not to provide more active frontage on this aspect.

Avondale

- This looks good from the front- with a three- window range and a bay window to one side providing the diminishing scale.
- The side elevation is less successful, and it is a missed opportunity not to provide more generous fenestration. We understand that this is due to limitations of the plan, but it is missed opportunity not to adapt the plan accordingly.

YH58/59

- This house type is a good exercise in providing two maisonettes which pose as a corner turning house with a three- window range.
- The proposal for a projecting entrance on Front Elevation 1 is rather stark and it is a missed opportunity not to provide further active frontage to soften this.
- The long plan form does not relate well to the proportions of the widows with too much wall in-between.
- It is a missed opportunity not to resolve this with bay windows added to the ground floor either side of the entrance, or wider double sash square windows.

Other House Types

Archford

- There has been a missed opportunity to ensure the door and the window above to line up which unfortunately is leading to an unbalanced elevation. Other than this, this house manages to follow our other positive principles well.

Cannington

- As this house is deep in plan, we recognise the attempt to reduce roof dominance with a slack roof pitch. These houses have not been proposed on corners and therefore is this acceptable as the gable will not be exposed.
- However, it is a missed opportunity not to provide an arrangement similar to the Parkin with an expressed gable on the narrow dimension and centred windows and doors symmetrical to the gable.

- The front door is shifted over and does not line up with window above. It is a missed opportunity to not address this as our previous comments.

Holden

- This has an excessively deep plan leading to a slack roof to avoid roof dominance out of proportion to the elevations. The solution is acceptable as long as it is not visible from the side. Unfortunately plots 26, 86 and 129 appear to have exposed gables due to the arrangement or proximity of dwellings which less tall, and therefore we have difficulty in supporting these. Plots 135 to 136 is a far better arrangement. The front door is offset. Ingleby This house type is supported in general terms but is rather plain in its execution. A bay window on the ground floor may help.

Kennett

- This is a reasonably proportioned 2.5 storey house which should easily be able to be combined with the expressed 3 storey gable of the Cannington or Parkin.
- Unfortunately, the front door is offset, unbalancing the elevation and it is a missed opportunity not to address this.

Wilford

- It is a missed opportunity not to ensure the windows are not too close together as is currently the case. In particular, the rubbed brick arch is too close to the door. Windows and doors should be centred up on the bay. We cannot support this housetype.

SH50

- This housetype suffers from an overly wide window on the first floor. However, in other senses it is a well- balanced elevation.

Conclusion

In this response we have analysed the scheme under paragraph 126 of the NPPF. We have defined 'Beautiful' in terms of the further guidance the NPPF offers, including paragraph 130, and the supplementary guidance contained in the National Design Guide. In addition, locally the scheme should follow Policy ENV2 of the local plan. We have identified a number of local positive characteristics (as set out in our earlier letters) which the housetypes should follow, and in our view further elaborate on a definition of 'Beautiful'.

The Framework Plan and Masterplan have been greatly improved from the initial iteration, and with a few reservations, we are able to support these, finding them in line with paragraph 130 of the NPPF, the guidance given in the National Design Guide and Policy ENV2 of the local plan. However, we cannot support the arrangement of parking along the Green Edge, which is insensitively located.

The submitted proposed house types are an improvement on those previously proposed. These house types generally follow the identified positive local characteristics set out in the introduction to Part 3 of this letter, the relevant guidance of the National Design Guide and the relevant section of Policy ENV2. There are however a number of comments which remain unaddressed from our earlier consultations. We therefore cannot support the Holden house type at plots 26, 86 and

129. We cannot support the Wilford house type in any location without revision. With the exception of these concerns, the house types, although not exemplary, are acceptable and fit our definition of paragraph 126 of the NPPF.

Overall, as the masterplan strategy is so strong, we consider this scheme to be acceptable, and compliant with the principles of paragraphs 126 and 130 of the NPPF, the National Design Guide and Policy ENV2 of the local plan. We would recommend conditions regarding materiality, landscaping, and boundary treatments (the latter has not been analysed here).”

National Highways - 25 July 2023

“Referring to the consultation on a planning application dated 10 July 2023 referenced above, in the vicinity of the A14 that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:

a) offer no objection (see reasons at Annex A)”

15 September 2023

“We have reviewed the amended plans, and we have no further comments to add to our no objection issued on 27th July 2023.”

20 October 2023

“have reviewed the amended plans and we have no further comments to add to our no objection issued on 27th July 2023.”

Local Highways Authority - 27 January 2021

“The Highway Authority objects to this application in its current form and would recommend refusal for the following reasons:

1. The application is not supported by sufficient highways and transport information to demonstrate that the proposed development would not be prejudicial to the satisfactory functioning of the highway or highway safety

No RSA has been submitted with this application. The CCC TA team have requested further information, and a road safety audit cannot be completed until this has been agreed / approved.

2. There is a secondary link on to Woodfen Road. The planning and highways authority have been in discussions with the applicant for a number of years on this matter. Both Woodfen Road and the junction of Woodfen Road / Wisbech Road is not suitable for any further increase in traffic. It is also located opposite an existing junction which would create a crossroads. This is unacceptable to the highways authority. If permitted this would be detrimental to highways safety.

3. The western section of Woodfen Road has properties proposed to be accessed off it. This section of road is a single-track road with no footways, lighting and has a 60mph speed limit. If permitted this would be detrimental to highway safety.

I also note there is a pedestrian link at the bottom of this road, but I am unaware of any pedestrian public right of way in this location. Again, this would therefore be detrimental to highways safety if permitted.

4. Internal estate roads should be designed to a 20mph speed limit. There is no adequate features or measures proposed that would enforce these speeds should it be permitted.

Additional Notes

I am concerned with the banks of parking spaces in front of the properties side by side. These are very long sections for pedestrian to pass and visibility will be extremely restricted if available at all. This arrangement would mean that vehicles would reverse out over the footways with no visibility of on-coming pedestrian when the next space over is occupied. Or it would require vehicles to stop and manoeuvre on the highway to reverse into the space which is equally detrimental to highways safety.”

2 September 2021

“The revised submission is in response to comments made by Cambridgeshire County

Council's Transport Assessment Team. Comments made by the HDM team 27th January 2021 is outstanding but will need to wait until TA team comments are first addressed to an accepted standard.

However, in the interest of collaboration I would suggest that the applicant adhere to the County Council's document 'Highway development management - General principles for development' when considering any changes to the proposed access and layout. A copy can be downloaded from the link below.

<https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/roads-andpathways/highways-development>

At the appropriate time, I would also strongly suggest for a proposed development of this scale, that the applicant engage the HDM team for pre-application discussions prior to modifying access arrangements or the internal layout. Information relating to preapplication advice can be found below.”

23 March 2022

“A10 Access

Following consultation with the LHA, the primary site access has been revised so that it is now via a three-arm roundabout on the A10 as opposed to the previous four-arm layout. This strategy is acceptable as is the layout shown on the drawings LP-STN_GN-A10-DR-CD-0101.1, 0102.1 & 103.1 Revision P01. This should be the approved drawing rather than the alternative four-arm option.

A four-arm roundabout has been submitted for review in the interest of safeguarding future development opportunities west of the A10. Based on the information supplied to me, I am confident that a four-arm roundabout is viable with a pedestrian and cycle crossing (exact nature to be confirmed at later date in context of the anticipated development and current policy/guidance). However, I stress that

this in principle acceptance is based on the current information available and is said without prejudice to any future planning application for the site west of the A10, which will need to be assessed on its own merits.

Forward visibility to the roundabout is achievable but it may result in the loss of some trees within the highway verge. This may have some screening impacts upon the development, but County policy is that where a highway tree is removed, two more shall take its place. This can be investigated further during detailed design post planning.

The circulatory of the roundabout crosses outside the highway boundary on the west side of the A10. The application redline should therefore be updated to include this land.

Where the circulatory passes over the existing highway drain, the applicant has proposed that the drain be culverted underneath the carriageway. This is not acceptable as it would make any maintenance activity costly, disruptive, and potentially unsafe. Instead, the drain should be diverted around the circulatory on the west side. I am content to address this post planning, but the LPA may wish to consider this now as the footprint of the access would change as a result of the diverted drain which would further impact the application redline boundary.

The Framework Plan (drawing CA-05-18B) indicates that the A10 is a pedestrian and cycle link but there is no pedestrian provision or dedicated cycle infrastructure along this length of the A10.

I am aware that a Stage 1 Road Safety Audit has been carried out for the proposed scheme, and subsequently reviewed by the County's Road Safety Auditors. This RSA, the review and a response should be included in this application for consideration.

Woodfen Road Access / Works

A secondary emergency access has been proposed for Woodfen Road which will, under normal circumstances, function as a pedestrian and cycle access. This is acceptable.

A 3m wide shared use path has also been included along the length of development frontage on Woodfen Road and connects to the existing footway in the north. While the inclusion of pedestrian and cycle infrastructure is welcome, I note that the broader impact on cycling may be limited as this does not connect to any wider cycle network within Littleport.

I would recommend that in the interest of compliance with LP Policy COM 7, the footway along the south side of Parson's Lane be extended from the existing Littleport Community Primary School entrance along Woodfen Road to the new proposed crossing and shared use path south of the school grounds. However, I will defer this to the LPA. In any case, an uncontrolled pedestrian crossing of Woodfen Road is required immediately north of Parson's Lane to connect the new path to the existing footway network. The specifics of this can be agreed post planning or suitably conditioned.

Where the shared use path extends into the site towards the south of Woodfen Road, it's alignment should be staggered from the crossing point to discourage cyclists from exiting the development and crossing Woodfen Road without first pausing.

Vehicle tracking for a refuse vehicle has been provided but the vehicle used is small (7.9m) and it is my understanding that this is notably smaller than the vehicle used by East Cambridgeshire's Waste Team. The applicant should seek confirmation from ECDC Waste Team regarding the vehicle they use and provide suitable vehicle tracking and turning as required.

Construction Traffic Management

The strategy to initially use Woodfen Road as a construction traffic route only until the A10 roundabout is constructed (prior to first occupation of the site) and then use the roundabout as a construction access is broadly accepted from a highway safety perspective although this must be agreed with CCC's Safer Routes to School team too and confirmation submitted as part of this application. They must also agree times to restrict construction traffic around school opening and closing, at a minimum 30 minutes before and after start/finish times.

Woodfen Road is a minor road with various existing constraints so mitigating measures have been proposed in the Construction Traffic Management Plan, but further work is needed to ensure that the impact of construction traffic on the highway is mitigated:

- A banksman is proposed at the Wisbech Road / Woodfen Road junction. A banksman will also be needed at the construction access onto Woodfen Road.
- Large delivery vehicles should be timed/managed so that the risk of large vehicles arriving and departing at the same time is minimised.
- A pre-commencement condition survey of Woodfen Road is proposed but this should also include Wisbech Road up to the A10.
- Inspection and wheel washing is needed for vehicles prior to them departing site.
- Any gates across the access need to be set back at least 15m and the initial length of the construction access hard paved.
- All contractors/visitors should receive a site induction which highlights the sensitivity of Woodfen Road, and a means of reporting dangerous/inconsiderate driving be made available to the public.

The CTMP proposes 7:30am – 6pm delivery times for the site and while this does not necessarily have direct highway safety implications there will be amenity impacts that the LPA may wish to consider.

The self-build plots along Woodfen Road have been excluded from the CTMP but these are subject to separate reserved matters applications. Should any mitigating measures be needed for their construction they can be secured as part of future applications but due to the nature of development, construction impacts are expected to be modest.

Cycle Strategy

Dedicated cycle infrastructure has been provided around the perimeter of the development site and east-west from Woodfen Road to just short of the A10. The east-west provision takes the form of a 3m shared use path. While not unsafe and therefore not a basis for an objection, I note that the cycle route is indirect which could limit its attractiveness.

Frontage access across the cycle route is limited which is welcome. But where driveways or shared private accesses cross the path, there is insufficient visibility. There should be 2m x 2m pedestrian visibility splays and 2.4m x 25m visibility splays included for cycle route crossings, both measured to the nearside of the path.

Layout

All new estate roads should be designed so that they are self-enforcing of a 20mph design speed. To achieve this a feature to change the vertical or horizontal alignment of a carriageway should be included every 80m. Gradual bends do not have the desired impact, meaning the roads between Plot 81 and 111 and between 161 and 188 are unlikely to be sufficiently traffic calmed. Additional features are needed which could include raised tables, road narrowing, (sharp) horizontal deflection etc.

The location of car parking for Plots 67 and 140 is not acceptable if the road is proposed for adoption. The parking is located at an ambiguous point of conflict with pedestrians and other motorised vehicles. To access the parking space, vehicles would be required to drive along a linear length of footway. To access the parking space vehicles will need to regularly drive/reverse over a 90-degree corner which will also lead to excessive wear and tear of the kerb.

All private roads and parking courts should be a minimum width of 5m for the first 8m length to minimise the risk of reversing onto the highway proposed for adoption.

The transition to the shared surface between Plots 87 and 98 is not as per CCC's specification (HERCS Appendix 6). The initial carriageway should be 6m wide to avoid the taper in carriageway width.

Note that raised tables should be block paved (gradients permitting), a detail which can be amended post planning.

Regarding the Framework Plan and the section of the site seeking outline approval, the applicant may wish to consider the above comment regarding gradual bends and their limitations in managing vehicle speeds as the plan indicates long cul-de-sacs with little deflection. The applicant should also note that no more than 100 homes may be served off a single traditional road and no more than 12 off an adoptable shared surface.

Visibility

Inter-vehicular and forward visibility splays are shown on the submitted general arrangement plans (drawing 19445-RLL-20-XX-DR-C-202 & 203 Revision F). These are accepted, but no visibility has been provided in relation to the shared use path

as described above. These splays should be included, and the layout modified as needed.

While 2m x 2m pedestrian visibility splays have not been shown for private parking spaces and shared drives which front onto roads proposed for adoption, they do largely appear achievable. Such splays should be shown and conveyed to the future property owners with the restriction that they be kept free from obstruction from at least a height of 0.6m in perpetuity.

Vehicle Tracking

Refuse vehicle tracking has been provided which is acceptable.

I do however recommend that the applicant also be asked to provide vehicle tracking for a modest sized delivery vehicle (box or panel van) serving all private roads and parking courts (except where the length of road is less than 12m). Such roads should be designed with appropriate turning provision for regular day-to-day use e.g., grocery or parcel delivery. This is of particular importance where private roads front onto shared surface streets or traditional streets at points of conflict. Turning provision has been provided on some private roads but not others leading to an inconsistent approach across the site.

Surface Water

The Flood Risk Assessment states that the highway will be used for exceedance flow routing and that during the 1 in 100-year event, flood water will sit within the highway. The LHA preference is that no exceedance occurs but accept that this is not always possible. Where the highway is used for flood routing, the below requirements must be met for the roads to be considered adoptable:

- Flood flows cannot be routed from the highway to private property
- Shared surface streets may not be used for flood routing

The flood routing plan 19445-RLL-20-XX-DR-C-204 Revision E takes the above into account, but I query the accuracy of the routing as the flows and contours do not appear to take into consideration the impact of raised tables.

The applicant will need to provide certainty that the flood water would be contained within the carriageway for the roads to be considered for adoption and that the storage time limited. This can be done post planning.

Permeable surfaces are used throughout on private roads. The LHA does not consider permeable surfaces a suitable drainage solution in isolation. If these areas don't fall away from the highway, surface water interception will be required at the boundary of the adoptable highway. This can also be addressed post planning."

1 July 2022

"A10 Access

The revisions to the proposed roundabout access as shown on the drawings LP-STN-GN-A10-DR-CD-0102.1, 0102.1 & 0103.1 Revision P02, have addressed my previous comments regarding the design. But there are two outstanding comments from my previous consultation response which remain outstanding. These are repeated below for convenience:

- o The Framework Plan (drawing CA-05-18C) indicates that the A10 is a pedestrian and cycle link but there is no pedestrian provision or dedicated cycle infrastructure along this length of the A10.
- o I am aware that a Stage 1 Road Safety Audit has been carried out for the proposed scheme, and subsequently reviewed by the County's Road Safety Auditors. This RSA, the review and a response needs to be included in this application for consideration and transparency.

Woodfen Road Access / Works

The inclusion of a 3m path on the south side of Parson's Lane between the Primary School entrance and the new proposed crossing is welcome.

Two new raised crossings are proposed on the existing public highway. Prior to implementation, the applicant will be required to comply with The Highways (Road Humps) Regulations 1999 which includes a mandatory consultation and advertising process. Should this process be unsuccessful, the crossing may not be raised. The LPA should be satisfied that the raised nature of the crossing cannot be guaranteed until this process has been completed.

As per my previous comments, the refuse vehicle tracking utilises a small vehicle (7.9m) which is notably smaller than vehicles typically used by the East Cambridgeshire's District Council Waste Team, noting an 11.18m refused vehicle has been tracked for the internal layout. If a larger refuse vehicle (or fire tender, delivery truck etc.) were to drive down Woodfen Road to serve the new properties, it is probable they would need to reverse long distances, placing other road users at risk. In any case, the turning head needs to be included as part of the land being dedicated as public highway and not part of a shared private drive.

Private accesses to single dwellings are shown as 4.5m where two car parking spaces are placed side by side. However, as a single car parking space is 2.5m wide, the driveway width appears too narrow for convenient use.

Construction Traffic Management Plan

I note within the Construction Traffic Management Plan, that short-term construction routing along Woodfen Road has been discussed with Littleport Community Primary School and the County's Road Safety Officer for School Travel Plans and Sustainable School Travel and delivery time restrictions agreed. On the basis that they have arrived at a mutual agreement, I don't object to this strategy in principle. However, the CTMP appendices do not appear to have been submitted with the application documents so I cannot carry out a comprehensive review.

As previously stated, a pre-commencement condition survey of Woodfen Road is proposed but this should also include Wisbech Road up to the A10, the nearest A or B classified road.

Layout

Driveway crossovers between footway and carriageway need asphalt surfacing, not block paving. This applies to the primary roads within the site where a verge is placed between carriageway and footway. I am content for this detail to be amended post planning as part of any S38 Agreement, provided the LPA agree.

It is unclear how the parking bay for Plot 161 can be accessed in such a way which doesn't require the vehicle to manoeuvre over the full height footway or place passing pedestrians at risk. The applicant should provide vehicle tracking to demonstrate that the parking space can be accessed without driving over the opposing footway or else move the parking space.

Visibility

As previously stated, there should be 2m x 2m pedestrian visibility splays and 2.4m x 25m visibility splays included for cycle route crossings, both measured to the nearside of the path. On exit from the shared private road which serves Plots 29-34, this visibility isn't achievable as the splay intersects parking bays.

Any boundary wall/fences which fall within the 25m visibility splays at the cycle path must be kept below 0.6m in height, above the shared use path level.

Vehicle Tracking

Vehicle tracking has been provided for small delivery vehicles which demonstrates appropriately sized turning heads are needed on the following private roads to minimise the risk of vehicles reversing long distances which is a hazard to other road users, including pedestrians and cyclists:

- Road serving Plots 1-6
- Road serving Plots 19-23
- Road serving Plots 24-28
- Road serving Plots 46-51
- Road serving Plots 52-57
- Road serving Plots 93-97

In the case of the road which serves Plots 19-23, a turning head can be omitted if a through connection is provided to the road which services Plots 13-18. The same applies for the roads serving Plots 24-28 and 29-34.

For the roads which serve Plots 46-51 and 52-57, to achieve turning which does not encroach the LEAP, the parking for Plots 50-53 can be set back to facilitate a small turning head but this would reduce the available garden size for the four plots. Alternatively, a connection can be provided between the two roads to eliminate the need for a turning head. While this does create some rat-running potential, in light of the site layout, access location and nature of the road, I consider the risk minimal.

Landscaping

While it does not form the basis of an objection, I would recommend that the narrow green strip on the south side of the primary road be removed. It is not of sufficient width for any meaningful vegetation growth, and it will need to be privately maintained.

Adoption

The proposed extent of adoptable highway is shown on the drawing CA-05-08E but I recommend that this is omitted from the list of approved plans as adoption will take place via a S38 Agreement of the Highways Act 1980, upon which planning permission has no bearing.

In any case a few small changes are required, albeit not necessarily as part of this application.

- The footpath in front of Plots 162-166 would not be considered for adoption unless a buffer was provided between the footpath and the adjacent parking court e.g., private landscape buffer / knee rail
- The crossovers between footway and carriageway on Woodfen Road needs to be included in the dedication

Should the applicant be granted consent, I recommend that no construction take place on the highway proposed for adoption until such a time as they have entered into a S38 Agreement with the Local Highway Authority. This is to ensure no abortive construction takes place and any necessary refinements are picked up e.g., block paving surfaces on raised tables.”

11 August 2022

“I am in principle ok with the proposed access onto the A10 (but they should upload the Stage 1 RSA and a response for transparency as per my last reply), and the construction access/CEMP (bar the addition of a pre-commencement condition survey).

I have issues with the internal layout, none of which will substantiate an objection but if left unanswered will impede the LHAs ability to adopt the internal roads.

My main concern is Woodfen Road and the lack of a suitable turning head. Until an appropriate turning head, contained within the public highway/highway to be dedicated, is included, I recommend a holding objection to this application on highway safety grounds.”

20 February 2023

“On the 11th August 2022, I requested a holding objection for this application on the basis of inappropriate vehicle turning along Woodfen Road. While some provision has been made for the turning of a refuse vehicle (as shown on the drawing LP-STN-00-WR-DR-C-0110 Revision P03), it is insufficient to address the objection.

Any turning area needs to be to an adoptable standard, to avoid the risk of refuse freighters refusing to enter private streets and thus reversing long distances along Woodfen Road. The following changes are needed:

- In order to safeguard against vehicle overrun and to provide sufficient conspicuity for other road users, the turning area must be accessed via a bellmouth junction of 6m (desirable) to 8m corner radii.
- The swept path of a manoeuvring refuse freighter must not pass over the raised pedestrian and cycle crossing. Such conflict with vulnerable road users should always be designed out in the first instance, and in any case, the heavy vehicle turning on the raised crossing will result in excessive wear to the highway which could lead to surface damage which would endanger other road users in time.
- The refuse swept path must be contained within the adoptable highway extent (as opposed to the private drives), which needs to take the form of a simple hammerhead.
- If turning is via a shared space, a 0.5m paved maintenance strip is needed around the full perimeter of the turning area in order to allow the LHA future access to the kerb & sub-surface kerb bracing for maintenance purposes.

The vehicle tracking utilises a 12.3m refuse freighter. While used in Cambridge, to the best of my knowledge, no such vehicle exists in the ECDC fleet. The turning area can therefore be designed for a 11.2m long refuse freighter - subject to ECDC waste team confirmation of acceptance.

To aid future revisions, I have appended to this response some generic turning areas which are suitable for 11.2m long vehicles. This is not an exhaustive list and spur length will vary with road widths, alignments, and corner radii changes.

Otherwise, the proposals for Woodfen Road are acceptable. It would be preferable if there were a 3m shared use path continuous on the east side across the frontage of Littleport Community Primary School to connect the segments north and south, but as an alternative on the west side has been provided, the cycle provision is safe and therefore not in my view objectionable.

I would reiterate that separate highways consents (e.g., Road Humps) will be required prior to any implementation. While these consents sit outside of the planning system, I consider it unlikely that they would be refused. However, should they be refused, a variation to the approved scheme will be needed.

A10 Access

The proposed roundabout on the A10 is acceptable but for completeness I recommend the following comments (repeated from previous consultation responses) be addressed.

- o The Framework Plan (drawing CA-05-18D) indicates that the A10 is a pedestrian and cycle link but there is no pedestrian provision or dedicated cycle infrastructure along this length of the A10.
- o A Stage 1 Road Safety Audit has been carried out for the proposed scheme, and subsequently reviewed by the County's Road Safety Auditors. This RSA, the review and a response should be included in this application for consideration and transparency.

Woodfen Road Construction Access

The proposed construction access as shown on the drawing LP-STN-GN-WFN-DR-CD-0501 and supporting drawings is acceptable but will be subject to separate highway consents, should the application be approved i.e., S278 Agreement.

My previous comments regarding the CTMP remain valid; namely, some of the appendices are missing and the pre-commencement condition survey should be extended to include Wisbech Road.

Site Layout

The following comments are not objectionable but may hinder the LHA's ability to adopt internal roads. I am however content for these details to be amended post planning as part of any S38 Agreement, provided the LPA agree.

- Driveway crossovers between footway and carriageway need asphalt surfacing, not block paving, and raised tables should have blockwork surfacing (where levels permit).
- Along the Spine Road / Primary Road, breaks should be provided in the verge with footway spurs to allow for pedestrian crossings of the road at main junctions, particularly at staggered crossroads between Plot 55 / 101 and

Plot 117 / 168. Otherwise, from a pedestrian viewpoint, the Primary Road will act as a permeability barrier, segregating the site in two and / or will encourage pedestrians to cross the road by traversing soft verge.

- Road south of Plots 101 & 102 - The asphalt footway on the south-side of the road needs to continue along the entire length.
- Road between Plots 124 and 128 - The footway on the north-side opposite Plot 125 needs to continue along the entire length.
- Shared space street between Plots 115 & 120 - The 0.5m paved maintenance strip needs to pass between the carriageway and private visitor parking bays, rather than to the rear of the bays.
- Parking for Plots 145 and 150 clash with ramps, prohibiting access. In the case of Plot 83/161 the ramp isn't needed as the horizontal bend acts as sufficient traffic calming.

There would be benefit to cyclists if the alignment of the shared use path could be made more direct between Plots 116 and Woodfen Road as this would increase its attractiveness. A direct route is technically feasible but would likely impact upon the Phase 2 layout which is outside the scope of this current application. The LPA may wish to consider this in the context of Local Plan policy Com 7 (b).

While indicative, the detail of the Phase 2 layout is not accepted in its current form. As such, I recommend that the applicant engage the LHA in pre-application advice prior to submitting a reserved matters application for this phase.

Visibility

The updated layout does not include visibility information, so I am unable to comment on the suitability of the proposals in this regard. I recommend that the applicant supply a plan which details the following for the latest internal layout and the proposals for Woodfen Road:

- 2m x 2m pedestrian visibility splays, measured to the nearside footway / shared path edge, for all vehicular crossover onto roads proposed for adoption.
- 2.4m x 25m inter-vehicular visibility splays for crossover of the shared use path, measured to the nearside path edge.
- 2.4m x 25m inter-vehicular visibility splays for internal priority junctions

Adoption

The proposed extent of adoptable highway is shown on the drawing CA-05-08F but I recommend that this is omitted from the list of approved plans as adoption will take place via a S38 Agreement of the Highways Act 1980, upon which planning permission has no bearing.

In any case, incorrect assumptions have been made regarding LHA adoption extents:

- Where a verge is placed between carriageway and footway, any crossovers must also be included in the dedication.
- Any road to be dedicated must be accessed via bellmouth, meaning the two shared drives on Woodfen Road would need to remain private.

Should the applicant be granted consent, I recommend that no construction take place on the highway proposed for adoption until such a time as they have entered into a S38 Agreement with the Local Highway Authority. This is to ensure no abortive construction takes place and any necessary refinements are picked up.”

8 August 2023

A10 Roundabout

It is unclear why S278 drawings (gully catchment areas and highway surface water drainage) are submitted as part of the planning application. Engineering and construction detail will not be vetted as part of the planning application process and any permission will have no bearing on the subsequent S278 Agreement. I recommend that the following drawings are not included in the list of approved plans:

- LP-STN-GN-A10-DR-CD-0501 P01
- LP-STN-GN-A10-DR-CD-0502 P01
- LP-STN-GN-A10-DR-CD-0503 P01
- LP-STN-GN-A10-DR-CD-0551 P01
- LP-STN-GN-A10-DR-CD-0552 P01

Woodfen Road

The proposals to widen Woodfen Road to include a 5m carriageway, 2m footway and 3m shared cycle track are acceptable to offset the impact of this development. While it does not have a direct bearing on this scheme, it has come to light that the proposals will result in a gap of circa 35m pedestrian / cycle provision along Woodfen Road between LIT1 development and the proposed northern pedestrian access to LIT2. This would result in pedestrians and cyclists from LIT2 walking on carriageway (where they are placed at risk) to access Littleport Community Primary School or to walk between the two development sites. It would also subject residents of LIT1 to the same risk if they were to use Woodfen Road and LIT2 as a means of accessing Grange Lane or other destinations in the south side of the village. This is something which the LPA may wish to take into consideration.

I must also highlight that the current proposals, while technically feasible, may result in unexpected costs for the applicant which they should factor into their scheme viability assessment. The construction of a shared use path with knee rail fence in close proximity to an existing ditch could result in its destabilisation; while the ditch is existing, it will likely not respond favourably to the disruption associated with the highway works, an issue recently encountered on a similar scheme in the area. To mitigate the risk of highway collapse, additional structural retention could be required. In addition to the upfront construction costs, the LHA would also require a substantial commuted maintenance sum for future upkeep and replacement of any structure.

Construction Traffic Management Plan

As far as I can determine, the applicant has not submitted a revised CEMP / CTMP and therefore my previous comments relating to pre-commencement condition surveys remain applicable.

Site Layout

As per my previous response, there are some residual matters which may hinder the LHA's ability to adopt the internal roads, but they are not in themselves

objectionable in planning terms. These items, listed below, can be addressed via a subsequent S38 vetting process, provided the LPA are content with the approach:

- Raised tables must have blockwork surfacing (where levels permit).
- Along the Spine Road / Primary Road, breaks should be provided in the verge with footway spurs to allow for pedestrian crossings of the road at main junctions, particularly at staggered crossroads between Plot 59 / 105 and Plot 89 / 120. Otherwise, from a pedestrian viewpoint, the Primary Road will act as a permeability barrier, segregating the site in two and / or will encourage pedestrians to cross the road by traversing soft verge.
- Permeable paving is not accepted by the LHA as an acceptable means of surface water drainage in isolation. Where private drives surfaced in permeable paving fall towards the roads proposed for adoption, a secondary means of surface water drainage is needed at the boundary e.g., channel drains.
- Where trees are planted within 5m of highway proposed for adoption, a root protection barrier to a depth of 1.5m is needed.

While I do not consider it to be a reason for refusal, I would reiterate that the cycle route between Plot 120 and Woodfen Road could be made more direct. The current route is parallel to the carriageway and in navigating two turning heads, the result is an indirect and perhaps unattractive route.

Adoption

The proposed extent of adoptable highway is shown on the drawing CA-05-08K but I recommend that this is omitted from the list of approved plans as adoption will take place via a S38 Agreement of the Highways Act 1980, upon which planning permission has no bearing.

Conclusion

I do not object to the application as the applicant has made appropriate provisions to eliminate or mitigate adverse safety implications on the public highway. However, in the interest of safeguarding public finances, I recommend that the CTMP is amended to include Wisbech Road in the pre-commencement condition survey.

I also recommend that the developer, at their discretion, consider an alternative to the Woodfen Road highway mitigation which could both reduce their costs and provide better connectivity. The LHA is happy to work with the developer and their consultant to reach a solution.

The internal layout requires minor changes to bring it up to a standard which would be considered for adoption by the LHA. Should the LPA agree, the changes could be addressed as part of a S38 process.

Should the LPA be minded to approve the application, I recommend that the following Conditions and Informatives be appended:

Conditions

HW2A: Prior to the first occupation of any dwelling the road(s), footway(s) and cycleway(s) required to access that dwelling shall be constructed to at least binder course surfacing level from the dwelling to the adjoining County road in accordance with the details approved on 19445-RLL-20-XX-DR-C-202 Rev S and 19445-RLL-20-XX-DR-C-203 Rev N in writing by the Local Planning Authority.

HW8A (amended): Notwithstanding the provision of Class A of Schedule 2, Part 2 of the Town and Country Planning (General Permitted Development) Order 2015, (or any order revoking, amending or re-enacting that order) no gates, fences or walls shall be erected across any vehicle access serving more than one dwelling, as shown on 19445-RLL-20-XX-DR-C-202 Rev S and 19445-RLL-20-XX-DR-C-203 Rev N.

HW14A: Prior to first occupation or commencement of use of the development sufficient space shall be provided within the site to enable vehicles to enter, turn and leave the site in forward gear and to park clear of the public highway. The area shall be levelled, surfaced and drained and thereafter retained for that specific use.

HW18A (amended): Prior to the occupation of a dwelling the visibility splays associated with its vehicle access (single or shared) shall be provided in full accordance with the details approved on 19445-RLL-20-XX-DR-C-202 Rev S and 19445-RLL-20-XX-DR-C-203 Rev N. The splays shall therefore be maintained free from any obstruction exceeding 0.6m above the level of the adjacent highway carriageway (inter-vehicular visibility splays) or the adjacent highway footway / shared use path (pedestrian visibility splays and cycle visibility splays).

HW23A: No development shall commence until details of the proposed arrangements for future management and maintenance of the proposed streets within the development have been submitted to and approved in writing by the Local Planning Authority. (The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an Agreement has been entered into unto Section 38 of the Highways Act 1980 or a Private Management and Maintenance Company has been established).”

22 September 2023

“A10 Roundabout

The proposed design of the access roundabout on the A10 is accepted but it is unclear why S278 drawings (gully catchment areas and highway surface water drainage) are submitted as part of the planning application. Engineering and construction detail will not be vetted as part of the planning application process and any permission will have no bearing on the subsequent S278 Agreement. I recommend that the following drawings are not included in the list of approved plans: • LP-STN-GN-A10-DR-CD-0501 P01 • LP-STN-GN-A10-DR-CD-0502 P01 • LP-STN-GN-A10-DR-CD-0503 P01 • LP-STN-GN-A10-DR-CD-0551 P01 • LP-STN-GN-A10-DR-CD-0552 P01

Woodfen Road The revised proposals for Woodfen Road as shown on the drawing LP-STN-00-WR_DR-C-0110 Revision P06 are acceptable. A 3m wide shared use path is provided on the western side of the widened carriageway and provision for a future connection into the LIT2 development to the south has been provided in addition to pedestrian and cycle connectivity to Littleport Community Primary School, all the while providing appropriate levels of vehicular access to the frontage dwellings.

Site Layout My previous comments relating to the internal site layout remain unchanged. I have no objection to the layout, but some minor changes will be required should the applicant wish for the internal roads to be considered for adoption by the LHA. Provided the LPA agree, these minor changes can be addressed as part of any subsequent S38 Agreement technical vetting process.

Adoption The proposed extent of adoptable highway is shown on the drawing CA-05-08L but I recommend that this is omitted from the list of approved plans as adoption will take place via a S38 Agreement of the Highways Act 1980, upon which planning permission has no bearing. Conclusion I do not object to the application as the applicant has made appropriate provisions to eliminate or mitigate adverse safety implications on the public highway. Should the LPA be minded to approve the application, I recommend that the following Conditions and Informatives be appended:

Conditions

HW2A: Prior to the first occupation of any dwelling the road(s), footway(s) and cycleway(s) required to access that dwelling shall be constructed to at least binder course surfacing level from the dwelling to the adjoining County road in accordance with the details approved on 19445-RLL-20-XX-DR-C-202 Rev T and 19445-RLL-20-XX-DR-C-203 Rev N in writing by the Local Planning Authority.

HW8A (amended): Notwithstanding the provision of Class A of Schedule 2, Part 2 of the Town and Country Planning (General Permitted Development) Order 2015, (or any order revoking, amending or re-enacting that order) no gates, fences or walls shall be erected across any vehicle access serving more than one dwelling, as shown on 19445-RLL-20-XX-DR-C-202 Rev T and 19445-RLL-20-XX-DR-C-203 Rev N

HW14A: Prior to first occupation or commencement of use of the development sufficient space shall be provided within the site to enable vehicles to enter, turn and leave the site in forward gear and to park clear of the public highway. The area shall be levelled, surfaced and drained and thereafter retained for that specific use.

HW18A (amended): Prior to the occupation of a dwelling the visibility splays associated with its vehicle access (single or shared) shall be provided in full accordance with the details approved on 19445-RLL-20-XX-DR-C-202 Rev T and 19445-RLL-20-XX-DR-C-203 Rev N. The splays shall therefore be maintained free from any obstruction exceeding 0.6m above the level of the adjacent highway carriageway (inter-vehicular visibility splays) or the adjacent highway footway / shared use path (pedestrian visibility splays and cycle visibility splays).

HW23A: No development shall commence until details of the proposed arrangements for future management and maintenance of the proposed streets within the development have been submitted to and approved in writing by the Local Planning Authority. (The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an Agreement has been entered into unto Section 38 of the Highways Act 1980 or a Private Management and Maintenance Company has been established)."

27 October 2023

"It is my understanding that the sole purpose of the latest submission is to regularise discrepancies across submission documents in so far as to reflect the amended highway scheme for Woodfen Road as shown on drawing LP-STN-00-WR-DR-C_0110 P06. On this basis, I have no objection to the application any my previous comments made 22nd September remain valid."

County Highways Transport Team - 24 November 2020

“Background

The document reviewed is the Transport Assessment dated October 2020 produced by Stantec to accompany the hybrid planning application for 450 dwellings on the land to the north of Saxon Business Park, Woodfen Road, Littleport.

Transport Assessment Review

Walking and Cycling

It is noted a number of key facilities and amenities within Littleport are located within acceptable walking and cycling distance to the proposed site. Both the walking and cycling isochrone maps are not acceptable. These should be measured as distance rather than time as time varies between users of different mobilities.

Heading south from Wisbech Road, 1.3m-1.8m wide footways are present along both sides of Woodfen Road. The footway on the eastern side of Woodfen Road terminates circa 140m north of the site, whilst the footway on the site side of the carriageway continues to the location of the proposed secondary site access where it currently terminates. An informal crossing point in the form of dropped kerbs with tactile paving is provided here which facilitates crossing over Woodfen Road to Parsons Lane which in turn provides a direct route into Littleport centre. There are currently no dedicated footways on Woodfen Road south of Parsons Lane. Footways are present along both sides of Parsons Lane with the exception of a circa 40m stretch on the southern side of Parsons Lane between the pedestrian entrance to Littleport Community Pre-School and Woodfen Road. An informal crossing in the form of dropped kerbs with tactile paving is provided across Parsons Lane adjacent to the pedestrian entrance to the school to allow pedestrians to access the footway on the southern side of Parsons Lane from Woodfen Road. The footways along Parsons Lane are noted to vary in width between 1.5m and 2m. Furthermore, footways are available along both sides of Wisbech Road with a toucan crossing situated where the segregated cycleway from Longfield Road meets Wisbech Road. In addition, traffic calming measures in the form of speed cushions and raised junction tables are present along Wisbech road to the east of Woodfen Road.

Public Transport

The two bus stops closest to the site are located on Gilbert Road and Wisbech Road circa 400m and 800m respectively from the centre of the site. Both stops serve the No.9 and X9 bus services which operate Monday to Saturday between Littleport and Cambridge at a two-hourly frequency between 06:22 and 20:02 with two peak period departure and arrival services. It is noted there is a gap in the existing pedestrian network on the southern side of Gilbert Road between the site and the existing bus stop here. A minimum 2m wide footway should be delivered on the southern side of Gilbert Road between the existing bus stop and the Woodfen Road footway improvements to be delivered as part of the development proposals. The applicant would need to demonstrate such works can be accommodated within the highway boundary. The existing infrastructure at the nearest bus stops comprise a shelter, and a layby at the Gilbert Road bus stop; and a flag and pole and bus cage at the Wisbech Road bus stop. The bus stops should be upgraded to comprise

a flag and pole, and RTPI at the Gilbert Road stop; and a shelter with seating, and RTPI at the Wisbech Road stop. These bus stop improvement works will be subject to planning conditions should approval be given and will include a maintenance contribution.

Littleport Railway Station is the nearest train station to the site situated circa 2.2km to the northeast of the site. The station provides frequent services to destinations including Kings Lynn, Ely, Waterbeach, Cambridge, and London Kings Cross. It is noted the station has recently been upgraded and now comprises 119 car parking spaces inclusive of 7 accessible bays, and 50 cycle parking spaces. The applicant should demonstrate the recent upgrades to car and cycle parking provision at the station will also be able to accommodate this development. Whilst it is noted a site visit was undertaken post-station improvement works counting the number of available car and cycle spaces after 9am, it should be outlined when such site visit undertaken and exactly how many car and cycle parking spaces were available after 9am. It is noted extended platforms are currently being constructed at the station to allow eight carriageway trains to stop and therefore increase passenger capacity.

Highway Network

The audit of the surrounding highway network is acceptable for use. It is noted Woodfen Road, Longfield Road and Parson's Lane experience drop-off and pick-up parking associated with Littleport Community Pre-School.

Existing vehicular access to the site comprises two simple gated priority junctions; one off the A10 and the other off Woodfen Road in the southeastern corner of the site boundary.

Road Safety

The latest 60 months accident data obtained from CCC has been provided for the area comprising Woodfen Road, Parson's Lane, and Wisbech Road. No cluster sites have been identified.

As per our pre-app advice, the latest 60 months accident data, obtained from CCC, should be provided for the entire study area, not just for the areas comprising Woodfen Road, Parson's Lane, and Wisbech Road. This should also include the following junctions:

- A10/A1101/New River Bank roundabout
- A10/Wisbech Road roundabout
- A10/Grange Lane/Oak Lane roundabout
- A10/B1411 roundabout
- A10/Witchford Road roundabout (BP roundabout)

The road safety assessment cannot be accepted until the whole study area has been assessed as requested in our pre-application comments.

Development Proposals

The development proposals comprise the erection of 450 dwellings. It is noted the application site is currently identified within the East Cambridgeshire Local Plan (2015) as Policy LIT 1 and is identified as a potential area for housing and employment development.

The development is proposed to be phased over a 4-year period at an estimated build out rate of 120 dwellings per year.

Site Access and Layout

Vehicular access into the site is proposed to comprise a new roundabout onto the A10 which will serve 427 dwellings. A secondary access is also proposed off Woodfen Road. This secondary access is noted to form an emergency, pedestrian, and cycle only access. It is noted a bollard will be provided on the secondary access to prevent unauthorised vehicles from using this access. Other than for emergency access, vehicles will not be able to pass through the site between the A10 roundabout access and Woodfen Road. The remaining 24 dwellings are proposed to be accessed off Woodfen Road via a series of private driveways which will each serve 4-5 dwellings and will not link to the wider site.

The primary pedestrian and cycle access point into the site is to be taken off Woodfen Road via the secondary access junction in the form of a 3.7m wide carriageway for pedestrians, cycles, and emergency vehicles. Pedestrian and cycle access into the site will also be achieved via a cycle link off Woodfen Road at the southeastern corner of the site, and via a 3-4m wide footway/cycle link and crossing points provided across the northern and eastern arms of the proposed site access roundabout to facilitate pedestrian and cycle access to/from the site to future development off the western arm of the new access roundabout.

Site access, layout and servicing details should be agreed with Highways Development Management who will provide separate comments.

Parking Provision

Both car and cycle parking provision are proposed to accord to the parking standards outlined within the East Cambridgeshire Local Plan (2015). It will be up to the Local Planning Authority to agree the car and cycle parking provision for the proposals.

Management of Construction Traffic

It is noted a Construction Traffic Management Plan (CTMP) will be produced for the development site. Details of the CTMP should be agreed with Highways Development Management. The CTMP will be subject to a condition should approval be given.

Trip Generation

The methodology used to determine the peak hours is acceptable. It is noted for the A10 junctions, the AM network peak is 07:45 - 08:45 and the PM network peak is 16:30 - 17:30, whilst for the local roads, the AM peak is 08:00 - 09:00 and the PM peak is 16:15 - 17:15.

TRICS software has been used to determine the multi-modal trip generation for the development. The methodology used to determine the development trip generation is agreed. Full TRICS outputs have been provided.

The development is anticipated to generate 319 vehicle trips in the AM peak and 281 vehicle trips in the PM peak. This is agreed.

It is noted the Residential Travel Plan seeks to reduce the single occupancy vehicle mode share generated by the development by 6%. Given, the site's location in proximity to Littleport Railway Station which is currently undergoing works to increase passenger capacity, it is considered such mode share target should be more ambitious. Additionally, it is unclear why all the mode shares have been reduced in Table 7-2; including the sustainable travel mode shares. We cannot review Section 7 of the Transport Assessment until this has been revised.

Trip Distribution and Assignment

The use of 2011 Census origin/destination data to determine the distribution of development trips is agreed. The methodology used to assign development traffic onto the surrounding highway network is acceptable for use. It is anticipated 9% of development traffic will travel to/from the A10 North, 75% will travel to/from the A10 South, and 15% will travel to/from Littleport Village Centre.

Baseline Traffic Data

The study area included within the assessment is agreed.

The traffic surveys for all junctions included within the study area were carried out on 28th February 2019 during school term time. The surveys were undertaken during a neutral time period and are acceptable for use with this assessment.

The ATC and speed surveys included within the assessment are acceptable for use.

Assessment Scenarios

The following scenarios have been assessed for the AM and PM peak periods:

- 2019 Base Year
- 2024 Development Year (year of full occupation) = Base + TEMPRO Growth + Committed Development + with/without Development
- 2029 Design Year (5 years post full occupation) = Base + TEMPRO Growth + Committed Development + with/without Development

The above assessment scenarios are not acceptable for use. Whilst it is noted the above assessment scenarios were agreed as part of pre-application discussions held in early 2019, it is considered the development will not realistically be built out and fully occupied by 2024 given it is now late 2020. The assessment scenarios should therefore be revised.

The TEMPRO growth rates will need revising to reflect the new assessment scenarios. Furthermore, the inputs provided into TEMPRO must be appended to the TA for the Highway Authority to review before the growth rates can be agreed.

Committed Developments

The Highway Authority are satisfied with the committed developments included within the assessment. The committed development traffic flow diagrams however, are not acceptable for use. The traffic flows for the Grange Lane (17/00757/ESO) committed development have been underestimated and do not match the traffic flow diagrams which were agreed and provided within the September 2017 TA. The traffic flow diagrams for the Wider Ely Development sites (11/01077/ESO and 13/00785/OUM) are also not agreed. Furthermore, the Highway Authority are aware of a large residential site adjacent to the Grange Lane site, which is not yet fully built

out. The unbuilt houses should be included as committed development within this assessment. Contact should be made with the LPA to obtain the figure of unbuilt houses. Trip generation for these unbuilt houses should be calculated and distributed onto the surrounding highway network as committed development traffic. The committed development traffic flow diagrams should be revised.

Percentage Impact Assessment

Whilst the Highway Authority note the percentage impact assessment submitted, we assess the impact of a development on the capacity of the surrounding highway network through junction capacity assessments. This is because capacity issues will occur at junctions where vehicles slow down and congregate, not on a straight section of road and as such, junction capacity assessments provide an in-depth assessment of a development's impact on junction capacity.

Junction Capacity Assessment

The future year traffic flow diagrams and thus junction capacity assessments cannot be reviewed until such a time as the Highway Authority are satisfied with the assessment year scenarios, traffic growth rates, and committed development flows submitted as part of this application. These will need to be redone once such works have been revised.

Given 241 vehicles generated by the development are anticipated to use the A10/B1411 and A10/Witchford Road (BP) roundabouts, a capacity assessment should also be undertaken for both these junctions. It should be noted we will not accept a percentage impact assessment for these junctions.

Junction modelling should be undertaken using a DIRECT profile type as this will give the most accurate results and does not rely on assumptions to be made. ONE HOUR is the least accurate method and should only be used if only a limited amount of traffic data is available. A dimensioned plan should be also be submitted for each junction showing the inputs used in ARCADY/PICADY.

Mitigation Strategy

At this stage, with no agreement on what impact the development will have on the highway network, it is not possible to determine what mitigation is needed to make the development acceptable. Once the full impact of the development is known, mitigation measures can be assessed. Mitigation should be in line with Policy LIT 1 of the East Cambridgeshire Local Plan (2015).

Residential Travel Plan

A draft Residential Travel Plan has been submitted alongside the TA. The Highway Authority have not reviewed any detail of the Travel Plan at this stage. The final Residential Travel Plan will be subject to a condition should approval be given. The final Residential Travel Plan should include suitable measures and incentives inclusive of bus taster and/or cycle discount vouchers to promote sustainable travel.

Conclusion

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

25 November 2020

“Upon further review of the queue length survey data used within the assessment for Woodfen Road (ref: 20/01238/FUM), we've spotted several of the recorded queue lengths extend past the extent of the camera view. This impacts the validity of such data. Therefore, we are unhappy with the queue length surveys used within the assessment.”

2 September 2021

“Conclusion

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

11 October 2021

“Our holding objection still remains.”

31 May 2023

“I do not object to the application as the applicant has made appropriate provisions to eliminate or mitigate adverse safety implications on the public highway. However, in the interest of safeguarding public finances, I recommend that the CTMP is amended to include Wisbech Road in the pre-commencement condition survey. The internal layout requires minor changes to bring it up to a standard which would be considered for adoption by the LHA. Should the LPA agree, the changes could be addressed as part of a S38 process, but they will have some knock-on implication for drainage and landscape strategies. Should the LPA be minded to approve the application...

To clarify on my response, I do not object to the development on the basis that the impact on the existing highway network is acceptable (accesses, highway mitigation, construction traffic).

However, I do not consider the internal road layout to be a standard suited for adoption as it falls short on safety grounds, primarily due to trees obstructing necessary visibility splays. Should the application be permitted, the roads would not be considered for adoption unless design changes were made as per my comments dated 30th May.”

6 March 2023

“Conclusion

The Transport Assessment as submitted does not include sufficient information. Were the above issues addressed the Highway Authority would reconsider the application.

The Highway Authority therefore requests that this application not be determined until such time as the additional information as requested above has been submitted and reviewed.”

17 July 2023

“Background

The document reviewed is the Transport Assessment Addendum dated April 2023 produced by Stantec to accompany the hybrid planning application for 397 dwellings on the land to the north of Saxon Business Park, Woodfen Road, Littleport.

Transport Assessment Review

Site Access

Site access, vehicle turning, and internal layout details should be agreed with Highways Development Management who have provided separate comments dated 30th May 2023.

Bus Service Contribution

Discussions have been ongoing to agree the bus service contribution amount. Following these discussions, a S106 contribution amount of £190,570 towards the bus service enhancements within Littleport was agreed. This contribution will go towards enhancing the frequency of the No.9 bus service over 2 years.

A10/Downham Road Roundabout Mitigation

The A10/Downham Road mitigation scheme set out in drawing no. 43030_5501_2801 P01 is acceptable. It is agreed that BDW will deliver the scheme via a S278 agreement.

A10/Witchford Road Roundabout Mitigation

A S106 contribution of £126,107.05 towards the A10/Witchford Road roundabout junction improvement scheme is acceptable.

Mitigation Strategy

The following off-site mitigation package is proposed to be delivered by the developer:

- A pedestrian and cycle only access onto Woodfen Road doubling as an emergency access. The developer will also provide a 3m wide cycleway from the northern side of the access carriageway to the existing footway provision on Woodfen Road just north of the junction.
- A dedicated pedestrian/cycle access into the development off Woodfen Road at the southeast corner of the site.
- A 3m wide cycleway with raised table crossing points along the eastern side of Woodfen Road between the dedicated cycle access at the southeast corner of the site and the school car park. Here, a raised table crossing will facilitate access to the western side of the carriageway where a the 3m wide cycleway will continue to the pedestrian and cycle only access.

- Woodfen Road carriageway widening works adjacent to the site boundary to allow for two-way vehicle movements where Woodfen Road is currently less than 3m wide.
 - Bus stop improvement works comprising a flag and pole, and RTPI with maintenance contribution at the Gilbert Road stop; and a shelter with seating, and RTPI with maintenance contribution at the Wisbech Road stop.
 - S106 monetary contribution of £190,570 towards bus service enhancements.
- S106 monetary contribution of a £126,107.05 towards the A10/Witchford Road roundabout capacity improvement scheme.
- Capacity improvement works at the A10/Downham Road roundabout.
 - Residential Travel Plan.

Conclusion

The Highway Authority do not object to the proposals subject to the following:

Condition

1. Prior to first occupation, the developer shall deliver the A10/Site Access roundabout as shown indicatively in drawing nos.LP-STN-GN-A10-DR-CD-0101.1 Rev P04, LP-STN-GN-A10-DR-CD-0102.1 Rev P04, and LP-STN-GN-A10-DR-CD-0103.1 Rev P04. Details to be submitted to and approved by the Local Planning Authority and works to be carried out by the developer.
2. Prior to first occupation, the developer shall deliver the off-site highway improvement works on Woodfen Road as shown indicatively in drawing no.LP-STN-00-WR-DR-C-0110 Rev P03. Details to be submitted to and approved by the Local Planning Authority and works to be carried out by the developer.
3. Prior to first occupation, the developer shall upgrade the existing bus stop on Gilbert Road within the vicinity of the site to include a bus flag and pole, and RTPI unit. Details to be submitted to and approved by the Local Planning Authority and works to be carried out by the developer.
4. Prior to first occupation, the developer shall upgrade the existing bus stop on Wisbech Road within the vicinity of the site to include a bus shelter with seating, and RTPI unit. Details to be submitted to and approved by the Local Planning Authority and works to be carried out by the developer.
5. Prior to first occupation, the developer shall deliver the junction capacity improvement works at the A10/Downham Road roundabout as shown indicatively on drawing no.43030_5501_2801 Rev P01. Details to be submitted to and approved by the Local Planning Authority and works to be carried out by the developer.
6. Prior to first occupation, the developer shall be responsible for the provision and implementation of a Residential Travel Plan to be agreed in writing with the Local Planning Authority. The Residential Travel Plan shall include suitable measures and incentives inclusive of bus taster and/or cycle discount vouchers to promote sustainable travel. The Residential Travel Plan is to be monitored annually with all measures reviewed to ensure targets are met.

S106

1. Prior to first occupation, the developer shall pay a S106 monetary sum of £10,000 (ten thousand pounds) to the County Council towards the maintenance of the bus shelter to be installed at the Wisbech Road bus stop within the vicinity of the site.
2. Prior to first occupation, the developer shall pay a S106 monetary sum of £21,000 (twenty one thousand pounds) to the County Council towards the

maintenance of the two RTPI units to be installed at the Gilbert Road bus stop and Wisbech Road bus stop, both within the vicinity of the site.

Prior to occupation of the 200th dwelling, the developer shall pay a S106 monetary sum of £190,570 (one hundred and ninety thousand, five hundred and seventy pounds) to the County Council towards bus service enhancements within Littleport.

4. Prior to first occupation, the developer shall pay a S106 monetary sum of £123,565.85 (one hundred and twenty three thousand, five hundred and sixty five pounds and eighty five pence) to the County Council towards funding the delivery of the A10/Witchford Road roundabout improvement scheme.”

26 September 2023

“Whilst the amended plans do not change the conclusions set out in our final recommendation dated 17th July 2023 (attached for reference), the wording of Condition 2 within our recommendation will need to be amended to reflect the latest Woodfen Road improvement works drawing. As such, our Condition 2 recommendation is now the following to refer to the latest Woodfen Road improvement drawing: 2. Prior to first occupation, the developer shall deliver the off-site highway improvement works on Woodfen Road as shown indicatively in drawing no.LP-STN-00-WR-DR-C-0110 Rev P06. Details to be submitted to and approved by the Local Planning Authority and works to be carried out by the developer.”

Technical Officer Access - 2 November 2020

“1) There needs to be pavement on both sides of roads throughout the development. There is a moratorium on shared space. Shared space is dangerous for blind and partially sighted people, people with learning disabilities and other disabilities. Even if a car is going slowly, if the driver can't see a blind pedestrian, the blind pedestrian won't be able to see the car, and someone may then get injured.

2) Where there are shared pedestrian and cycle ways, for instance on the entrance to the site off the A10, there needs to be the correct corduroy tactile paving on the cycle way and foot way to demarcate the difference in the paths for blind and partially sighted people. Vertical corduroy paving for the cycle path and horizontal corduroy tactile paving for the foot path.

3) There needs to be a good level of street lighting throughout the development to support visually impaired people travelling through the development.

4) There needs to be a designated bin collection area that is off the main highways through the development to allow for easy access through the site for disabled pedestrians.

5) A traffic island in the middle of a road such as the A10 is not an appropriate crossing point for blind and partially sighted pedestrians. Visually impaired people will not use this because it is too dangerous.

6) Please ensure level access is possible to all front doors for wheelchair access. Some properties are up tight to the public footpath.

7) No accessible parking bays shown even though accessible units provided.

8) All the visitor parking seems to be centred around the "Local Equipped Area of Play", (LEAP) and to the southside of the site. A problem for wheelchair bound visitors.

9) Please remove all shared surfaces. Where people and cars share the same space. This is a problem for those with visual impairments, guide dogs and those with learning difficulties.

10) Consider the distance involved between wheelie bin storage and collection points, especially for the elderly and disabled.

11) House type, "Kenley End" has an inward opening door to the ground floor toilet. A problem if someone collapses within the toilet.

12) Excellent that there appears to be 37 units that are described "Accessible and adaptable dwelling compliant". Unfortunately, there is no provision for a bedroom on the ground floor. Which means someone who uses a wheelchair is unable to access the bedrooms on the first floor."

Ely Cycle Campaign – 10 November 2020

"Our strong objection is based on: 1) Being contrary to policies: 2) Highway safety and 3) Residential amenity The minutes of the Local Highway Authority Pre-Application Advice meeting 15 January 2019 noted a commitment to provide access at the proposed new roundabout to planned employment allocation to the west of the A10. The Residential Travel Plan S4.3.2 states that walking and cycling access will be provided across the A10 but Appendix B (Site Layout) and the Site Location Plan fail to show such access despite cycling and walking access being a mandated component. The regulatory requirements include: The National Planning Policy Framework 2019, Paragraph 110, The Cambridgeshire and Peterborough Combined Authority's Local Transport Plan 2020 overarching strategy that requires all new highway infrastructure be designed to include parallel cycling and walking corridors with suitable access and crossing points and the East Cambridgeshire District Council's Local Plan 2015 Spatial Strategy and Policy of improving pedestrian and cycle networks between settlements. The District Council online map of proposed cycle routes includes one that starts in the vicinity of the proposed development site and heads south to link with Little Downham Road, Ely. Instead, we believe the best cycle route to the west would include a cycle crossing at the proposed roundabout with a continuation to Black Bank Road. The applicant's Residential Travel Plan does not consider this proposed route. The Cambridgeshire Transport Investment Plan has a cycle track running along the western side of the proposed development, providing access from Wisbech Road, continuing in an eastbound loop to connect with first Ely Road and then PRow 148/21 (footpath on the west bank of the Great Ouse). The Site Location Plan shows no cycle access from the northern part of the development to Wisbech Road and does not show any eastbound loop. A cycle link to Wisbech Road near the A10 roundabout would be a priority because it could provide safe and direct access to the facilities in Littleport for residents at the northern end of the development. The continuation of the proposed cycle track beyond the southern end of the development to link up with Ely Road Littleport is also a priority because it would provide access between these residents and Ely, which provides a commercial retail and leisure amenity that is not acknowledged in the planning application.

The Department for Transport 2011 publication Creating Growth, Cutting Carbon, Making Sustainable Local Transport Happen states that the short-distance local trip provides the biggest opportunity for people to make sustainable travel choices. Around two out of every three trips we make are less than five miles in length, many of which could be easily cycled, walked, or undertaken by public transport. Since 2011 electric-powered cycles have become widely used; these machines make trips

of five miles and more readily achievable by cycle. The centre of Ely is four miles from the planned roundabout so access by cycle must be taken into account in the Residential Travel Plan. The County Transport Investment Plan has a cycle route running between the centres of Littleport and Ely. The National Planning Policy Framework 2019, Paragraph 110, requires that applications for development give priority first to pedestrian and cycle movements with neighbouring areas. The Combined Authority's Local Transport Plan 2020 overarching strategy requires all new highway infrastructure be designed to include parallel cycling and walking corridors with suitable access and crossing points and the District Council's Local Plan 2015 has a Spatial Strategy and Policy of improving pedestrian and cycle networks between settlements, in this instance between Littleport and Ely. The developer needs to acknowledge that active travel between Littleport and Ely must be facilitated to reduce the use of cars for short journeys.

The developer proposes a shared pedestrian cyclist path on Woodfen Road. Local Transport Note 1/20 S1.6.2 states that on urban streets, cyclists must be physically separated from pedestrians and should not share space with pedestrians. If this development proceeds, Woodfen Road will be an urban street rather than a rural road so separate infrastructure needs to be provided. The proposed reduction in the speed limit to 30 mph does not affect the Local Transport Note 1/20 requirement (Figure 4.1) for segregated cycling infrastructure. The developer deems Wisbech Road (30 mph speed restriction) in its current state is safe for cycling (Residential Transport Plan S3.4.3). Local Transport Note 1/20 Figure 4.1 requires roads with a 30-mph speed restriction to have a protected cycleway. The developer doesn't address cycling infrastructure east of Wisbech Road that will allow access to the facilities in Littleport. The District Council has a plan for a cycle route along Wisbech Road continuing along Wellington Street on to Station Road. Although noting the number of cycle parking spaces in the commercial centre of Littleport and at Littleport Railway Station, the developer does not acknowledge the need for coherent, direct, safe, comfortable, and attractive cycling route(s) between its proposed development and these facilities (Residential Transport Plan Figure 3.2). There is no plan for any cycling infrastructure within the proposed development. The proposal implies that there will be a 30-mph speed limit on the roads within the development so segregated cycling infrastructure for cycling is mandated (Local Transport Note 1/20, Figure 4.1). The developer proposes that cycling infrastructure be provided 'prior to occupation' (Residential Transport Plan Section 8.1.1). This commitment is not clear enough. The infrastructure needs to be available before anybody moves into any house because once a travel habit is adopted it is hard to break. The Residential Plan does not appear to have included an accurate, expert assessment of the cycling needs that would be generated by their proposed development. In addition to the above technical points, the documents assert that there is currently no cycling infrastructure in Littleport. There is a short one at the leisure centre.

The National Planning Policy Framework, published in February 2019, paragraph 110 requires that applications for development give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas. The National Planning Policy Framework policies are a material consideration in planning decisions. The Combined Authority's Local Transport Plan, adopted in February 2020, has an overarching strategy that requires all new highway infrastructure be designed to include parallel cycling and walking corridors with

suitable access and crossing points. The District Council's Local Plan April 2015 has a Spatial Strategy and Policy of improving pedestrian and cycle networks between settlements. The cycling proposals and the opinions of cycle safety in this application comply neither with these requirements nor Local Transport Note 1/20 in the various ways documented above but most importantly, the developer has not offered to contribute to coherent, direct, safe, comfortable, and attractive cycling infrastructure. Residents will want to cycle to the facilities in Littleport, including the railway station. They will also want to cycle to Ely. Travel between the proposed development and Ely needs to be factored into active travel provisions. The developer has made insufficient planning and provision for modes of travel other than car. The Residential Travel Plan does not adequately address sustainable modes of travel to and from the proposed development."

26 November 2021

"East Cambridgeshire District Council (ECDC) adopted its Cycling and Walking Strategy 26 November. The top priority in this document is a [safe] Littleport-Chesttisham-Ely cycling and walking route. Ely is important to Littleport residents for work, shopping, education, and leisure. It could readily be cycled by the majority, if the route were safe. We expect that the ECDC Strategy is a relevant document for Planning when considering developer's contributions to this CCC Integrated Transport Block Fund/Investment Plan route."

9 March 2022

"We note the recently submitted plans for an access junction that either has no crossing or an at grade crossing of the A10. An at-grade crossing would be dangerous at this point on this road, even if it were signalised. We recommend an underpass be installed while this junction is under construction because it will be less expensive to do it now rather than building a safe crossing when the land on the west side of the A10 is developed."

Natural England - 29 October 2020

"NO OBJECTION

Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes.

Natural England's generic advice on other natural environment issues is set out at Annex A."

22 September 2023

"The proposed amendments to the original application are unlikely to have significantly different impacts on the natural environment than the original proposal.

Should the proposal be amended in a way which significantly affects its impact on the natural environment then, in accordance with Section 4 of the Natural Environment and Rural Communities Act 2006, Natural England should be consulted again. Before sending us the amended consultation, please assess whether the changes proposed will materially affect any of the advice we have previously offered. If they are unlikely to do so, please do not re-consult us"

Cambridgeshire Fire and Rescue Service - 21 October 2020

“With regard to the above application, should the Planning Authority be minded to grant approval, the Fire Authority would ask that adequate provision be made for fire hydrants, which may be by way of Section 106 agreement or a planning condition.

The position of fire hydrants are generally agreed upon when the Water Authority submits plans”

3 March 2022

Repeats previous comments.

15 February 2023

Repeats previous comments.

5 June 2023

Repeats previous comments.

23 October 2023

Repeats previous comments.

Design Out Crime Officers - 26 October 2020

“This office has reviewed the above planning application in terms of community safety and reducing vulnerability crime - we have noted the paragraph in the Design Access Statement (6.7) under Crime Prevention and the comments regarding principles of secured by design.

The proposed layout provides a high level of natural surveillance with pedestrian and vehicle routes aligned together. Permeability is limited to essential areas/routes only, away from access to rear of properties which should provide high levels of territoriality amongst residents deterring searching/distraction behaviour that could target vulnerable or elderly occupants. Vehicle parking is in-curtilage to the front/sides of properties, allowing owners the ability to view their vehicles from inside their home from active windows.

I look forward to seeing a lighting plan when available. If this could be conditioned, I would be grateful in terms of community safety and reducing crime.

I am happy to support the proposed design and layout for this development. Should the developer be considering a Secured by Design application I welcome the opportunity to work with them to ensure they receive a Gold accreditation standard.

No further comments at present”

10 March 2022

“Thank you or the opportunity to comment on this planning application, I have reviewed the documents and design and access statement (DAS) in relation to crime, disorder and the fear of crime, I have searched the constabularies crime and incident systems for this location and surrounding streets over a 2-year period and consider this area to be a medium risk to the vulnerability to crime.

Please see below crime figures.

Crime Type	Ward 717 - Location including 7 surrounding streets	Total
Burglary Residential	3	104
Attempted Burglary	1	
Burglary Business	1	
Theft From Motor Vehicle	4	
Theft Of Motor Vehicle	2	
Public Order	13	
Assault with injury	17	
Assault without injury	16	
Criminal Damage Vehicle	3	
Criminal Damage Residential	2	
Criminal Damage Other	4	
Theft of Cycle	3	
Drug related	5	
Arson	2	

Overall, this appears to be an acceptable layout in relation to crime prevention and the fear of crime providing reasonable levels of natural surveillance from neighbouring properties with many of the homes facing each other and or overlooking open space. Pedestrian and vehicle routes are aligned together, well overlooked, and pedestrian safety has been considered. This should encourage some level of territoriality amongst residents. Some of the vehicle parking is in-curtilage between and to the sides of properties. Most of the homes have back-to-back protected rear gardens which reduces the risk and vulnerability to crime and have been provided with the potential for some defensible space to their front. I also note section's 3.3 and 6.7 of the DAS referring to - NPPF- (Safe places and health and well-being), and page 26 that crime prevention and secured by design principles have been considered, I do have the following comments and concerns.

- Rear access footpaths - I would like clarification that the shared footpaths providing access to the rear of some terraced properties ideally these should be fenced and gated as close as possible to the front building line, shared gates should be fitted with self-closers, private gates fitted with self-closers and lockable from both sides. There are numerous paths with this same design throughout the estate. By allowing access to the rear of those properties it will increase the vulnerability for burglary as most occur via the rear garden. I have concerns in relation to residents with these shared access bringing cycles and bins between parked vehicles where they can be damaged, in my experience this happens and leads to neighbour disputes.
- Sheds for cycle storage residential gardens - The design problems that we are trying to prevent are cycle hoops bolted into the ground; they need to be cemented 300mm into the floor or as a minimum ground anchors cemented into the floor, they should be fitted with a solid secure gold hasp and lock, No window to be present; Door hinges should be coach-bolted through the shed structure or secured with security or non-return screws.
- Landscaping - The off street parking for plots 7,8,10-17, 19-22, 25-27, 29, 31 and 32-33, these need to be clearly defined to prevent neighbour disputes also the landscaping surrounding these must be maximum height 1m, this must be part of a regular maintenance plan for safety and visibility of both pedestrians and vehicle using the shared parking and public footpaths.

- Parking - The street scene in some areas of this development is dominated by parking, if this is to be softened with planting landscaping this needs to be no higher than 1m and form part of the regular maintenance plan.
- Lighting - It would be good to see a copy of an External lighting plan (adoptable and private) including calculations and lux levels when available. For the safety of people and their property our recommendation is that all adopted and un-adopted roads, private and shared drives and parking areas should be lit by columns to BS5489:1 2020. Bollard lighting is only appropriate for wayfinding and should not be used as a primary lighting source for any roads, parking areas or footpaths where they are also prone to damage. Care should be taken in relation to the location of lighting columns with the entry method for the majority of dwelling burglary being via rear gardens. Lighting columns located next to rear/side garden walls and fences with little surveillance from other properties can be used as a climbing aid to gain entry to the rear gardens. Home security lights both front and rear should be dusk to dawn bulkhead LED lights.
- LAP and LEAP- What lighting will be installed within these areas?

I consider that this has the potential to be a development where there is a strong commitment to community safety and reducing vulnerability to crime, I would encourage the applicant consider submitting a "Secured by Design" 2019 Homes application - this office would be pleased to work with them to attain this award."

27 February 2023

"I have reviewed the documents and design and access statement (DAS) in relation to crime, disorder, and the fear of crime, I have searched the constabularies crime and incident systems for this location and surrounding streets over a 2-year period and consider this area to be a medium risk to the vulnerability to crime. I note my previous comments 10th March 2022, some of these still stand, due to the amendments to the plan and the time I have completed an up-to-date crime search as below...

Whilst overall this appears to be an acceptable layout in relation to crime prevention and the fear of crime providing reasonable levels of natural surveillance from neighbouring properties with many of the homes facing each other and overlooking open space. Pedestrian and vehicle routes are aligned together, well overlooked, and pedestrian safety has been considered. This should encourage some level of territoriality amongst residents. Some of the vehicle parking is in-curtilage between and to the sides of properties. Most of the homes have back-to-back protected rear gardens which reduces the risk and vulnerability to crime and have been provided with the potential for some defensible space to their front. I also note section's 3.3 and 6.7 of the DAS referring to - NPPF- (Safe places and health and well-being), and page 26 that crime prevention and secured by design principles have been considered and I can see that changes have been made to the DAS following my previous comments, I would like additional clarification on the below.

Rear access footpaths - I can see that some changes have been made to these footpaths, I would like clarification that the shared footpaths providing access to the rear of the plots 30,33 and 34, also 112-114 will be fitted with a gate for shared access level with the building line fitted with a self-closer. Shared gates should be fitted with self-closers, private gates fitted with self-closers and lockable from both

sides. Whilst these gates to the front will not be lockable, they are more likely to deter un-authorized persons using these gates and footpaths, this allows for residents to challenge any persons seen within these areas and will help to reduce the vulnerability to the rear gardens, it is recognised that most burglaries occur via the rear garden. I still have concerns in relation to residents with these shared access footpaths bringing cycles and bins between parked vehicles where they can potentially be damaged, in my experience this happens and leads to neighbour disputes.

Sheds for cycle storage residential gardens - I note that the DAS now reflects there will be cycle storage for the residential properties within the rear gardens. I would like to see a design for these once available.

The issues we are trying to prevent are cycle hoops bolted into the ground; they need to be cemented 300mm into the floor and should be within view of active windows (to make you aware there is now a Sheffield stand that has been SBD accredited)

Door hinges should be coach-bolted through the shed structure or secured with security/non-return screws.

Two hasp and staples that meet 'Sold Secure' Silver should be used. One positioned 200mm - 300mm down from the top of the door, and one positioned 200mm - 300mm up from the bottom of the door. Additionally, hasp and staples should be coach bolted through the shed structure or secured with either security or non-return screws.

Both padlocks should meet 'Sold Secure' Gold or LPS 1654 Issue 1.1:2014 Security Rating 1.

Shall be securely fixed to a suitable substrate foundation. See "Secured By Design" (SBD) website link. <https://www.securedbydesign.com>

Within secure garden sheds care must be taken to ensure that this will be robust and secure enough to protect what is being stored in it, particularly cycles or similar e.g. (gardening equipment).

There should be No Windows.

- Visitor cycle facilities:

The issues we are trying to prevent are cycle hoops bolted into the ground; they need to be cemented 300mm into the floor, they should be within view of active windows. Minimum requirements for such equipment are:

Galvanised steel bar construction (Sheffield stands).

Minimum foundation depth of 300mm with welded 'anchor bar'

The cycle stands must facilitate the locking of both wheels and the crossbar. (Cycle crime is a problem across the County particularly Cambridge).

As a minimum sold secure gold ground anchors cemented into the floor.
<https://www.securedbydesign.com>

- Lighting - I would like to see a copy of the lighting plan for this development once available including calculations and lux levels when available. For the safety of people and their property our recommendation is that All adopted and un-adopted roads, private and shared drives including parking courts and footpaths should be lit by columns to BS5489:1 2020. Bollard lighting is only appropriate for wayfinding and should not be used as a primary lighting source for any roads or parking areas, where they are also prone to damage. Care should be taken in relation to the location of lighting columns with the entry method for the majority of dwelling burglary being via rear gardens. Lighting columns located next to rear/side garden walls and fences with little surveillance from other properties can be used as a climbing aid to gain entry to the rear gardens. Home security lights both front and rear should be dusk to dawn bulkhead LED lights. (There are column lights that can be fitted with a back shield these are sympathetic to the environment and work alongside wildlife ecology and light pollution!).
- Parking - The street scene in the main has been softened with less parking, where possible soft landscaping should be considered between plots 103 - 114.

This office would be happy to meet with the applicant to discuss "Secured by Design" and measures to reduce crime and anti-social behaviour including building security, I believe this development could achieve "Secured By Design" homes 2023 accreditation with discussion.

I have no further comments at this time."

1 June 2023

"Thank you for the opportunity to comment on this planning application I have viewed the documents in relation to crime disorder and the fear of crime and have searched the Constabulary crime and incident systems covering this location for the last 2 years a two year period would usually provide sufficient information I would consider this to be an area of low medium risk to the vulnerability to crime at present I note my previous comments 27th February 2023 and 10th March 2022 some of these still stand due to the amendments to the plan I have completed an up to date crime search as below

Whilst overall this appears to be an acceptable layout in relation to crime prevention and the fear of crime providing reasonable levels of natural surveillance from neighbouring properties with many of the homes facing each other and or overlooking open space Pedestrian and vehicle routes are aligned together well overlooked and pedestrian safety has been considered This should encourage some level of territoriality amongst residents Some of the vehicle parking is in curtilage between and to the sides of properties Most of the homes have back to back protected rear gardens which reduces the risk and vulnerability to crime and have been provided with the potential for some defensible space to their front I also note sections 33 and 67 of the DAS referring to NPPF Safe places and health and well-being and page 26 that crime prevention and secured by design principles

have been considered and I can see that changes have been made to the DAS following my previous comments

I would like additional clarification on the below

Rear access footpaths I see that some changes have been made to these footpaths I would like clarification that the shared footpaths providing access to the rear of all terraced plots will be fitted with a gate level with the building line fitted and with a self-closer Shared gates should be fitted with self-closers private gates fitted with self-closers and lockable from both sides Whilst these gates to the front will not be lockable they are more likely to deter un authorised persons using these gates and footpaths this allows for residents to challenge any persons seen within these areas and will help to reduce the vulnerability to the rear gardens it is recognised that most burglaries occur via the rear garden I still have concerns in relation to residents with these shared access footpaths bringing cycles and bins between parked vehicles where they can potentially be damaged in my experience this happens and leads to neighbour disputes.

Sheds for cycle storage residential gardens I note that the DAS now reflects there will be cycle storage for the residential properties within the rear gardens I would like to see a design for these once available...

Parking The street scene in the main has been softened with less parking where possible soft landscaping should be considered between parking spaces these should be no more than 1m high to allow natural surveillance there should be a good maintenance plan in place

Lighting I would like to see a copy of the lighting plan for this development once available including calculations and lux levels For the safety of people and their property our recommendation is that All adopted and un adopted roads private and shared drives including parking courts and footpaths should be lit by columns to BS5489 1 2020. Bollard lighting is only appropriate for wayfinding and should not be used as a primary lighting source for any roads or parking areas where they are also prone to damage Care should be taken in relation to the location of lighting columns with the entry method for the majority of dwelling burglary being via rear gardens Lighting columns located next to rear side garden walls and fences with little surveillance from other properties can be used as a climbing aid to gain entry to the rear gardens Home security lights both front and rear should be dusk to dawn bulkhead LED lights There are column lights that can be fitted with a back shield these are sympathetic to the environment and work alongside wildlife ecology and light pollution

Cycle Footpath link to School Open Space Landscaping pedestrian links on this proposed development footpaths should be straight with clear visibility and a minimum 2m wide the landscaping along these paths should be maintained Trees the crowns should be raised to 2m including branch span Hedging and planting should be kept down to 1m to 12m Lighting of these areas also helps reduce the vulnerability risks to Women and Girls as part of the Violence Against Women and Girls VAWG strategy The footpath should be lit by columns to BS5489 1 2020 and care should be taken not to place columns within 5m of trees to reduce conflict and damage particularly

the cycle footpath leading to and from the school. These should encourage residents to use the green space; this should further improve natural surveillance which is always a proven deterrent to crime and antisocial behaviour as well as being a positive to health and wellbeing and a safe route.

LAP and LEAP what lighting will be installed within these areas. Whilst the public spaces footpaths LAP and LEAPs are mainly overlooked, there are areas where there is limited natural or formal surveillance from residential properties. While making comments to address the vulnerability to crime, reduce the fear and incidence of crime and community safety, we understand that there are competing issues: the health and wellbeing agenda, connectivity between developments, safer routes to schools and local amenities including bus stops, and the move to achieve more sustainable transport methods, non-car modes eg walking and cycling.

Taking the above into consideration, I am happy for the above to be conditioned and I have no further comments.

This office would be happy to meet with the applicant to discuss Secured by Design and measures to reduce crime and anti-social behaviour including building security. I believe this development could achieve Secured by Design homes 2023 accreditation with discussion."

29 September 2023

"Gates providing access to rear footpaths - rear access footpath between plot 33 & 34 providing access for plots 35 & 36 requires a gate level with the access gates for plots 33 & 34. This should be replicated for plots 109 & 112 access between plots 110 and 111, and plots 171 & 173 accessed between 172 & 173. These gates should be positioned as near to the building line as possible and fitted with self-closers, the gates providing access to the properties should be lockable and fitted with self-closers.

Footpaths – the plan shows a footpath the main road between phase 2 running along the front of plots 152-154, this footpath has a dog leg at the top which would reduce visibility. This footpath should be lit to with column lights to BS5489-1:2020 and should be straight, there is also a footpath leading through the youth play area, this should also be straight and lit by columns.

My previous comments dates above relating to cycle storage and lighting for the adopted, unadopted, parking areas and private driveways still stand. Taking the above into consideration, I am happy for the above to be conditioned and I have no further comments."

20 October 2023

"My previous comments still stand 29th September 2023 and 1st June 2023. I have nothing further to add."

Minerals And Waste Development Control Team - 28 October 2020

"Thank you for consulting Cambridgeshire County Council, as the Minerals and Waste Planning Authority (MWPA), on the above planning application. I have reviewed the available documentation and wish to make the following comments:

The reference to the RECAP SPD and commitment to producing a Waste Management Plan prior to construction in the Design and Access Statement is welcomed. In order to ensure that Policy CS28 of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy (2011) is satisfied, it is requested that the following condition be imposed, in the event that the Local Planning Authority is minded to grant planning permission:

Detailed Waste Management and Minimisation Plan

Prior to the commencement of development or any reserved matters approval, a Detailed Waste Management and Minimisation Plan (DWMMP) shall be submitted to and approved in writing by the local planning authority. The DWMMP shall include details of:

- i) Construction waste infrastructure including a construction material recycling facility to be in place during all phases of construction
- ii) anticipated nature and volumes of waste and measures to ensure the maximisation of the reuse of waste
- iii) Measures and protocols to ensure effective segregation of waste at source including waste sorting, storage, recovery, and recycling facilities to ensure the maximisation of waste materials both for use within and outside the site
- iv) Any other steps to ensure the minimisation of waste during construction
- v) the location and timing of provision of facilities pursuant to criteria i) to iv).
- vi) proposed monitoring and timing of submission of monitoring reports
- vii) the proposed timing of submission of a Waste Management Closure Report to demonstrate the effective implementation, management and monitoring of construction waste during the construction lifetime of the development
- viii) a RECAP Waste Management Guide toolkit shall be completed, with supporting reference material
- ix) proposals for the management of municipal waste generated during the occupation phase of the development, to include the design and provision of permanent facilities e.g. internal and external segregation and storage of recyclables, non-recyclables and compostable material; access to storage and collection points by users and waste collection vehicles

The Detailed Waste Management and Minimisation Plan shall be implemented in accordance with the agreed details.

Reason: In the interests of maximising waste re-use and recycling opportunities; and to comply with policy CS28 of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy (2011) and the Recycling in Cambridgeshire and Peterborough (RECAP) Waste Design Guide 2012; and to comply with the National Planning Policy for Waste October 2014; and Guidance for Local Planning Authorities on Implementing Planning Requirements of the European Union Waste Framework Directive (2008/98/EC), Department for Communities and Local Government, December 2012.”

Waste Strategy (ECDC) - 6 November 2020

“- East Cambs District Council will not enter private property to collect waste or recycling, therefore all properties should be able to present bins and bags to the front of the property adjacent to the public highway, any private driveways must have collection points directly adjacent to the public highways, it would be the responsibility of the owners/residents to take any sacks/bins to the public highway boundary on the relevant collection day and this should be made clear to any prospective purchasers in advance, this is especially the case where bins would

need to be moved over long distances; the RECAP Waste Management Design Guide defines the maximum distance a resident should have to take a wheeled bin to the collection point as 30 metres (assuming a level smooth surface).

- Under Section 46 of The Environmental Protection Act 1990, East Cambridgeshire District Council as a Waste Collection Authority is permitted to make a charge for the provision of waste collection receptacles, this power being re-enforced in the Local Government Acts of 1972, 2000, and 2003, as well as the Localism Act of 2011.
- Each new property requires two bins; this contribution is currently set at £43 per property.
- Payment must be made in advance of bins being delivered; East Cambs District Council Account Number 43135897, Sort Code 52-41-19, reference should be the planning application number followed by (bins) i.e. 15/012345/FUL (bins) a separate e-mail should also be sent to waste@eastcambs.gov.uk detailing the payment amount and the planning reference number.”

12 April 2022

Repeats previous comments

12 July 2022

“For the 20/01238/FUM there is nothing additional to add from a waste perspective since out last set of comments.”

23 August 2022

“Nothing further to add to our comments recorded on the 12th April.”

21 March 2023

“Repeats previous comments”

15 September 2023

“Provides standard comments”

Environment Agency – 13 November 2020

“The Agency has no objection to the proposed development but wishes to make the following comments: -

National Planning Policy Framework Flood Risk Sequential Test

In accordance with the National Planning Policy Framework paragraph 101, development should not be permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower probability of flooding. It is for the local planning authority to determine if the Sequential Test has to be applied and whether or not there are other sites available at lower flood risk as required by the Sequential Test in the National Planning Policy Framework. By consulting us on this planning application we assume that your Authority has applied and deemed the site to have passed the Sequential Test.

FLOOD RISK

We have no objection to the proposed development, providing that the mitigation measures proposed in the submitted Flood Risk Assessment (FRA) prepared by MLM Consulting Limited (document reference 6600240-MLM-ZZ-XX-RP-C-0001) dated October 2020 are adhered to.

In particular, the FRA recommends that:

- Finished floor levels will be set 300mm above the modelled breach flood level of 1.5 metres AOD.

It is also recommended that an area of open space be maintained to the south of the site, to maintain the surface water flow path from the east and ensure no impacts offsite.

WATER QUALITY

Information available to the Environment Agency suggests that there is sufficient permitted capacity at Littleport WRC to accommodate this proposed development. The Water Cycle Study highlights potential problems with capacity within the foul sewerage network, but we note that Anglian Water have confirmed that there is available capacity in the sewerage system to accommodate this development. Any necessary upgrades or adaptation to the sewerage infrastructure identified by Anglian Water should be completed ahead of occupation of the site in order to avoid flooding problems to existing properties and to prevent damage to the local water environment.”

7 March 2022

“We have no comments to add to those made previously”

Thank you for referring the above application, dated 20 October 2020.

The Agency has no objection to the proposed development but wishes to make the following comments: -

National Planning Policy Framework Flood Risk Sequential Test

In accordance with the National Planning Policy Framework paragraph 101, development should not be permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower probability of flooding. It is for the local planning authority to determine if the Sequential Test has to be applied and whether or not there are other sites available at lower flood risk as required by the Sequential Test in the National Planning Policy Framework.

By consulting us on this planning application we assume that your Authority has applied and deemed the site to have passed the Sequential Test.

FLOOD RISK

We have no objection to the proposed development, providing that the mitigation measures proposed in the submitted Flood Risk Assessment (FRA) prepared by MLM Consulting Limited (document reference 6600240-MLM-ZZ-XX-RP-C-0001) dated October 2020 are adhered to.

In particular, the FRA recommends that:

- Finished floor levels will be set 300mm above the modelled breach flood level of 1.5 metres AOD.

It is also recommended that an area of open space be maintained to the south of the site, to maintain the surface water flow path from the east and ensure no impacts offsite.

WATER QUALITY

Information available to the Environment Agency suggests that there is sufficient permitted capacity at Littleport WRC to accommodate this proposed development. The Water Cycle Study highlights potential problems with capacity within the foul sewerage network, but we note that Anglian Water have confirmed that there is available capacity in the sewerage system to accommodate this development. Any necessary upgrades or adaptation to the sewerage infrastructure identified by Anglian Water should be completed ahead of occupation of the site in order to avoid flooding problems to existing properties and to prevent damage to the local water environment. General advice to the applicant

All surface water from roofs shall be piped direct to an approved surface water system using sealed downpipes. Open gullies should not be used.

Only clean, uncontaminated surface water should be discharged to any soakaway, watercourse, or surface water sewer.

If soakaways are proposed for the disposal of uncontaminated surface water, percolation tests should be undertaken, and soakaways designed and constructed in accordance with BRE Digest 365 (or CIRIA Report 156), and to the satisfaction of the Building Control. The maximum acceptable depth for soakaways is 2 metres below existing ground level. If, after tests, it is found that soakaways do not work satisfactorily, alternative proposals must be submitted.

Surface water from roads and impermeable vehicle parking areas shall be discharged via trapped gullies.

Site operators should ensure that there is no possibility of contaminated water entering and polluting surface or underground waters.

13 June 2023

"We have reviewed the revised details and the Flood Risk Assessment Addendum and have no objection. The comments and guidance contained in our previous response, dated 13 November 2020 ref AC/2020/129757/01, remain pertinent."

4 August 2023

"We have reviewed the updated documents, and we have no further comments. Please see our previous response dated 13 November 2020 and referenced AC/2020/129757/01 which is still relevant."

2 October 2023

"Thank you for the consultation dated 13 September 2023. We have reviewed the amended plans and Flood Risk Assessment Addendum and have no further comments to add to our previous response. The Lead Local Flood Authority should be consulted with regard to the submitted surface water drainage proposals."

Anglian Water Services Ltd - 28 October 2020

"ASSETS

Section 1 - Assets Affected

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

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

WASTEWATER SERVICES

Section 2 - Wastewater Treatment

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

Section 3 - Used Water Network

This response has been based on the following submitted documents: Drainage_1158334.

The sewerage system at present has available capacity for these flows. If the developer wishes to connect to our sewerage network, they should serve notice under Section 106 of the Water Industry Act 1991. We will then advise them of the most suitable point of connection.

Section 4 - Surface Water Disposal

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

From the details submitted to support the planning application the proposed method of surface water management does not relate to Anglian Water operated assets. As such, we are unable to provide comments on the suitability of the surface water management. The Local Planning Authority should seek the advice of the Lead Local Flood Authority or the Internal Drainage Board. The Environment Agency should be consulted if the drainage system directly or indirectly involves the discharge of water into a watercourse. Should the proposed method of surface water management change to include interaction with Anglian Water operated assets, we would wish to be reconsulted to ensure that an effective surface water drainage strategy is prepared and implemented.”

5 June 2023

“Section 1 - Assets Affected

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

Anglian Water has assets close to or crossing this site or there are assets subject to an adoption agreement. Therefore, the site layout should take this into account and

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

Section 2 - Wastewater Treatment

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

Section 3 - Used Water Network

This response has been based on the following submitted documents: Flood Risk Addendum for Barratt David Wilson which is dated April 2023-reference 19445-RLL-20-RP-C-002 The sewerage system at present has available capacity for these flows. However, we need to update our previous responses. Having received further information regarding the public foul sewer located in Wisbech Road, we can confirm that the point of connection suitable for the proposed development is to the manhole 5303 to the 225m sewer which is located in Wisbech Road. Anglian Water has assessed the proposed drainage strategy and can confirm that a pumped connection is acceptable to Anglian Water. Please note that the original point of connection was to manhole 5302. However, the appropriate point of connection for the proposed development, is to Manhole 5303 which is the header of the 225m sewer located in Wisbech Road (1) INFORMATIVE - Notification of intention to connect to the public sewer under S106 of the Water Industry Act Approval and consent will be required by Anglian Water, under the Water Industry Act 1991.

Section 4 - Surface Water Disposal

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

The applicant has indicated on their application form that their method of surface water drainage is via SuDS. If the developer wishes Anglian Water to be the adopting body for all or part of the proposed SuDS scheme the Design and Construction Guidance must be followed. We would recommend the applicant contact us at the earliest opportunity to discuss their SuDS design via a Pre-Design Strategic Assessment (PDSA). The Lead Local Flood Authority (LLFA) are a statutory consultee for all major development and should be consulted as early as possible to ensure the proposed drainage system meets with minimum operational standards and is beneficial for all concerned organisations and individuals. We promote the use of SuDS as a sustainable and natural way of controlling surface water run-off. We please find below our SuDS website link for further information.

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

15 September 2023

“We have reviewed the submitted documents, and we can confirm we have no additional comments to add to our previous response PLN-0176496.”

19 October 2023

“No additional comments”

Lead Local Flood Authority - 9 November 2020

“At present we object to the grant of planning permission for the following reasons:

1. Oversized Pipes

The submitted General Arrangements drawings include the drainage pipe network across the development. The plan indicates that there will be some large diameter pipes included within the drainage scheme, with pipes proposed up to 900mm in diameter. With the correct use of SuDS features, providing source control and interception to slow the flow, oversized pipes should not be necessary. Therefore, further work is required to intercept and slow the flow to reduce the peak volume of water expected to drain through these pipes at the same time.

2. Flood Volumes and Exceedance

The submitted calculations indicate a large volume of flooding is expected during the 1% Annual Exceedance Probability (AEP) storm event. While there is no single point with high volumes of flooding, there are a lot of areas where smaller volume of water is expected to exceed the system, which could accumulate across the site. While it is indicated that this volume of water will be contained primarily in the road and public open space, more detailed exceedance modelling should be carried out to see how and where this exceedance of water accumulates on site.

3. Finished Floor Levels

The proposed finished floor levels across the site, in some places, are only marginally above the surrounding ground levels. For example, plots 11 and 12 are around the ground levels shown on the plan. In line with best practice, finished floor levels should be at least 300mm above the surrounding ground levels of the site. This is particularly important at sites where there is exceedance expected during the large storm events, to ensure they are safeguarded as much as possible against any surface water ingress to the dwellings.”

21 March 2022

“We have reviewed the following documents:

- Site Specific Flood Risk Assessment, MLM Consulting Limited, Ref: 6600240-MLM-ZZ-XX-RP_C-0001 Rev 03, Dated: 9 October 2020
- Flood Risk Addendum, RLL Civils, Ref: 19445-RLL-20-RP-C-002 Rev P03, Dated: 20 January 2022

Based on these, as Lead Local Flood Authority (LLFA) we have no objection in principle to the proposed development. The above documents demonstrate that surface water from the proposed development can be managed using permeable paving on the private shared access and parking areas. Surface water will be conveyed to online open attenuation features as swales and an attenuation basin, before discharge to the adjacent watercourse at a rate of 7.5 l/s, as agreed with the Littleport and Downham Internal Drainage Board (IDB).”

It requests conditions.

4 July 2022

“Having reviewed the revised documentation we can confirm that the LLFA has no further comments beyond those set down in our response of 21st March 2022 (ref: 201107356). Our position therefore remains supportive of the development, subject to the imposition of the suggested conditions.”

24 February 2023

“Having reviewed the revised documentation we can confirm that the LLFA has no further comments beyond those set down in our response of 21st March 2022 (ref: 201107356). Our position therefore remains supportive of the development.”

31 May 2023

“Thank you for your re-consultation which we received on 19th May 2023. Having reviewed the revised documentation we can confirm that the LLFA has no further comments beyond those set down in our response of 21 March 2022 (ref: 201107356). Our position therefore remains supportive of the development. The amended flood risk addendum information should be appended to any permission that may be given.”

10 August 2023

“Having reviewed the revised documentation we can confirm that the LLFA has no further comments beyond those set down in our response of 21 March 2022 (ref: 201107356). Our position therefore remains supportive of the development. The amended flood risk addendum information should be appended to any permission that may be given.”

26 September 2023

“We have reviewed the following documents: • Flood Risk Addendum, RLL Civils, Ref: 19445-RLL-20-RP-C-002 Rev P10, dated: 1 September 2023 Based on these, as Lead Local Flood Authority (LLFA) we have no objection in principle to the proposed development. The above documents demonstrate that surface water from the proposed development can be managed through the use of permeable paving on private shared access and parking areas and a swale for conveyance of water from part of the site. Attenuation will be provided within open basins before discharge into the receiving ditch network at 7.5 l/s, or 1.1 l/s/ha in line with the IDB requirements.” It then goes onto request conditions.

31 October 2023

“We have reviewed the following documents:
Flood Risk Addendum, Rogers Leask Ltd, Ref: 19445-RLL-20-RP-C-002 Rev P11, Dated: 13 October 2023
General Arrangement Sheet 1 of 2, Rogers Leask Ltd, Ref: 19445-RLL-20-XX-DR-C-202 Rev V, Dated: 13 October 2023
General Arrangement Sheet 2 of 2, Rogers Leask Ltd, Ref: 19445-RLL-20-XX-DR-C-203 Rev P, Dated: 13 October 2023
Flood Routing Plan, Rogers Leask Ltd, Ref: 19445-RLL-20-XX-DR-C-204 Rev N, Dated: 13 October 2023

Based on these, as Lead Local Flood Authority (LLFA) we **have no objection in principle** to the proposed development.

The above documents demonstrate that surface water from the proposed development can be managed through the use of permeable paving on private shared access and parking areas and a swale for conveyance of water from part of the site. Attenuation will be provided within open basins before discharge into the receiving ditch network at 7.5 l/s, or 1.1 l/s/ha in line with the IDB requirements.”

Updates recommended conditions.

The Ely Group of Internal Drainage Board - 30 October 2020

“This application for development is within the Littleport and Downham Internal Drainage District.

The consultant engineer has been in liaison with the Board in relation to the surface water discharge from the site. They have incorporated the Board's greenfield run-off rate into their design for the site. Therefore, the Board has no objections in principle to this development.

The applicant will need the Board’s consent to discharge into a watercourse within the District. The applicant will have to demonstrate that there is a flow path from the receiving watercourse to our Main Drain network.”

15 March 2022

The original application was commented on by the Board in a letter to the LPA dated 30/10/20, in which it was confirmed that the Board had no objections as the attenuated discharge was limited to 1. l/s/ha, although the letter did advise that besides planning consent discharge consent would be required from the Board, and that it would have to be demonstrated by the applicant that there is a "flow path from the receiving watercourse to the Main Drain network".

The planning application contained an FRA which has been updated for the revised layout but is essential the same, the discharge still being limited to 1. l/s/ha.

The site is proposed to discharge to a watercourse located to the south-east of the site, and which in turn flows via a culvert under the A 10. The watercourse not being a Board's maintained drain but is within the Littleport and Downham Internal Drainage District. The drain potentially connects to the Board's system and which in turn flows to the Board's Wood Fen Pumping Station.

On the basis that the discharge of 1.11/s/ha was satisfactory for up to the 1 in 100year event, plus allowance for climate change, and this has been maintained for the revised application. There is no reason for it still not to be so (the site does not consider the effect of successive storms as was required for the Grange Farm site). The updated FRA, however, does not consider the Board's requirement that it be demonstrated that the flow path exists between the receiving watercourse and the Board's Main Drain network. Presumably this can continue to be dealt with at the time discharge consent is applied for. However, if there are any issues with the connectivity whether the applicant has the ability to deal with them is uncertain as it is outside land under their control, and it is therefore suggested this should be considered as part of the planning process.

16 June 2023

“The current application includes an updated drainage strategy /Flood Risk Assessment (FRA). The impermeable area for the development being stated as

remaining as for the previous application despite the change in number of properties. The discharge rate being limited to the agreed rate of 1. l/s/ha.

Taking the above into account the comments as previously made against the previous version of the development as conveyed to the LPA still apply, these being as follows.

The site is proposed to discharge to a watercourse located to the southwest corner of the site, and which in-turn flows via a culvert under the A10. The watercourse not being an Internal Drainage Board (IDB) maintained drain but is within the Littleport and Downham IDB district. The drain potentially connects to the IDB system, and which in-turn discharges to the Catchwater Drain, the same drain as receives the flow from the Grange Farm site, which is located immediately to the southeast of the site under consideration, on the opposite side of Woodfen Road. On the basis that the discharge of 1. l/s/ha was satisfactory for up to the 1 in 100year event, + allowance for climate change in the previous versions of the application, and this has been maintained for the revised application, there is no reason for it still not to be so. The updated FRA, however, does not address the IDB's requirement that it be demonstrated that a flow path exists between the receiving watercourse, that flowing under the A10, and the IDB Main Drainage network. If there are any issues with the connectivity whether the applicant has the ability to deal with them is uncertain as it is presumably outside land under their control, and it is therefore suggested this should be considered as part of the planning process i.e. that an appropriate point of discharge exists for the development.”

8 August 2023

“Firstly, considering the engineering matters, there remains a couple of issues that require resolution, these relate to the highway drainage but may require minor adjustment to the onsite drainage depending upon how they are dealt with. This issue being the slight increase in area of highway over that which currently exists, and which ultimately drains to the IDB system, along with how the runoff from the slopes to the noise bund is dealt with, and which is currently indicated as draining to the toe drain to the highway embankment, and thus increasing the discharge rate to the IDB system.

It is also understood from correspondence with the Engineers that the issue raised relating to the conflict between the invert levels of the highway drainage and culvert (invert level of the highway drainage, both toe drain and watercourse being above that of the connecting culvert) will be dealt with by appropriate regading works. It is suggested that this needs to be confirmed by appropriate notes / details shown on the construction drawings, and the requirement that this information is sent to the IDB for approval before works commence.

Referring to the issue of the connecting watercourse between the highway drain, watercourse, and the IDB maintained watercourse, there appears to have been conflicting information provided to the IDB in this regard. It is understood from the discussion held which included a representative from the developer, that the landowner through whose land the watercourse in question passes was party to the various land agreements, and therefore there would be no issue with the developer undertaking any works necessary to ensure there was no restriction on its capacity in terms of taking the flow from the development. Correspondence from the Engineers appears to suggest any works to the watercourse form part of the S 106

agreement, and the letter on the Planning Portal from Bidwells suggest that the watercourse is outside of the highway Authority and Developers control and Riparian ownership is relied upon to deal with any impact the watercourse may have to flow, and it is therefore not a planning issue.

As previously identified the discharge of surface water from the development to the IDB system is subject to the developer obtaining Byelaw consent from the IDB. This consent being separate, and unrelated to any planning consent/requirement. Therefore, regardless of the planning position relating to the watercourse, the IDB will require to be satisfied over its condition before consent is issued. Noting the above it is understood the IDB are prepared to take the watercourse in question as an IDB maintained drain given its significance in the drainage hierarchy for the area following the development taking place. To do so will remove the issue over ownership and any concerns under the planning process. A contribution would be required to be paid to the IDB to allow this to take place, along with the drawing up of the necessary final agreements.”

10 October 2023

IDB still working with developer in regards to drainage under the A10 and considers this is critical to be controlled, potentially by condition.

Environmental Health - 30 October 2020

“I include my previous comments concerning this site below and would request that they are also applied to this latest application.

I have read the Acoustic Design Statement dated the 5th October 2020.

Page 10 states -

"The final mitigations included within the design comprises a 2.3 metres high bund along the west side of [sic] the site, which begins at the north-west corner and follows the A10 toward the site entrance. The bund location can be observed in the proposals and its higher area is understood to be at 4.8metres ground height. Two acoustic barriers will be situated along both the northern and southern site boundary. They will be 2.3 metres in height and will comprise a close-boarded fence that is solid, continuous, sealed at all interfaces and have a surface density of at least 10 kg/m², or provide a minimum sound attenuation of 20 dB. The acoustic barrier (i.e. close-boarded fence) at the south-westerly corner at Site is understood to be located beyond the attenuation pond. The barrier will be 2.3metres high above ground floor level."

The location of the acoustic barriers can be found in Figure 4 on page 11 and have been incorporated into the modelling so if you do not find the bunding and barriers acceptable this will impact upon the rest of the report.

Page 14 states -

"The west-facing façades of some dwellings at the north-west corner and southwest corner, more exposed to the A10 will require closed windows and standard trickle vents for ventilation (i.e. mitigation TYPE 2), mainly for habitable rooms at first floor level. A section of the west façade of the dwelling at the north-west corner plot will

require closed windows, acoustic double glazing and acoustic trickle vents (i.e. mitigation TYPE 3), if there are habitable rooms at first floor level. The majority of the habitable rooms at ground floor levels (except for the west façade of one plot in the west) are suitable for natural ventilation with windows partially open."

I am aware that the requirement for closed windows is unlikely to be deemed acceptable by the LPA.

Figure D.5 outlines 14 proposed dwellings (located in Phase 2 of the site) which will not achieve the target internal sound levels with a partially open window, and which require other forms of mitigation. I have examined Figures D.3 and D.4 in the Appendix which are noise level maps for daytime and night-time levels, and they indicate that -

During the day -

Plot 32 has at least two façades with predicted levels of up to 39dB with a 5dB relaxation (the target being 35dB).

Plot 31 western façade with predicted levels of up to 39dB with a 5dB relaxation.

It would appear that around 3 plots in Phase 2 will also have facades with predicted levels of up to 39dB with a 5dB relaxation.

During the night -

Plot 32 appears to be the only plot which has a predicted façade level of up to 34dB with a 5dB relaxation (the target being 30dB).

My interpretation of these Figures is that only 5 plots will be unable to achieve target internal sound levels with a partially open window (and a relaxation of 5dB if you find the development necessary and desirable) which differs from Figure D.5 which outlines 14 proposed dwellings (located in Phase 2 of the site) which will not achieve the target internal sound levels with a partially open window.

Figure D.6 outlines 7 proposed dwellings (located in Phase 1 of the site) which will not achieve target internal sound levels with a partially open window, however, this seems to contradict Figures D.3 and D.4. Plots 1, 35, 34, 33, 32, 31 and 30 have been depicted as requiring further mitigation in Figure D.6 but Figures D.3 and D.4 show these plots with façade levels of up to 34 during the day and 29 during the night (and therefore meeting the target levels).

You may wish to request confirmation from the acoustician on these points to ensure I have interpreted the information correctly, but regardless, it is certain that a number of these plots will not be able to meet target internal sound levels with a partially open window.

Section 9.4.5 discusses whether a BS4142 assessment is required ultimately determining that due to the predominant noise source being the A10 it is not required. I have no issues to raise with this.

I have no concerns to raise concerning noise levels in external amenity areas.”

9 March 2022

“I have read the Acoustic Design Statement dated the 18th January 2022. The NIA advises that the separation distance between the closest dwellings and the A10 have now increased to 68m (an increase of 8m from the previous site layout).

The report advises that if you find the development necessary and desirable and relax the internal target by 5dB as afforded in the British Standard then -

"During the daytime, noise levels at ground floor habitable rooms will allow for open windows at all façades of all dwellings.

During the night-time periods, noise levels at first floor habitable rooms will allow for open windows at the vast majority of the façades.

Where this is not sufficient, at only one bedroom for one dwelling in the Northwest corner of the site facing the A10, appropriate façade mitigation measures have been provided in terms of suitable glazing systems and ventilation elements (i.e: trickle vents), to ensure that the Indoor Ambient Noise Levels Guidelines are achieved."

The report concludes by saying -

"Only a section of the first-floor façade facing the A10 in the dwelling in the north-west corner of the site will require suitable façade treatment in the form of trickle ventilator for habitable rooms. It must be noted that all other facades at this dwelling are suitable for natural ventilation with windows partially open. It is recommended that, where possible, the internal design layout of this dwelling is such that the first-floor bedroom located at the northwest corner presents a window to a façade not directly facing the A10. This will allow all habitable rooms to be ventilated through partially open windows."

I am struggling to find the plot numbers, but I have highlighted the plot in question below. It will be the western façade of the dwelling which could potentially see an exceedance of the relaxed internal sound levels of +4dB if a bedroom is to be located here. Dual aspect glazing or sensitive room placement should be employed at this plot.

With reference to a BS4142 assessment, the report finds that -

"Based on the above, the results of the survey show that the noise environment at the south-west and north boundary of the site is dominated by road traffic from the A10 and not by the commercial units nearby. The qualitative assessment suggests that a more specific BS4142 assessment is not necessary."

I accept this.

I can also see that there is a CEMP submitted dated 16th Feb 2022.

Page 7 mentions that "Piling, if required, will only be undertaken within the hours of 0800-1700". I welcome the initiative to restrict this activity, but I would recommend

that there is a slight amendment to this in order to bring it in line with what we currently recommend, that the start time will be 09:00. The report doesn't anticipate that piling will be necessary but in case this changes I would recommend the following condition (updated from my previous comments) -

If it is necessary to undertake ground piling, I would request that a method statement be produced and agreed in writing with the Local Planning Authority (LPA) before work takes place. This document should include the commitment to notifying nearby properties prior to the work commencing to advise how long the works will last. This notification should also provide a contact number so that if there are any concerns while the piling is taking place, they can contact the contractor. If the method of piling involves impact driving, I would request a commitment to the following restricted hours specifically for piling - 09:00 - 17:00 each day Monday - Friday and None on Saturdays, Sundays or Bank Holidays.

If there is no intention to utilise ground piling, then I would request this be confirmed in writing and a condition which prevents it be attached until such time as a ground piling method statement is agreed with the LPA.

With regard to vibration, the CEMP states that "The maximum level of vibration at construction sites will be set out to standard housing limits of no more than 10-12mm/s." It is not clear if this is referring to Vibration Dose Values or Peak Particle Velocity. VDV's are more appropriate when considering damage to property whereas for my remit it is the PPV's which are more important. I would advise that the CEMP is amended to reflect the guidance in BS 5228-2, table B.1 and sets a maximum vibration level of 1.0 mm-s⁻¹ which has the effect of - "It is likely that vibration of this level in residential environments will cause complaint but can be tolerated if prior warning and explanation has been given to residents."

I am satisfied with the section on lighting.

No other comments to make at this time but I'd be happy to discuss any of this if necessary."

(additional comments)

"Thank you for reconsulting us on the above application with regard to: Revised CEMP

I have read the CEMP dated 16th Feb 2022.

Page 7 mentions that "Piling, if required, will only be undertaken within the hours of 0800-1700". I welcome the initiative to restrict this activity, but I would recommend that there is a slight amendment to this in order to bring it in line with what we currently recommend, that the start time will be 09:00. The report doesn't anticipate that piling will be necessary but in case this changes I would recommend the following condition (updated from my previous comments) –

If it is necessary to undertake ground piling, I would request that a method statement be produced and agreed in writing with the Local Planning Authority

(LPA) before work takes place. This document should include the commitment to notifying nearby properties prior to the work commencing to advise how long the works will last. This notification should also provide a contact number so that if there are any concerns while the piling is taking place, they can contact the contractor. If the method of piling involves impact driving, I would request a commitment to the following restricted hours specifically for piling - 09:00 – 17:00 each day Monday – Friday and None on Saturdays, Sundays or Bank Holidays.

If there is no intention to utilise ground piling, then I would request this be confirmed in writing and a condition which prevents it be attached until such time as a ground piling method statement is agreed with the LPA.

With regard to vibration, the CEMP states that “The maximum level of vibration at construction sites will be set out to standard housing limits of no more than 10-12mm/s.” It is not clear if this is referring to Vibration Dose Values or Peak Particle Velocity. VDV’s are more appropriate when considering damage to property whereas for my remit it is the PPV’s which are more important. I would advise that the CEMP is amended to reflect the guidance in BS 5228-2, table B.1 and sets a maximum vibration level of 1.0 mm-s-1 which has the effect of – “It is likely that vibration of this level in residential environments will cause complaint, but can be tolerated if prior warning and explanation has been given to residents.”

I am satisfied with the section on lighting.”

23 June 2022

“I note that the amended CEMP concerns - "Amendments to delivery times and interaction with highways". I have no additional comments to make concerning this at this time.

I have read the revised D&AS which advises that -

"Following the original submission and comments by the Environmental Health Officer additional measures have been put in place to improve further the noise environment for future residents, not least to push the proposed dwellings further east away from the A10 and re-sculpt the landscape bund to perform a greater noise attenuation function."

I would welcome this but would request that once the final layout is agreed there is some supporting acoustic information to support the new/final layout.”

15 February 2023

“I have read the Acoustic Design Statement dated the 3rd Feb 2023 and identified the following changes since the last assessment -

- There has been a reduction from 405 to 389 dwellings (approximation).
- As a result of the modelling and re-design of the Masterplan, the separation distance between the closest dwellings and the A10 has increased to a minimum of 66 metres. (whereas previously it was 68m)

- The report advises that -

"During the daytime, noise levels at ground floor habitable rooms will allow for open windows at all façades of all dwellings. During the night-time periods, noise levels at first floor habitable rooms will allow for open windows at the vast majority of the façades. Where this is not sufficient, at only two bedrooms [previously this was one bedroom for one dwelling] for one dwelling in the Northwest corner of the site facing the A10, appropriate façade mitigation measures have been provided in terms of suitable glazing systems and ventilation elements (i.e: trickle vents), to ensure that the Indoor Ambient Noise Levels Guidelines are achieved."

- The report goes on to state -

"Only the first-floor façade facing the A10 in the dwelling in the north-west corner of the site will require suitable façade treatment in the form of trickle ventilator for two habitable rooms. It must be noted that all other façades in this dwelling are suitable for natural ventilation with windows partially open."

The findings are fundamentally the same as the previous report and so I have no additional comments to make at this time but would echo the advice in the NIA that -

"It is recommended that, where possible, the internal design layout of this dwelling is such that first-floor bedroom at the most exposed plot presents a window to a façade not facing directly to the A10. This will allow all habitable rooms to be ventilated through partially open windows."

I'd be happy to discuss any of this if necessary."

19 May 2023

"I have read the Acoustic Design Statement Update dated April 2023 which advises that -

"The new Masterplan includes very minor changes, and it can be confirmed that the results, conclusion and mitigation measures included in the previous assessment are still valid and that the revised layout does not impact the findings of the previous Assessment."

My previous comments therefore remain unchanged."

28 July 2023

"I have compared the latest site layout to previous iterations, and I do not foresee there being any meaningful acoustic changes as a result. My previous comments therefore remain unchanged."

13 September 2023

"I have examined the additional information submitted and this will not change my previous comments"

18 October 2023

"I have examined the latest and previous Illustrative Masterplans, and this new layout will not change my previous comments"

Environmental Health (Scientific Officer) - 1 December 2020

"I have read the Phase 1 Contamination Assessment Report dated 21/2/19, the Phase 2 Geoenvironmental Assessment Report dated 21/6/19, and the Air Quality Impact Assessment Report dated 8/10/20 prepared by MLM and accept the findings. With reference to the shallow TPH contamination referred to in 11.3 of the Phase 2 report it is understood that there was occasional unauthorised access to the site for motorbike scrambling which may be the source of the contamination. The report found elevated arsenic levels and proposes bio-accessibility analysis to determine the risk to human health followed by soil remediation if required. I recommend that standard contaminated land conditions 2, 3, (remediation) and 4 (unexpected contamination) are attached to any grant of permission."

22 February 2023

"I have read the Air Quality Technical Note dated 03/02/23 prepared by Sweco UK Ltd supplied with the application and accept the findings that the air quality impacts from the proposed development would be 'Not Significant'."

Housing Section - 2 November 2020

"The Strategic Housing Team would like to put in a holding response before being able to support Part 1 of this Hybrid application, to deliver 209 dwellings (including 42 affordable dwellings) as we would like further discussions with the developer regarding the affordable housing mix submitted as this does not meet the current housing needs for East Cambs.

I note that the Planning Statement has indicated that 20% affordable housing will be achieved on site in accordance with Policy HOU 3 of East Cambridgeshire Local Plan 2015 (as amended) and adheres to the tenure requirement of 77% rented and 23% shared ownership. However, the affordable housing mix proposed is significantly below the National Described Space Standards and I am aware that Registered Providers operating within the area will not take on the affordable dwellings if they are below this standard and not adequate to meet our current housing needs. Further details on the space standards that the affordable dwellings should meet is defined within the DCLG; National Describes Space Standards.

Please see link:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/524531/160519_Nationally_Described_Space_Standard____Final_Web_version.pdf

As there should be a reasonable expectation of transfer to a Register Provider and if this cannot be achieved due to the sizes of the affordable dwellings then the Hybrid application should not be supported at this current time. These points were previously raised with the developer through pre-app discussions held in October 2019.

It is particularly important that the affordable dwellings are built to the recommended space standard as these homes are occupied to maximum occupation and therefore it is reasonable to expect that a two-bedroom dwellings should accommodate 4 persons, allowing for sufficient space to work, for storage, enabling the health and wellbeing of the household. It was also recommended that developer delivers a mix of 1 to 5 bedroom on site for the affordable dwellings.

The Planning Statement confirms that the developer intends to deliver the affordable dwellings as 4 x 1 bed apartments, 4 x 2 bed apartments, 16 x 2 bed houses and 8 x 3 bed house as the affordable rented and 7 x 2 bed house and 3 x 3bed house as intermediate housing. Although this isn't the affordable housing mix previously discussed, the council would be happy to support this affordable mix for Phase One only but would like to see a wider range of affordable dwellings sizes brought forward across the remaining phase, including the much needed 4- and 5-bedroom homes.

With regards to Part 2 of this Hybrid application, the Strategic Housing Team supports the above development in principle as it will meet our HOU3 policy to deliver 20% affordable housing on site. (Up to 241 dwellings will deliver up to 48 affordable dwellings)

Detailed discussions are recommended with the developer prior to submission of the reserved matters application in order to secure an affordable housing mix that meets the housing needs of the area. Early indications suggest that we will be requiring an affordable housing mix of 1-to-5-bedroom homes on site.”

28 February 2023

“We note the reduction of units from 430 to 389 units - with the reduction affecting Phase 1 of the development now set to deliver 173 dwellings. We confirm that the proposed housing mix still delivers the required 20%: 173 dwellings will secure 35 affordable dwellings.

The Planning Statement addendum confirms that the developer now intends to deliver the affordable dwellings as 4 x 1bed, 11 x2bed, 9 x3bed and 2 x4bed as affordable rental and 7 x2bed and 3 x3bed as intermediate housing. We note the addition of the requested 4 bed properties and confirm we continue to support this affordable mix for Phase One. As previously advised, we would like to see a mix of 1-5 bedrooms brought forward across the remaining phase. We are also pleased to see that the affordable units have been redesigned to meet NDDS standards with 88% designed to secure Part M4(2) compliance.”

26 September 2023

“We note that phase 1 will now deliver 180 dwellings. We confirm that the proposed housing mix still delivers the required 20%180 dwellings will secure 36 affordable dwellings.

We support the affordable mix for Phase One. As previously advised, we would like to see a mix of 1-5 bedrooms brought forward across the remaining phase.

It is not clear from the amended plans/additional information that has been received that the affordable units will still meet NDDS standards, and we would seek confirmation of this.”

Cambridgeshire County Council Education - 10 November 2020

Early Years:

“For the full planning permission element of the application, the contribution can be determined as: -

- 51 children = 19.5FTE x £17,441 OR £20,713 = £341,000 OR £403,904”

Table provided to how to work out costs for outline element.

Primary provision:

“For the full planning permission element of the application, the contribution can be determined as: -

- 52 children x £17,441 OR £20,713 = £906,932 OR £1,077,076.”

Table provided to how to work out costs for outline element.

Secondary provision:

“For the full planning permission element of the application, the contribution can be determined as: -

- 36 children x £24,013 = £864,468.”

Table provided to how to work out costs for outline element.

“Due to the significant development in Littleport, the Council is seeking developer contributions of £97 per increased head of population to enable new library provision at a shared community building (either existing or new build) as the existing library cannot be extended or modified. The cost per head is based on the Museums, Library and Archives guidance for new library space standards.”

31 October 2023

Provides up dated details on contributions following change in proposed housing mix.

Cambs Wildlife Trust - 13 November 2020

“I have reviewed the relevant documents relating to this application and I am pleased to see the completion of ecology surveys to a high standard.

Regarding the Landscape plans for the site, we would query the provision of accessible natural greenspace for the residents of the development. Aside from the small LEAP areas, there is very little greenspace that could be used by residents for recreational activities; the area in the north-west is to be a noise bund and therefore not suitable for dog walking, cycling etc and the areas of open water will be fenced off for safety (I have no argument with that as an approach but it means that part of the site is also of limited value, recreationally). The small area in the east of the site appears to be the only area delivering for recreation. Knowing that Littleport more widely is likely to be lacking in accessible greenspace, this raises questions regarding provision on the site. We feel that the delivery of greenspace within the site needs to be reconsidered. Additional greenspace needs to deliver to meet both recreational needs and biodiversity. These two uses can sometimes be delivered jointly, and in some cases, they need to be separate.

Regarding biodiversity, specifically Biodiversity Net Gain (BNG), the delivery of 3.42% is deemed insufficient. The ECDC SPD sets out a requirement for the post-development value of the site to significantly exceed that of pre-development. Whilst we are all aware that the Environment Bill has not yet been passed, it is

understood that a mandatory 10% is proposed. The ecological impact assessment of the proposed development highlighted a minor adverse impact arising from the loss of wintering bird habitat (specifically habitat for golden plover). This clearly would be very difficult to mitigate for within the redeveloped site and so remains an outstanding adverse impact. The development should be seeking to maximise other opportunities for biodiversity gain in light of this. Taking all these factors into account, we conclude that 3.42% gain is not sufficient.

I do have some comments on the specifics of the BNG calculations and I would like to receive a copy of the spreadsheet of calculations. This contains a section for reviewer comments which would allow us to engage in a dialogue with the applicants' ecologists regarding these aspects and reach a shared position."

21 March 2022

"The submitted ecological report covers all the relevant issues and makes appropriate avoidance, mitigation, and enhancement recommendations. If planning permission is granted, the recommendations in the report should be secured through the use of appropriately worded planning conditions.

However, in commenting on the submitted Biodiversity Net Gain BNG assessment it would be helpful for me to be sent a copy of the original spreadsheet version of the Defra Biodiversity Metric. From the information submitted, the development is likely to represent a negligible net gain in biodiversity units, even smaller than the 5% net gain claimed in the accompanying report. This is because the 2.89 Ha of gardens have been given a score of fairly poor. This should be reduced to poor, as there is nothing within the submitted documents to justify claims of a better condition and the developer and LPA will have no control over how future residents manage the gardens, irrespective of any wildlife features that may be incorporated into the designs. The requirement for off-site biodiversity units to offset this difference is therefore likely to be greater than the 1.60 Biodiversity Units (BU), and may be around 3 BU."

24 June 2022

"I can confirm that the BNG Addendum provided by BSG, dated 22nd April 2022 provides the evidence to support the previously submitted BNG assessment and address the concerns I raised in my previous response of 21st March 2022. I can therefore agree with the applicants that the predicted net loss in Biodiversity Units is 1.60 BU."

15 February 2023

"The submitted ecological report has been updated since previous report to keep the information current. It covers all the relevant issues and makes appropriate avoidance, mitigation, and enhancement recommendations. If planning permission is granted, the recommendations in the report should be secured through the use of appropriately worded planning conditions.

The submitted Biodiversity Net Gain (BNG) assessment provides an accurate representation of the baseline conditions of the application site and appropriate predictions for the post-development biodiversity value. The proposed biodiversity offsetting site to increase the net gain from this development from the predicted 5.47% to over 10% is located within a priority area identified in the East

Cambridgeshire Nature Recovery Network, and therefore represents an acceptable proposal, in line with adopted planning policies and the East Cambridgeshire Natural Environment SPD.”

Senior Ecologist (ECDC) – 18 October 2023

“Having read the updated Biodiversity Net Gain information provided, I cannot support this application until the metric itself has been submitted for review. It is impossible to tell if it has been completed appropriately, a screenshot of one part of the metric is unacceptable.

The BSG Biodiversity Net Gain report states that is a considerable increase in BNG for hedgerow habitat, but I cannot see how this is possible with the information provided to get +89.9% increase without significant increase in native hedgerow habitat being provided and existing hedgerows being maintained, and conditions significantly improved. The general habitat biodiversity units gain of +5.98% is not meeting the +10% minimum standard of “like for like or better” habitats being achieved.

The actual impact of this development maybe larger than suggested in the BNG report. From information in the revised ecological assessment features such as arable land with margins; existing trees & ditches doesn’t correlate with the BNG information provided. BNG metric 4.0 screen shot is not suitable to assessed and does not appear to fully support the statements in the ecological assessment report. I cannot see if all these features have been considered or not.

Any offsetting biodiversity credits needs to be incorporated in the BNG metric, but this should only be considered as a worst-case scenario IF BNG cannot be achieved onsite. Currently it is impossible for me to comment on whether it is justified or needed. On viewing planting plans, consideration for better habitat improvements onsite needs to be further explored. Native planting would also increase habitat availability over unnatural formal gardens with garden variety of trees, hedges and perennials. A mosaic native planting could provide a high visual impact as well as increase sustainable BNG ecological and local targets.

If offsetting is the only viable option and all onsite options do not make up enough Biodiversity Units and the Wildlife Trust site is going to be used to offset, then conservation covenant or proof of offsetting of some sort needs to be provided to ensure the protection of the biodiversity of this site before planning permission should be considered.

The reports also refer to Green Infrastructure Strategy and Wildlife Friendly Feature Plan and Landscape and ecology management however, I cannot find them in the submission. Best practice is to submit habitat management and monitoring of the site before applications are approved to ensure the survival of the habitats and species on this development site.”

Natural England – 29 October 2020

“NO OBJECTION

Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes.”

2 June 2023

“Thank you for your consultation.

Natural England has previously commented on this proposal and made comments to the authority in our response dated 29th October 2020, NE reference number 331550.

The advice provided in our previous response applies equally to this amendment. The proposed amendments to the original application are unlikely to have significantly different impacts on the natural environment than the original proposal.

Should the proposal be amended in a way which significantly affects its impact on the natural environment then, in accordance with Section 4 of the Natural Environment and Rural Communities Act 2006, Natural England should be consulted again. Before sending us the amended consultation, please assess whether the changes proposed will materially affect any of the advice we have previously offered. If they are unlikely to do so, please do not re-consult us.”

30 October 2023

“Natural England has previously commented on this proposal and made comments to the authority in our response dated 29 October 2020, our reference number 331550.

The advice provided in our previous response applies equally to this amendment. The proposed amendments to the original application are unlikely to have significantly different impacts on the natural environment than the original proposal.”

ECDC Trees Team - 18 November 2020

“Overall, no objection in principle to the development as the site is agricultural with the only treed vegetation being on the boundaries which are being retained however given the scale of the development the tree planting is more than disappointing and needs to be reconsidered. There is a multitude of interesting species available which can be incorporated into the scheme to add colour and structure: -

Throughout the scheme there is a significant lack of 'trees' being included, ref plans:

8764-L-101 A - One Magnolia plot 5-6

8764-L-102 A - No trees

8764-L-103 A - Three River birch

8764-L-104 A - No trees

8764-L-105 A - Two Magnolia, One Amelanchier, One Birch

8764-L-106 A - One Magnolia

8764-L-01 rev 1 (Green Infrastructure) - the species for the avenue at the access needs to be revised due to the pest and diseases currently affecting Horse chestnut (this is not an appropriate choice). The planting of two alternate species is more

sustainable, for contrast, impact and for reasons of that a mono-culture is susceptible resulting in the potential loss of all trees. Species to consider e.g. Red Oak (*Quercus rubra*), Golden Alder (*Alnus glutinosa* 'Aurea'), Pride of India (*Koelreuteria paniculata*), Liquidamber, Tulip tree (*Liriodendron tuliperfera*) or Handkerchief tree (*Davidia involucrata*). Any combination of these will deliver colour, contrast and therefore interest. This is not to the exclusion of 'native' large specimens however current pests and disease need to be considered with any proposed landscape scheme.

Example of trees for the built environment, *Cercis canadensis* and *siliquastrum*, *Parrotia persica* 'Vanessa', Upright Golden Rain Tree (*Koelreuteria paniculata* *Fastigiata*), *Cornus* spp e.g. Chinese dogwood, Cornelian cherry dogwood, Turkish hazel, Lavealee hawthorn (*Crataegus x lavalleei*), there are also a multitude of Maples small and medium sizes multi-stem and specimen trees that should be explored.”

21 April 2022

“The submitted Arboricultural information is acceptable please condition compliance with its recommendations.

The revised soft landscaping scheme is acceptable with an interesting mix of species.”

5 July 2022

“The revisions do not affect my previous comments dated 21th April 2022”

27 March 2023

“The submitted arboricultural information and soft landscaping scheme are acceptable please condition compliance with both of them.”

1 June 2023

“The submitted arboricultural information is clear and concise in demonstrating that the site layout will not impact any of the existing trees on or adjacent the sit therefore please condition compliance with both the AIA and AMS sections of the report.

The street trees indicated on the soft landscaping scheme are a high-quality mix of site appropriate species that will create tree lined streets without impacting the free passage of vehicles, cyclists or pedestrians they also do not produce soft fruit that could cause issues of mess or slip hazards. The soft landscaping details for the public open spaces has not been provided with the same amount of detail as the other planting being provided more as site wide overview rather than detailed plans. There are also some plant ID codes that are not on the planting key such as Ps and Sc. *Crataegus monogyna* (Hawthorn) is indicated on the plan for use in the scrub planting and as an individual standard tree but its size when planted only relates to its scrub planting use, if used as a standard size tree it should be planted at a larger size.

From the plan provided which is difficult to scale the planting of *Malus sylvestris* (The European crab apple), *Prunus avium* (Wild cherry) and *Prunus padus* (Bird

cherry) where they will overhang footpaths or areas of hard standing should be reconsidered due to the issues caused by their falling fruit which will attract Wasps etc and pose a slip hazard.

The main drives planting is a high-quality mix of species suitable for their locations that will create a tree lined street without impacting the free passage of vehicles, cyclists or pedestrians. The entrance planting of *Liquidambar styraciflua* 'Worplesdon' and *Liriodendron tulipifera* (Tulip Tree) will provide an impressive entrance to the site without impacting on its use.

The attenuation pond planting could also include Willows trees that are native to the locality Crack Willow, White Willow, Goat Willow, Grey Willow and common Osier) this would soften the man made appearance of the pond. Guidance for the design of SUDS states that SUDS including attenuation ponds should look to create new habitats enhancing nature conservation and amenity space. The use of native Willow trees should be considered as part of the design as they have an important ecological role that relates to their affiliation with wetlands such as found in fenland areas. Willows have a high wildlife value, providing rich habitat and food for a diverse range of organisms. There is evidence of up to 450 species of insect associated with Willows. Willows aid fast stabilization of chemically degraded land surfaces, and the re-establishment of a biologically active soil can be achieved using Willow species, which possess the major requirements for plant survival in environmentally disrupted areas such as development sites.

Tolerance of soil chemical contamination is an important requirement for survival in many situations and Willow trees potential can be emphasized by the fact that, of the seven most important metal contaminants in soil, Willow has been reported to have tolerance to at least four (cadmium, copper, zinc, lead). Willows ability to sequester heavy metals and other contaminants in their root systems, halting their circulation within the environment, can be of great practical use when dealing with water runoff. Willows dense root system and high transpiration rates provide efficient control of soil water and high filtering capacity for pollutants, along with continuous growth of some species during the whole growing season, create an efficient dehydration plant that locks up the pollutants. The fast growth of willow can sequester more carbon than softwoods within a single growing season which could prove invaluable in the pursuit of being carbon neutral. The size of the tree can be easily managed by pollarding or coppicing. The cutting rotation cycle depends on species and growing conditions, and ranges from 3-5 years. Pollarding/Coppicing, minimizes wind damage, enhances branching appearance of willows, and supports a higher density of breeding birds.

The areas of new native woodland planting will require that a Woodland/tree Management and Creation Scheme is produced and submitted for approval. The Woodland Management and Creation Scheme (WMCS) will be required to contain details on the following which can be provided by condition:

- 1) The areas of woodland and hedgerows to be retained and/or enhanced.
- 2) Areas where new woodland planting including public open spaces planting and hedgerows will be established.
- 3) The methodology for the establishment of new areas of native woodland, public open spaces planting and hedgerows.

- 4) Management of existing and proposed woodland, public open spaces planting and hedgerows to enhance their amenity and ecological value.
- 5) Details of responsibility for the future management of the woodland areas, public open spaces, and hedgerows.
- 6) Details to cover a period of no less than 20 years.”

13 October 2023

“The revised soft landscaping scheme is acceptable”

Cambridgeshire Archaeology - 22 May 2023

“I am writing to you in regard to the above consultation for Hybrid planning application seeking full planning permission for 180 dwellings, access, landscaping, sustainable urban drainage, public open space and associated primary infrastructure; and outline planning permission for up to 217 dwellings with all matters reserved except access, for revised development description (reduction in number of dwellings) and revised scheme following consultation responses.

A programme of archaeological investigation was undertaken on site last year which followed an archaeological evaluation and geophysical survey. The Investigations revealed later prehistoric activity in the form of a linear and pits; Romano-British field systems and a small ring gully possibly part of a shelter or similar structure as well as post-medieval field boundaries and two 19th century windpumps.

We are not in receipt of a report of findings for the archaeological excavation, nor have the archiving elements of the archaeological programme been fulfilled, therefore recommend that the following condition be applied to secure the completion of the archaeological programme.

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

- a) the statement of significance and research objectives.
- b) The programme and methodology of investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works.
- c) The timetable for the field investigation as part of the development programme.
- d) The programme and timetable for the analysis, publication & dissemination, and deposition of resulting material and digital archives.

REASON: To safeguard archaeological assets within the approved development boundary from impacts relating to any demolitions or groundworks associated with the development scheme and to ensure the proper and timely preservation and/or investigation, recording, reporting, archiving and presentation of archaeological assets affected by this development, in accordance with national policies contained in the National Planning Policy Framework (MHCLG 2021).

Informatives:

Partial discharge of the condition can be applied for once the fieldwork at Part c) has been completed to enable the commencement of development.
Part d) of the condition shall not be discharged until all elements have been fulfilled in accordance with the programme set out in the WSI.”

NHS PREMISES AND ESTATES – 30 May 2023

“Background

2. The proposal comprises a development of up to 180 residential dwellings, which is likely to have an impact of the NHS funding programme for the delivery of primary healthcare provision within this area and specifically within the health catchment of the development. CPICS would therefore expect these impacts to be fully assessed and mitigated by way of a developer contribution secured through the Community Infrastructure Levy (CIL).

Review of Planning Application

3. There is 1 x GP practice within a 2km radius of the proposed development. This practice does not have sufficient capacity for the additional growth resulting from this development and cumulative development growth in the area. Therefore, a developer contribution, via CIL processes, towards the capital funding to increase capacity within the GP Catchment Area would be sought to mitigate the impact.

Healthcare Needs Arising from the Proposed Development

Health & Wellbeing Statement

As an Integrated Care System, it is our ambition that every one of the one million people living in Cambridgeshire and Peterborough is able to live as healthy a life as possible and has access to the help and treatment that they need in the right place, with good outcomes and experience of the care they receive.

Cambridgeshire and Peterborough Integrated Care System, recognises and supports the role of planning to create healthy, inclusive communities and reduce health inequalities whilst supporting local strategies to improve health, social and cultural wellbeing for all aligned to the guidance in the NPPF section 91.

The way health and care is being delivered is evolving, partly due to advances in digital technology and workforce challenges. Infrastructure changes. Therefore, CIL funds received as a result of this development may incorporate not only extensions, refurbishments, reconfigurations or new buildings but will also look to address workforce issues, allow for future digital innovations and support initiatives that prevent poor health or improve health and wellbeing.

The NHS Long term plan requires a move to increase investment in the wider health and care system and support reducing health inequalities in the population. This includes investment in primary medical, community health services, the voluntary and community sector and services provided by local authorities so to boost out of hospital care and dissolve the historic divide between primary and community health services. As such, a move to health hubs incorporating health and wellbeing teams delivering a number of primary and secondary care services including mental health professionals, are being developed. The Acute hospitals will be focussing on providing specialist treatments and will need to expand these services to cope with additional growth. Any services which do not need to be delivered in an acute setting will look to be delivered in the community, closer to people’s homes.

The health impact assessment (HIA) submitted with the planning application will be used to assess the application. This HIA will be cross-referenced with local health evidence/needs assessments and commissioners/providers own strategies so to ensure that the proposal impacts positively on health and wellbeing whilst any unintended consequences arising are suitably mitigated against.

The primary healthcare services directly impacted by the proposed development and the current capacity position is shown in Table 1...

4. This development is not of a size and nature that would attract a specific Section 106 planning obligation. Therefore, a proportion of the required funding for the provision of increased capacity by way of extension, refurbishment, or reconfiguration at St Georges Medical Centre, servicing the residents of this development, would be sought from the CIL contributions collected by the District Council.

5. Although, due to the unknown quantities associated with CIL, it is difficult to identify an exact allocation of funding, it is anticipated that any funds received as a result of this development will be utilised to extend the above-mentioned surgery. Should the level of growth in this area prove this to be unviable, the relocation of services would be considered, and funds would contribute towards the cost of new premises, thereby increasing the capacity and service provisions for the local community.

Developer Contribution required to meet the Cost of Additional Capital Funding for Health Service Provision Arising

6. In line with the Government's presumption for the planning system to deliver sustainable development and specific advice within the National Planning Policy Framework and the CIL Regulations, which provide for development contributions to be secured to mitigate a development's impact, a financial contribution is sought

7. Assuming the above is considered in conjunction with the current application process, Cambridgeshire and Peterborough would not wish to raise an objection to the proposed development.

Cambridgeshire and Peterborough look forward to working with the applicant and the Council to satisfactorily address the issues raised in this consultation response and would appreciate acknowledgement of the safe receipt of this letter."

Head Of Strategic Planning - No Comments Received

CCC Growth & Development - No Comments Received

Strategic Planning - No Comments Received

Parks And Open Space - No Comments Received

Infrastructure & Strategic Housing Manager - ECDC - No Comments Received

Ambulance Service - No Comments Received

Cadent Gas Ltd - No Comments Received

Wildfowl & Wetlands Trust - No Comments Received

Ward Councillors - No Comments Received

Economic Development - No Comments Received

Wildfowl & Wetlands Trust - No Comments Received

Building Control - East Cambridgeshire District Council - No Comments Received

Conservation Officer - No Comments Received

- 5.2 A site notice was displayed near the site on 27 October 2020 and a press advert was published in the Cambridge Evening News on 29 October 2020.
- 5.3 Neighbours – 70 neighbouring properties were notified, and the responses received are summarised below. A full copy of the responses is available on the Council's website.

Littleport Community Primary School

"I am writing in response to the recent correspondence regarding the above planning application. It is important to note from the outset that we acknowledge the need for new homes to be built in the growing locality and, therefore, are not opposed to the development itself. However, we have very serious concerns over certain aspects of the proposed plans. As a Governing Body, we have formulated this communication expressing our views on the proposed plans.

Our greatest concern for the safety of our school community has always been over the increased volume of traffic on Woodfen Road directly outside the school. We originally raised our concerns in January 2020 over not only the emergency vehicle-only access point on Woodfen Road but also the use of this junction for construction traffic. It would now appear that it is being proposed that this point will be used in the initial building phases as an access point for construction vehicles and site visitors rather than via the A10.

While we are actively working with our families to review the ways by which they travel to and from school each day, we have significant worries about the impact this decision will have on safety outside the school. A number of our families park outside the School along Woodfen Road during the school run and this already creates a strain on existing road network surrounding the school. It was brought to our attention that the traffic surveys carried out as part of the planning application were not conducted during school operational hours. Therefore, we would welcome you revisiting the site to complete an updated survey in order to give a more accurate reflection of traffic using the area during the school run if this was originally conducted during the school holidays. May we suggest 08.30– 09.00am or 15.00– 15.30pm during term time?

We acknowledge that there is a proposal in place to limit access to the site via Woodfen Road between 8.00-9.00am and 3.00-4.00pm, however, we know that parents and carers will often arrive early to reserve spots along the road, reducing parts of Woodfen Road to a single track from 2.30pm onwards.

We also operate a Pre-school from our site, which does not officially start until 9.00am compared to the school's start time of 8.45am, meaning that families with young children will still be moving around the vicinity as heavy machinery is accessing Woodfen Road.

Furthermore, we are worried about the congestion additional site traffic may add to the parking problems that already exist during the school run. We fear that, given the limited number of parking spaces on the development site assigned for construction workers, site personnel may park along Woodfen Road and cause our families to take greater risks when it comes to parking safely outside the school. This could also lead to parents/carers blocking driveways of local residents and causing undue stress to our neighbours.

Of additional concern is how the access to the site would be managed. Already, even before construction has begun, we have had multiple incidents of construction vehicles and plant machinery blocking access to the school and parts of Woodfen Road. Below are two examples of construction traffic causing disruption to the school and increasing the risk of accidents amongst the families using our setting. Both photographs were taken as families were arriving in the morning and would be within the proposed 'no access' windows.

We simply cannot allow the safety of our children to be jeopardised in this way and would much rather an access point from the A10 reinstated rather than via Woodfen Road. In the planning documents, it mentions the issue of traffic turning right across the A10, however, this is currently prohibited into the Saxon industrial estate and vehicles drive north around the roundabout and come back to gain access, only adding a short amount of time to their journey. If it was felt that drivers might not follow safety signs, perhaps a central barrier could be erected. We are aware of this solution working in other locations across the UK and it would cost a fraction of the cost of a new roundabout whilst ensuring the safety of children accessing the school site is not put at risk.

We would conclude that it is the safest and, therefore, best option for the school community that the Developer creates the access point from the A10 rather than Woodfen Road for the reasons stated above.

We would welcome the opportunity to discuss the access to the school from the new estate via the Developer's identified pedestrian pathway. It currently shows an access to the left, which then crosses Woodfen Road only to then cross another road, Parsons Lane. Looking to reduce the number of roads pedestrians would have to cross, we believe that there is a more logical and safer route to the school gate. We are confident that local residents would also welcome the opportunity to engage with the Developers regarding this as well as the access point for construction traffic.

We hope that the views of the Governing Body of the School will be taken into consideration during this process. We look forward to hearing from you regarding the points raised in this letter.”

119 Ely Road, Littleport – Raises concerns in regard to:

- Public consultation
- Can Littleport cope with additional houses
- Issues with Woodfen Road during school drop off/pick up times
- Construction work/access
- Highway safety issues

(additional comments) Raises previous concerns.

(additional comments) Raises detailed concerns in regard to Woodfen Road.

19A Woodfen Road, Littleport – Objects to the proposal on the grounds of:

- The submitted proposal does not comply with National Planning Policy Framework 2021 (Sections 92, 104, 112).
- The submitted proposal also does not comply with the East Cambridgeshire Transport Strategy 2016 Policies (TSEC) 1 (Supporting growth), TSEC 5 (Planning Obligations), TSEC 7 (Supporting Sustainable Growth) and TSEC 12 (Encouraging cycling and walking).
- The submitted proposal does not comply with the East Cambridgeshire Local Plan 2015 Policy COM 7 (Transport impact), Policy LIT 1 (Housing/employment allocation, west of Woodfen Road).
- The plans for a junction with the A10 does not provide a facility for pedestrians and cyclists to cross the A10.
- The Local Plan also includes a strategic objective of facilitating improved access to Littleport railway station through additional car parking and enhanced walking and cycling routes.

22 Woodfen Road, Littleport – Objects on the following grounds:

- Proposal too close to existing housing
- How will the emergency vehicle access point be monitored?
- Will sufficient parking be provided?

24 Woodfen Road, Littleport – Raises concerns in regard to:

- Houses are still under construction and additional housing will place burden on facilities and infrastructure.
- Highway safety along Woodfen Road.
- Loss of privacy.
- Sufficient drainage and open space should be provided.

(additional comments submitted) – Previous comments highlighted.

(additional comments submitted) – “In addition, to comments submitted in 2015, 2019 and 2020 they raise the following:

- Impact on transport movements on Woodfen Road.
- Impact on the day-to-day operation of the school.

- Concerns that the CEMP will not work in practice.

26 Woodfen Road, Littleport – Writes in with concerns in so far as:

- Impact on the daily operation of the school and how construction traffic will impact upon it.
- Drainage of the site.
- Residential amenity.
- Traffic survey done during a school holiday.

30 and 32 Woodfen Road, Littleport – Raises concerns in regard to:

- Proximity of houses to the north boundary of the site. Seeks amendments to secure either a green corridor or plots to be moved.
- Proposal will change the A10 from a bypass to a town road, as well as increasing pollution.
- Concern that Saxon Way Business Park uses Woodfen Road in breach of its conditions.
- Construction access via Woodfen Road should only be used to allow roundabout construction.
- Traffic survey was undertaken during school holiday period.

32 Woodfen Road, Littleport – Raises the following points:

- Construction traffic through Woodfen Road should not be used.
- Traffic surveys were undertaken during June/July 2021 where many people were still working from home.
- Additional roundabout along A10 will change the nature of this road.
- Only two parking spaces per dwelling is not adequate.
- Wants the Council to set up a public meeting.
- Proposal should meet high sustainable requirements.

(additional comments) raise some concerns:

1. Residential amenity.
2. Access and pollution via the A10 remain unaddressed by this revision.
3. Site access from new A10 roundabout or via Woodfen Road?
4. increased traffic now down Woodfen Road to Saxon Business Park.

(additional comments) Raises concerns of:

1. Transport Survey: The proposal to reduce the speed limit to 30mph on the A10 should be rejected, on the basis that the A10 is a bypass and not a local road.
2. Transport Survey: This makes no mention of the already dangerous, overused and abused access to Saxon Business Park via the A10.
3. The proximity of the proposed new houses on the existing north side of the site as a problem.

(additional comments):

“As we have written before that we are not against the application per-se, but it does still raise some continued concerns:

1. We note that none of the Woodfen Road residents' concerns about using Woodfen Road for construction traffic have been addressed.
2. The proximity of Saxon Business Park still does not seem to appear in any of the traffic surveys.

3. Traffic from Saxon Business Park is already using Woodfen Road as an exit, including vans and lorries. The road past the school car park is single track and as far as we are aware the planning agreed for Saxon Business Park development was for emergency vehicles only. 4. We also note the lack of visitor parking on the new housing site - with only 18 unallocated visitor parking spaces available. Given the proximity of Woodfen Road and the good pedestrian access it seems highly likely that both visitors and residents will use Woodfen road for parking. As you will be aware Woodfen Road already has serious parking issues both at normal School times and when the school is used for events.”

34 Woodfen Road, Littleport – Following amendments specifically in regards to CEMP, construction access being via Woodfen Road states:

- They have professional expertise in dealing with construction trade.
- Why the change to allow construction now via Woodfen now, when previously not allowed.
- Impact on school pick up and drop off.
- “Authorities are preferring to turn a blind eye to the impact and dangers of using, for an 18-month period, Woodfen Road as access to the development, yet it was clearly not permitted in prior applications.”
- “The Traffic Survey carried out last year confirmed the survey was carried out during school holidays, it goes without saying this was not a complete survey and could only result in misinformation being passed onto the Authorities.”
- There will not be sufficient parking in the site compound, which will lead to further parking on Woodfen Road.

(additional comments) Raises concerns in regard to:

- Residential amenity
- Temporary access arrangements
- Green corridor to separate existing Woodfen Roads with new.

(additional comments)

- Raises detailed concerns in regard to CEMP and construction access via Woodfen Road.

35 Woodfen Road, Littleport – Raises highway safety concerns.

(additional comments) Highways concerns again raised in regard to Wisbech Road, Woodfen Road and Parsons Lane.

(additional comments) again raised in regard to Wisbech Road and Woodfen Road

175 Wisbech Road, Littleport – Makes comments in regard to:

- Application should consider impacts on road network and school.
- Can the application provide them with mains sewage and gas connections.

51 Upton Place, Littleport – Objects to the development on the following grounds:

- Harm to residential amenity.
- Loss of view.
- Homes are not necessary, still building out other developments.

- How will the emergency only access point on Woodfen Road be monitored?
- The traffic management trials were conveniently carried out during the holidays
- Highway safety concerns/school drop off and pick up times
- Lack of parking

1 Oak Lane, Littleport – Concerns raised over:

- Drainage
- Climate change

14 Old School Close, Littleport – Objects on the grounds of:

- That the flood mitigation measures are not adequate.

11 Millpit Furlong, Littleport –

“Littleport does not need another peripheral, disconnected housing estate built in the middle of a field, with no vehicle access to the wider town. New housing needs to be fully integrated with the existing community. Our community is being swamped with commuter developments as it is. This kind of disconnected planning only creates problems for the future.”

6.0 THE PLANNING POLICY CONTEXT

6.1 East Cambridgeshire Local Plan 2015

GROWTH 2	Locational strategy
GROWTH 3	Infrastructure requirements
GROWTH 4	Delivery of growth
GROWTH 5	Presumption in favour of sustainable development
HOU 1	Housing mix
HOU 2	Housing density
HOU 3	Affordable housing provision
ENV 1	Landscape and settlement character
ENV 2	Design
ENV 4	Energy and water efficiency and renewable energy in construction
ENV 8	Flood risk
ENV 9	Pollution
ENV 14	Sites of archaeological interest
COM 7	Transport impact
COM 8	Parking provision
LIT 1	Housing/employment allocation, west of Woodfen Road

6.2 Supplementary Planning Documents

Contaminated Land
 Developer Contributions
 Design Guide
 Cambridgeshire Flood and Water
 Custom and Self Build
 Natural Environment

Climate Change

6.3 National Planning Policy Framework 2021

Chapter 2	Achieving sustainable development
Chapter 4	Decision Making
Chapter 5	Delivering a sufficient supply of homes
Chapter 6	Building a strong, competitive economy
Chapter 8	Promoting healthy and safe communities
Chapter 9	Promoting sustainable transport
Chapter 10	Supporting high quality communications
Chapter 11	Making effective use of land
Chapter 12	Achieving well-designed places
Chapter 14	Meeting the challenge of climate change, flooding and coastal change
Chapter 15	Conserving and enhancing the natural environment
Chapter 16	Conserving and enhancing the historic environment

7.0 **PLANNING COMMENTS**

7.1 Principle of Development

7.2 The proposed site is within the policy area of LIT1, which seeks a mixed-use development incorporating up to 7 hectares of employment land and approximately 250 dwellings and on this basis development in this location is supported within the Local Plan. The principle of development, therefore, also accords with GROWTH 1 and 2.

7.3 This proposal is not providing any employment land on the site and is seeking up to 397 dwellings; the development is departure on this basis. However, it should be noted that the policy makes it clear that it is up to 7 hectares of employment land and does not set a minimum and on this basis only low weight should be given to this breach. It is also noted that the developer is seeking to provide the potential for a four-arm roundabout onto the A10 to allow for potential future employment land on the west side of the A10. Given the loss of employment land on site it is logical for the number of dwellings to be increased within the site to ensure best use of land (Chapter 11 NPPF). On this basis the proposal is considered to be acceptable in principle in regard to the quantum of dwellings and employment coming forward.

7.4 The policy also requires that a Masterplan for whole area is submitted with the first planning application. Given that this site is primarily a full application that demonstrates where the majority of the open space and SuDS, as well as the dwellings, will be located it is considered that the proposal has met this requirement.

7.5 Policy LIT1 also includes:

- Provide an element of affordable housing as required by HOU3.
- Mix of house types to reflect current need and 5% self builds.
- A minimum of 1.6 hectares of public open space and provide green links into the countryside while connecting to Littleport.

- Built form to minimise amenity impact and screen the site from the A10 and surrounding countryside.
- Provide safe vehicular access(es).
- Undertake a Habitats Regulation Assessment and ensure that there is adverse effect on European sites.
- Provide a safe pedestrian and cycle link from the A10 roundabout to join Woodfen Road in the south-east corner of the site.
- Provide pedestrian and cycle links between the housing and employment element of the site.
- Provide pedestrian and cycle links between site and Saxon Way Business Park.
- Provide necessary highway improvements and traffic calming measures.
- Demonstrate how flood risk will be mitigated.
- Demonstrate how noise from A10 will be mitigated.
- Demonstrate there is adequate sewage treatment capacity.

7.6 The elements will be covered in the relevant sections below and the full wording of these additional requirements can be found on pages 221-222 of the Local Plan.

7.7 Highways and parking

7.8 The proposal is seeking its primary vehicular access off a new proposed roundabout on to the A10 with four ancillary vehicular access points of Woodfen Road to serve the proposed self-build plots. The proposal is also seeking pedestrian access points onto Woodfen Road one in the southwest corner of the site (near the Saxon Way Business Park and potential pedestrian/cycle access into the LIT2 site) and the other in the north west corner (opposite Parsons Lane).

7.9 The proposal is seeking to provide a range of highway/transport improvements in order to accommodate the increase in traffic that have been considered and deemed required by the County Council Transport Team. These improvements cover:

- The proposed roundabout to provide site access onto the A10.
- Highway improvements to Woodfen Road.
- Bus stop improvements to the existing bus stops on Gilbert Road and Wisbech Road; including a S106 contribution of £10,000 towards the maintenance of Wisbech Road bus stop and £21,000 towards the RTP1 Gilbert Road/Wisbech Road stops.
- Roundabout improvements to the A10/Downham Road.
- Residential Travel Plan to promote sustainable means of transport.
- £190,570 towards the Littleport bus service.
- £123,565.85 towards the A10/Witchford Road roundabout improvement scheme.

7.10 Within the site the proposal is seeking to provide a cycle/footpath link that runs along its site boundary adjacent to Woodfen Road, as well as one that runs from the edge of Woodfen Road along the southern and western boundaries and finally an additional one that runs through the middle of the site from the A10 to Woodfen Road. It is considered that the developer has maximised the amount of cycle links

it can provide within the site. There is some concern on how safe and practical it will be for pedestrians/cycles to cross the A10 in the long term.

- 7.11 It is considered that subject to suitable conditions and S106 contributions the scheme will not have a detrimental impact on the wider road network, as the scheme can mitigate against its increase in traffic. On this basis it is considered that the proposal complies with Policy COM7 of the Local Plan.
- 7.12 While the developer has submitted a Construction Environmental Management Plan (CEMP), which demonstrated that Woodfen Road could be used for construction traffic to the satisfaction of the Local Highways Authority there has been significant objection from local people in regard to this. The developer is therefore seeking to find alternative solutions in order to accommodate construction traffic in the early phases of the development. On this basis a standard CEMP condition is therefore recommended in order to allow alternative solutions to be explored.
- 7.13 Parking
- 7.14 The proposal is seeking 360 off-road parking spaces on the full application element, which is on average 2 parking spaces per dwelling. It is noted that some dwellings also benefit from a garage, but it is not expected that these will be needed for parking provision.
- 7.15 There is one visitor parking space per ten dwellings, while this is a low level of visitor parking spaces it has to be noted that the Local Plan only requires up to 1 visitor car parking space per 4 units and that visitor parking spaces often make it hard to get roads adopted.
- 7.16 A condition will be needed to ensure suitable cycle parking spaces are provided, as not all dwellings have access to secure cycle storage in a garage.
- 7.17 The outline application parking will be covered by future reserved matters if application is approved.
- 7.18 The proposal is considered to comply with the requirements of Policy COM8.
- 7.19 Housing Mix
- 7.20 Policy HOU 1 requires that housing developments provide an appropriate mix of dwelling types and sizes that contribute to current and future housing needs as identified in the most recent available evidence. The latest Strategic Housing Market Assessment (SHMA) published in 2021 sets out a suggested mix of market housing in order to meet likely future housing needs in the Cambridgeshire and West Suffolk region.
- 7.21 The SHMA indicates that in respect for market homes, there will likely be a highest need for 3-bedroom dwellings (40-50%), followed by need for 2-bedroom and 4+ bedroom dwellings (both 20-30%).
- 7.22 In September 2023 the developer changed the housing mixture to make the scheme more SHMA compliant. The market housing mixture is now proposed as:

	PHASE 1		PHASE 2		TOTAL		SHMA
	No.	%	No.	%	No.	%	
1 bed	0	0%	0	0%	0	0%	0-10%
2 bed	20	14%	40	26%	60	20%	20-30%
3 bed	70	49%	60	39%	130	44%	40-50%
4+ bed	54	38%	54	35%	108	36%	20-30%
Total	144	100%	154	100%	298	100%	

- 7.23 It should be noted that part of how the developer has achieved this housing mix is rearranging internal layouts of dwellings. For instance, the Ingleton house type now has a large master bedroom with walk in wardrobe space. It is also noted that the Cannington house type has always been either a small four-bedroom house or a large 3-bedroom house depending on internal layout.
- 7.24 The market mix as proposed now much better reflects the SHMA when compared to the previous revision. It is noted and accepted that the 1–3-bedroom dwellings are in compliance with the SHMA, though a condition will be required to ensure a level of compliance on the outline element of the scheme. The proposed market four-bedroom dwellings are 6% over the SHMA max percentage and this weighs against the application. Given that there are no 1-bedroom market dwellings and minimum level of 2 bedroom dwellings, it is considered that this weighs low to moderate against the application.
- 7.25 In the full application element, the proposal is providing 144 market dwellings and 36 affordable dwellings. This equates to 20% affordable housing provision. Policy HOU3 requires 30% affordable housing in Littleport unless it can be demonstrated by the applicant via a financial viability assessment that this would not be viable. While the developer has not done this, the Council has on a strategic basis and concluded that it would be unlikely that a scheme would be viable while providing more than 20% affordable housing in Littleport. While the Council’s strategic viability report is now less relevant as it based on 2019 data, this scheme by the developer would have been negotiated on the basis of only reasonably providing 20% affordable housing. On this basis the level of affordable housing does not weigh against the application. The affordable housing mix provides 26 rented units and 9 shared ownerships, which is close to a 77/23 % split between rented/shared ownership as usually required. However, no concerns have been raised by the Housing Officer and on this basis this split is acceptable.
- 7.26 The vast majority of affordable dwellings are designed for easy conversion/adaptability to meet the requirements of the elderly or people with disabilities. It should be noted that the developer is not seeking any of the market dwellings to meet the requirements to allow easy conversion/adaptability. It is considered possible that this element of HOU1 is complied with given there is no specific percentage the developer needs to meet.
- 7.27 19 dwellings have been allocated for self-build plots, which is one plot short in order to meet the requirements of 5% of total dwellings in order to meet the requirements

of Policy HOU1. While there is space for an additional self-build plot currently this weighs slightly against the application.

7.28 Residential Amenity

7.29 The main source of noise for the development is from the A10. In order to reduce the need for mechanical ventilation a bund has been placed adjacent to the A10, which has reduced the need for mechanical ventilation to nearly all the proposed dwellings within the scheme. It is predicted that a few dwellings in the outline phase might require mechanical ventilation and on this basis a condition should be added to ensure that this would be a last resort. In addition, a condition is recommended to ensure that the bund is created prior to first occupation of any dwelling.

7.30 It is considered that all of the proposed dwellings will have suitable residential amenity space and the dwellings.

7.31 It is also noted on the indicative element of the outline that the proposed dwellings will be located at least 10m away from the boundaries of existing dwellings and on this basis is considered to comply with the minimum requirements set out in the Design Guide.

7.32 Given the potential disturbance construction can have on both existing and future residents it is considered required that the methods and timings of construction work will need to be conditioned.

7.33 It is considered that the proposal will comply with ENV2 of the Local Plan in regard to residential amenity.

7.34 Visual Amenity

7.35 Paragraph 126 of the NPPF states:

“The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.”

7.36 Policy ENV 1 requires new development to provide a complementary relationship with existing development and conserve, preserve and where possible enhance the distinctive and traditional landscapes and key views in and out of settlement. Policy ENV 2 requires that new development should ensure its location, layout, form, scale and massing and materials are sympathetic to the surrounding areas.

7.37 The proposal on submission was a poorly designed scheme with very little architectural merit. Since the application was submitted it has had several amendments and discussions in regard to design with both the case officer and an independent Urban Designer.

- 7.38 The Urban Designer was commissioned in order to help improve the design and to confirm it meets the definition of 'beautiful' as required by the NPPF.
- 7.39 The Urban Designer in their professional opinion stated that the master planning of the site was now a substantial benefit and on this basis the scheme would meet the requirements of the NPPF. However, concern was raised in regard to house type designs.
- 7.40 It is accepted that while the layout of the site has been greatly improved and weighs in favour of the application, the design of the dwellings is mediocre to at best good. On this basis while the house types would be unlikely to be considered as beautiful by any independent viewer, overall the scheme does meet the beautiful standard set by the NPPF.
- 7.41 Landscape
- 7.42 The NPPF paragraph 131 requires:
"Planning policies and decisions should ensure that new streets are tree-lined... Unless, in specific cases, there are clear, justifiable and compelling reasons why this would be inappropriate."
- 7.43 The landscape has been worked up in order to provide street trees along the main road, as well as suitable landscaping on secondary/tertiary roads within the scheme. The placement of street trees took several amendments in order to ensure that suitable trees could be provided, without affecting vehicular visibility splays. Given the constraints of ensuring roads are safe and designed to adoptable standards it is considered the right balance of trees has been provided along the proposed roads. Other locations suitable for tree planting have been secured.
- 7.44 The development has also sought to provide a mix of quality of spaces ranging from grass areas and equipped areas for play, to walkways around the site and to spaces designed for flooding (SuDS) as well as areas designed for biodiversity (including a village pond).
- 7.45 It is considered that the proposed landscape would comply with the requirements of ENV1 and ENV2 of the Local Plan.
- 7.46 Ecology
- 7.47 The developer has submitted a Habitats Regulations Assessment and no objections have been received.
- 7.48 It should be first noted that while it is sought that developments should provide at least 10% biodiversity net gain; there is nothing either in policy or legislation that requires developers to do this.
- 7.49 The developer has worked with the Council and the Wildlife Trust in order to demonstrate it is aiming to provide a 10% net gain in biodiversity. It is achieving this by providing an offsite contribution that is included within the draft S106 agreement. However, it is noted that the Council's Senior Ecologist (new post created in 2023) has raised concern in regard to the quality of the ecological

information supplied by the developer. Given the conflicting professional advice, it has been considered that it would be unreasonable at this stage to go against the advice that the developer has been provided with for over 2 years and so the application is recommended for approval. However, it must be noted that the biodiversity benefit might be a lot lower than the 10% net gain reported. Therefore, it is concluded that any biodiversity improvements should be given neutral weight in the determination of this application.

- 7.50 The proposal is considered not to be contrary to the requirements of ENV7 of the Local Plan and the Natural Environment SPD.
- 7.51 Public Open Space
- 7.52 The developer has amended their scheme in order to increase the amount of equipped play areas they are seeking to provide, at the same time reducing the number of four-bedroom properties in order to reduce the demand for play spaces. The proposal in total is 3.3 hectares, with the vast majority of this being informal open space that the developer has overprovided on. The formal play spaces are approximately the right level in order to mitigate the needs of new residents.
- 7.53 It is now considered that the developer is providing a suitable amount and mix of public open spaces to accommodate the likely needs of the residents of the development.
- 7.54 Historic Environment
- 7.55 The comments from Historic Environment Team at County Council are noted and accepted. On this basis a condition is recommended to be added to ensure that suitable archaeological investigations and reporting is completed at the appropriate times. On this basis the proposal is considered to comply with Policy ENV14 of the Local Plan.
- 7.56 Flood Risk and Drainage
- 7.57 The site is primarily in Flood Zone 1, though the southwestern corner of the site is within Floodzone 2 and 3. It is the southwest corner of the site where the developer has placed the main sustainable drainage features. All of the proposed dwellings are within Floodzone 1.
- 7.58 Policy ENV 8 states that all developments should contribute to an overall flood risk reduction, demonstrate that appropriate surface water drainage arrangements for dealing with surface water run-off can be accommodated within the site, and that issues of ownership and maintenance are addressed. The use of Sustainable Drainage Systems will be required for new developments. This supported by the Cambridgeshire Flood and Water SPD.
- 7.59 It is noted that Anglian Water have confirmed that there is capacity in the sewer system and at Littleport Water Recycling Centre to deal with foul water. Given this it is expected that Anglian Water will suitably deal with the foul water and will not need to illegally 'dry spill'.

- 7.60 It is considered that subject to the conditions recommended by the Lead Local Flood Authority that the proposal should provide long term mitigation against increase in risk of flooding due to the site being built on, as well as short term mitigation from the impacts construction periods have on surface water run off rates. On this basis and subject to conditions, the proposal is acceptable in regard to flood risk/drainage.
- 7.61 Contributions/S106
- 7.62 The S106 is seeking to control/provide contributions:
- Affordable Housing
 - Open Space
 - Sustainable Drainage Systems
 - Wheeled bins
 - Self-build dwellings
 - Offsite biodiversity contributions
 - Library contributions
 - Bus stop/service contributions
 - Highway contributions
- 7.63 Littleport schools are included on the CIL list, and it would not be reasonable to seek additional money from a developer when they are already required to pay CIL contributions. It would then be the County's responsibility to put forward suitable expansion plans for Littleport schools and request money raised via CIL.
- 7.64 It is noted that the NHS accepts that any infrastructure improvements can be secured via CIL funding.
- 7.65 Other Material Matters
- 7.66 It is considered that the request from the Fire and Rescue Service for Fire Hydrants could be secured via a condition.
- 7.67 It is not for this development to correct any breaches of planning permission etc on the adjacent Saxon Business Park.
- 7.68 It is noted that the development will need to meet current building regulations and on this basis, it will meet the requirements of policy ENV4 and the Climate Change SPD. In addition, it will need to provide electric charging points. However, the developer is not sure how it will meet these building control requirements in regards to climate change and on this basis conditions will be added to control solar panels and air source heat pumps.
- 7.69 Planning Balance
- 7.70 The proposal will provide a significant level of additional housing within the district, though should be noted the scheme is not providing any employment land. It is considered that this is only a minor breach of LIT1. However, given that this scheme is providing housing as allocated in the Local Plan overall it is considered to be of a benefit.

- 7.71 It is considered that the proposed highway improvements are significant, though this is required to mitigate against the harm of the development. On this basis this has a neutral weighting in the determination of this application.
- 7.72 The proposed market housing mix is close to being SHMA compliant. With the provision of 4-bedroom dwellings above the SHMA level, as detailed above, low to moderate weight is given against the proposal.
- 7.73 It is considered that in regard to residential amenity there is a neutral weighting in the determination of this application.
- 7.74 The policies that refer to visual impact require a scheme to meet a high level of quality. It is considered that the overall scheme has met this requirement and, on this basis, while this should be granted neutral weighting; though noting the high level of design the developer has achieved.
- 7.75 The developer is also considered to have met the high level of landscape quality required. Given that this is again an expectation of a scheme of this size, it is considered to have neutral weighting.
- 7.76 In regard to ecology the developer could be providing a 10% net gain in biodiversity, which in current policy/legislation terms is a significant benefit. However, given the concerns that the figures might not be correct only neutral weight should be granted to this.
- 7.77 On the whole the developer has provided over the required amount of open space, though this via informal open space (which is not all of great practical use). However, given the developer has over provided on public open space this is considered to be of a moderate benefit of the scheme.
- 7.78 The impact on the historic environment is considered to be neutral, subject to an archaeological condition.
- 7.79 The long-term drainage of the site is considered to be of a neutral benefit when determining the scheme.
- 7.80 It is considered on balance that the proposal will bring forward a significant amount of dwellings and it is considered that the benefits of the scheme will outweigh the negatives. On this basis the application is recommended approve subject to the recommended conditions and the completion of the S106 Agreement. If the developer fails to agree a suitable S106 Agreement, then many of the impacts of the development (e.g Highways) will not be mitigated against and the proposal will have a detrimental impact on the infrastructure in both the short and long term.

8.0 COSTS

- 8.1 An appeal can be lodged against a refusal of planning permission, or a condition imposed upon a planning permission. If a local planning authority is found to have acted unreasonably and this has incurred costs for the applicant (referred to as

appellant through the appeal process) then a cost award can be made against the Council.

- 8.2 Unreasonable behaviour can be either procedural ie relating to the way a matter has been dealt with or substantive ie relating to the issues at appeal and whether a local planning authority has been able to provide evidence to justify a refusal reason or a condition.
- 8.3 Members do not have to follow an officer recommendation indeed they can legitimately decide to give a different weight to a material consideration than officers. However, it is often these cases where an appellant submits a claim for costs. The Committee therefore needs to consider and document its reasons for going against an officer recommendation very carefully.
- 8.4 In this case members' attention is particularly drawn to the following points:
- Current legislation and policy does not require 10% biodiversity net gain.
 - That the site-specific policy does not require a minimum amount of employment to be provided on site.
 - CIL payments cover both infrastructure health care provision in the district and school infrastructure improvements within Littleport.

9.0 APPENDICES

Appendix 1- Draft Conditions

Background Documents

20/01238/FUM

National Planning Policy Framework -

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf

East Cambridgeshire Local Plan 2015 -

<http://www.eastcamb.gov.uk/sites/default/files/Local%20Plan%20April%202015%20-%20front%20cover%20and%20inside%20front%20cover.pdf>

APPENDIX 1 - 20/01238/FUM Conditions

- 1 Development shall be carried out in accordance with the drawings and documents listed below

Plan Reference	Version No	Date Received
CA-05-02	F	13th October 2023
CA-05-15	M	13th October 2023
CA-05-20	P	13th October 2023
CA-05-01	W	13th October 2023
CA-05-06	M	13th October 2023
CA-05-10	L	13th October 2023
19445-RLL-20-XX-DR-C-202	V	13th October 2023
19445-RLL-20-XX-DR-C-203	P	13th October 2023
8764-L-01	X	13th October 2023
8764-L-100	K	13th October 2023
8764-L-101	K	13th October 2023
8764-L-102	K	13th October 2023
8764-L-103	K	13th October 2023
8764-L-104	K	13th October 2023
8764-L-105	K	13th October 2023
8764-L-106	K	13th October 2023
8764-L-107	K	13th October 2023
8764-L-108	K	13th October 2023
CA-05-07	L	13th October 2023
LP-STN-00-WR-DR-C-0110-P06	Woodfen Road GA	8th September 2023
CA-05-12	Q	8th September 2023
Ecological Assessment		8th September 2023
Biodiversity Net Gain Assessment	Addendum	8th September 2023
43030_5501_2801 P01		3rd May 2023
LP-STN-GN-A10-DR-CD-0101.1	P04	3rd May 2023
LP-STN-GN-A10-DR-CD-0102.1	P04	3rd May 2023
LP-STN-GN-A10-DR-CD-0103.1	P04	3rd May 2023
LP-STN-GN-A10-DR-CD-0111.1	P04	3rd May 2023
LP-STN-GN-A10-DR-CD-0112	P04	3rd May 2023
LP-STN-GN-A10-DR-CD-0113.1	P04	3rd May 2023

- 1 Reason: To define the scope and extent of this permission.

Full application (phase 1)

- 2 The development hereby permitted shall be commenced within 3 years of the date of this permission.
- 2 Reason: To comply with Section 91 of the Town and Country Planning Act 1990, as amended.
- 3 Prior to first occupation of any dwelling, the developer shall deliver the A10/Site Access roundabout as detailed in drawing nos. LP-STN-GN-A10-DR-CD-0101.1 Rev P04, LP-STN-GN-A10-DR-CD-0102.1 Rev P04, and LP-STN-GN-A10-DR-CD-0103.1 Rev P04.
- 3 Reason: In the interests of highway safety, in accordance with policies COM7 and COM8 of the East Cambridgeshire Local Plan 2015. This is a Grampian condition.

- 4 Prior to first occupation of any dwelling, the developer shall deliver the off-site highway improvement works on Woodfen Road as shown on drawing no. LP-STN-00-WR-DR-C-0110 Rev P06.
- 4 Reason: In the interests of highway safety, in accordance with policies COM7 and COM8 of the East Cambridgeshire Local Plan 2015. This is a Grampian condition.
- 5 Prior to first occupation of any dwelling, a scheme for the upgrade to the existing bus stop on Gilbert Road to include a bus flag and pole, and Real Time Passenger Information (RTPI) unit shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out prior to first occupation of any dwelling.
- 5 Reason: In the interests of sustainable transport, in accordance with policies COM7 and COM8 of the East Cambridgeshire Local Plan 2015. This is a Grampian condition.
- 6 Prior to first occupation of any dwelling, a scheme for the upgrade to the existing bus stop on Wisbech Road to include a bus flag and pole, and RTPI unit shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out prior to first occupation of any dwelling.
- 6 Reason: In the interests of sustainable transport, in accordance with policies COM7 and COM8 of the East Cambridgeshire Local Plan 2015. This is a Grampian condition.
- 7 Prior to first occupation of any dwelling, the developer shall deliver the junction capacity improvement works at the A10/Downham Road roundabout as detailed on drawing no.43030_5501_2801 Rev P01.
- 7 Reason: In the interests of highway safety and capacity, in accordance with policies COM7 and COM8 of the East Cambridgeshire Local Plan 2015. This is a Grampian condition.
- 8 Prior to first occupation of any dwelling, a Residential Travel Plan shall be submitted to and agreed in writing with the Local Planning Authority. The Residential Travel Plan shall include suitable measures and incentives inclusive of bus taster and/or cycle discount vouchers to promote sustainable travel. The Residential Travel Plan shall be implemented upon first occupation of the first dwelling and shall be monitored annually until the occupation of the 300th dwelling on the site. The annual monitoring shall be submitted to the Local Planning Authority for its written approval and review all measures contained within the approved Travel Plan to ensure targets are met.
- 8 Reason: In the interests of sustainable transport, in accordance with policies COM7 and COM8 of the East Cambridgeshire Local Plan 2015.
- 9 Prior to the first occupation of any dwelling the road(s), footway(s) and cycleway(s) required to access that dwelling shall be constructed to at least binder course surfacing level from the dwelling to the adjoining adopted road in accordance with the details approved on 19445-RLL-20-XX-DR-C-202 Rev V and 19445-RLL-20- XX-DR-C-203 Rev P.

- 9 Reason: In the interests of highway safety, in accordance with policies COM7 and COM8 of the East Cambridgeshire Local Plan 2015.
- 10 Notwithstanding the provision of Class A of Schedule 2, Part 2 of the Town and Country Planning (General Permitted Development) Order 2015, (or any order revoking, amending or re-enacting that order) no gates, fences or walls shall be erected across any vehicle access serving more than one dwelling, as shown on 19445-RLL-20-XX-DR-C-202 Rev V and 19445-RLL-20-XX-DR-C-203 Rev P.
- 10 Reason: In the interests of highway safety, in accordance with policies COM7 and COM8 of the East Cambridgeshire Local Plan 2015.
- 11 Prior to first occupation or commencement of use of the development sufficient space shall be provided within the site to enable vehicles to enter, turn and leave the site in forward gear and to park clear of the public highway. The area shall be levelled, surfaced and drained and thereafter retained for that specific use.
- 11 Reason: In the interests of highway safety, in accordance with policies COM7 and COM8 of the East Cambridgeshire Local Plan 2015.
- 12 Prior to the occupation of each dwelling the visibility splays associated with its vehicular access (single or shared) shall be provided in full accordance with the details approved on 19445-RLL-20-XX-DR-C-202 Rev V and 19445-RLL-20-XX-DR-C-203 Rev P. The splays shall thereafter be maintained free from any obstruction exceeding 0.6m above the level of the adjacent highway carriageway (inter-vehicular visibility splays) or the adjacent highway footway / shared use path (pedestrian visibility splays and cycle visibility splays).
- 12 Reason: In the interests of highway safety, in accordance with policies COM7 and COM8 of the East Cambridgeshire Local Plan 2015.
- 13 No above ground construction shall take place until details of the proposed arrangements for future management and maintenance of the proposed streets within the development have been submitted to and approved in writing by the Local Planning Authority. (The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an Agreement has been entered into unto Section 38 of the Highways Act 1980 or a Private Management and Maintenance Company has been established).
- 13 Reason: To ensure satisfactory development of the site and to ensure estate roads are managed and maintained thereafter to a suitable and safe standard, in accordance with policy COM7 of the East Cambridgeshire Local Plan 2015.
- 14 No above ground construction shall take place on site until details of the external materials to be used in the construction of the dwellings hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.
- 14 Reason: To safeguard the character and appearance of the area, in accordance with policy ENV2 of the East Cambridgeshire Local Plan 2015.

- 15 No above ground construction shall commence until details of the boundary treatments have been submitted to and agreed in writing with the Local Planning Authority. The boundary treatments shall be in situ in accordance with the approved details prior to the first occupation of the dwelling it relates to or adjacent to.
- 15 Reason: To safeguard the residential amenity of neighbouring occupiers, in accordance with policy ENV2 of the East Cambridgeshire Local Plan 2015.
- 16 All hard external surface landscaping works shall be carried out in accordance with the approved details (drawing number CA-05-06M). The works shall be carried out prior to the occupation of any part of the development or in accordance with a programme agreed in writing with the Local Planning Authority.
- 16 Reason: To ensure the longevity of the landscaping scheme, in accordance with policy ENV1 and ENV2 of the East Cambridgeshire Local Plan 2015.
- 17 All soft landscaping works shall be carried out in accordance with the approved details (8764-L-100 to 108 Rev K and 8764-L-01 REV X). The works shall be carried out prior to the occupation of any part of the development or in accordance with a programme agreed in writing with the Local Planning Authority. If within a period of five years from the date of the planting, or replacement planting, any tree or plant is removed, uprooted or destroyed or dies, another tree or plant of the same species and size as that originally planted shall be planted at the same place, unless the Local Planning Authority gives its written consent to any variation.
- 17 Reason: To ensure the longevity of the landscaping scheme, in accordance with policy ENV1 and ENV2 of the East Cambridgeshire Local Plan 2015.
- 18 Prior to first occupation of any dwelling hereby permitted, a landscape and ecological management plan (LEMP) shall be submitted to and approved in writing by the Local Planning Authority. The LEMP shall include:
- a) Description and evaluation of features to be managed.
 - b) Aims and objectives of management.
 - c) Appropriate management options for achieving aims and objectives.
 - d) Prescriptions for management actions.
 - e) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).
 - f) Details of the body or organization responsible for implementation of the plan.
 - g) Ongoing monitoring and remedial measures.
- The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The approved plan will be implemented in accordance with the approved details and maintained for a period of at least 30 years.
- 18 Reason: To protect and enhance species and to ensure long term strategic landscaping in accordance with policies ENV1, ENV2 and ENV7 of the East Cambridgeshire Local Plan 2015.

- 19 No development shall commence until a detailed design of the surface water drainage of the site has been submitted to and approved in writing by the Local Planning Authority.

The scheme shall be based upon the principles within the agreed:

Flood Risk Addendum, Rogers Leask Ltd, Ref: 19445-RLL-20-RP-C-002 Rev P11, Dated: 13 October 2023

General Arrangement Sheet 1 of 2, Rogers Leask Ltd, Ref: 19445-RRL-20-XX-DR-C-202 Rev V, Dated: 13 October 2023

General Arrangement Sheet 2 of 2, Rogers Leask Ltd, Ref: 19445-RLL-20-XX-DR-C-203 Rev P, Dated: 13 October 2023

Flood Routing Plan, Rogers Leask Ltd, Ref: 19445-RLL-20-XX-DR-C-204 Rev N, Dated: 13 October 2023

and shall also include:

- a) Full results of the proposed drainage system modelling in the QBAR, 3.3% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) storm events (as well as 1% AEP plus climate change), inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep, together with an assessment of system performance;
- b) Detailed drawings of the entire proposed surface water drainage system, attenuation and flow control measures, including levels, gradients, dimensions and pipe reference numbers, designed to accord with the CIRIA C753 SuDS Manual (or any equivalent guidance that may supersede or replace it);
- c) Full detail on SuDS proposals (including location, type, size, depths, side slopes and cross sections).
- d) Details of overland flood flow routes in the event of system exceedance, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants.
- e) Demonstration that the surface water drainage of the site is in accordance with DEFRA non-statutory technical standards for sustainable drainage systems.
- f) Full details of the maintenance/adoption of the surface water drainage system.
- g) Measures taken to prevent pollution of the receiving groundwater and/or surface water

Those elements of the surface water drainage system not adopted by a statutory undertaker shall thereafter be maintained and managed in accordance with the approved management and maintenance plan.

- 19 Reason: To ensure that the proposed development can be adequately drained and to ensure that there is no increased flood risk on or off site resulting from the proposed development and to ensure that the principles of sustainable drainage can be incorporated into the development, noting that initial preparatory and/or construction works may compromise the ability to mitigate harmful impacts. In accordance with policies ENV2 and ENV8 of the East Cambridgeshire Local Plan 2015. The condition is pre-commencement as it would be unreasonable to require applicants to undertake this work prior to consent being granted.

- 20 No development, including preparatory works, shall commence until details of measures indicating how additional surface water run-off from the site will be avoided during the construction works have been submitted to and approved in writing by the Local Planning Authority. The applicant may be required to provide collection, balancing and/or settlement systems for these flows. The approved measures and systems shall be brought into operation before any construction works begin.
- 20 Reason: To ensure surface water is managed appropriately during the construction phase of the development, so as not to increase the flood risk to adjacent land/properties or occupied properties within the development itself; recognising that initial works to prepare the site could bring about unacceptable impacts. In accordance with policies ENV2 and ENV8 of the East Cambridgeshire Local Plan 2015. The condition is pre-commencement as it would be unreasonable to require applicants to undertake this work prior to consent being granted and the details need to be agreed before construction begins.
- 21 Upon completion of the surface water drainage system, including any attenuation ponds and swales, and prior to their adoption by a statutory undertaker or management company; a survey and report from an appropriately qualified independent Surveyor or Engineer shall be submitted to and approved in writing by the Local Planning Authority. The survey and report shall demonstrate that the surface water drainage system has been constructed in accordance with the details approved under the planning permission and condition 19 above.

Where necessary and compliance cannot be demonstrated, details of corrective works to be carried out along with a timetable for their completion, shall be included for approval in writing by the Local Planning Authority. Any corrective works required shall be carried out in accordance with the approved timetable and subsequently re-surveyed by an independent surveyor, with their findings submitted to and approved in writing by the Local Planning Authority.

- 21 Reason: To prevent the increased risk of flooding and to improve and protect water quality, in accordance with policies ENV2 and ENV8 of the East Cambridgeshire Local Plan 2015.
- 22 Prior to first occupation of any dwelling a scheme of biodiversity improvements and timetable for implementation shall be submitted to and agreed in writing with the Local Planning Authority. The proposed improvements shall demonstrate how they comply with the approved Biodiversity Net Gain Assessment August 2023 and Ecological Assessment August 2023. The biodiversity improvements shall be installed in accordance with the agreed timeframe and thereafter maintained in perpetuity.
- 22 Reason: To protect and enhance species in accordance with policies ENV1, ENV2 and ENV7 of the East Cambridgeshire Local Plan 2015.
- 23 No above ground construction shall take place until a scheme for the timetable, provision, and location of fire hydrants to serve the development to a standard recommended by the Cambridgeshire Fire and Rescue Service or alternative scheme has been submitted to and approved in writing by the Local Planning Authority. The hydrants or alternative scheme shall be installed and completed in accordance with the

approved details prior to the occupation of any part of the development or in accordance with an agreed timeframe.

- 23 Reason: To ensure proper infrastructure for the site in the interests of public safety in that adequate water supply is available for emergency use. This is supported by paragraph 97 of the NPPF.
- 24 In the event of the foundations from the proposed development requiring piling, prior to the commencement of piling the applicant shall submit a report/method statement to the Local Planning Authority, for approval in writing, detailing the type of piling and mitigation measures to be taken to protect local residents from noise and/or vibration. Noise and vibration control on the development shall be carried out in accordance with the approved details.
- 24 Reason: To safeguard the residential amenity of neighbouring occupiers, in accordance with policy ENV2 of the East Cambridgeshire Local Plan 2015.
- 25 Construction times and deliveries, with the exception of fit-out, shall be limited to the following hours: 0730 to 1800 each day Monday - Friday, 0730 to 1300 Saturdays and none on Sundays, Bank Holidays and Public Holidays.
- 25 Reason: To safeguard the residential amenity of neighbouring occupiers, in accordance with policy ENV2 of the East Cambridgeshire Local Plan 2015.
- 26 Prior to any work commencing on the site a Construction Environmental Management Plan (CEMP) shall be submitted to and agreed in writing with the Local Planning Authority regarding mitigation measures for noise, dust, and lighting during the construction phase. These shall include, but not be limited to, other aspects such as access points for deliveries and site vehicles, and proposed phasing/timescales of development etc. The CEMP shall be adhered to at all times during construction.
- 26 Reason: To safeguard the residential amenity of neighbouring occupiers, in accordance with policy ENV2 of the East Cambridgeshire Local Plan 2015. The condition is pre-commencement as it would be unreasonable to require applicants to undertake this work prior to consent being granted.
- 27 The bund (adjacent to the A10) and acoustic fence as detailed on drawing number 8764-L-01 X shall be completed prior to the first occupation of any dwelling and thereafter maintained in perpetuity.
- 27 Reason: To safeguard the residential amenity of neighbouring occupiers, in accordance with policy ENV2 of the East Cambridgeshire Local Plan 2015.
- 28 No development shall take place until a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment has been submitted to and approved in writing by the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

- 28 Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with policy ENV9 of the East Cambridgeshire Local Plan 2015. The condition is pre-commencement as it would be unreasonable to require applicants to undertake this work prior to consent being granted.
- 29 Prior to the commencement of any development, the remediation scheme approved in Condition 28 above shall be implemented in accordance with the agreed timetable of works and to the agreed specification. The Local Planning Authority must be given two weeks written notification of commencement of any remediation scheme works. Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be submitted to and approved in writing by the Local Planning Authority.
- 29 Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with policy ENV9 of the East Cambridgeshire Local Plan 2015.
- 30 In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported to the Local Planning Authority within 48 hours. No further works shall take place until an investigation and risk assessment has been undertaken and submitted to and approved in writing by the Local Planning Authority. Where remediation is necessary, a remediation scheme must be submitted to and approved in writing by the Local Planning Authority. The necessary remediation works shall be undertaken, and following completion of measures identified in the approved remediation scheme a verification report must be prepared and approved in writing by the Local Planning Authority.
- 30 Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property, and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with policy ENV9 of the East Cambridgeshire Local Plan 2015.
- 31 Prior to first occupation a scheme detailing the NEAP, LEAP and LAP as detailed on drawing number 8764-L-01 X including timetable for completion shall be submitted to and approved in writing by the Local Planning Authority. Development shall commence in accordance with the approved details.
- 31 Reason: To ensure appropriate levels of play equipment as required by Policy GROWTH 3 of the Local Plan and the Developer Contributions SPD.
- 32 No demolition/development shall commence until the applicant, or their agents or successors in title, has implemented a programme of archaeological work, that has been secured in accordance with a Written Scheme of Investigation (WSI) that has

been submitted to and approved by the Local Planning Authority in writing. For land that is included within the WSI, no demolition/development shall take place other than under the provisions of the agreed WSI, which shall include:

- a) the statement of significance and research objectives.
- b) The programme and methodology of investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works.
- c) The timetable for the field investigation as part of the development programme.
- d) The programme and timetable for the analysis, publication & dissemination, and deposition of resulting material and digital archives.

32 Reason: To safeguard archaeological assets within the approved development boundary from impacts relating to any demolitions or groundworks associated with the development scheme and to ensure the proper and timely preservation and/or investigation, recording, reporting, archiving and presentation of archaeological assets affected by this development, in accordance with national policies contained in the National Planning Policy Framework (MHCLG 2021) and policy ENV14 of the Local Plan.

33 Prior to the commencement of development a Detailed Waste Management and Minimisation Plan (DWMMP) shall be submitted to and approved in writing by the local planning authority. The DWMMP shall include details of:

- i) Construction waste infrastructure including a construction material recycling facility to be in place during all phases of construction
 - ii) anticipated nature and volumes of waste and measures to ensure the maximisation of the reuse of waste
 - iii) Measures and protocols to ensure effective segregation of waste at source including waste sorting, storage, recovery, and recycling facilities to ensure the maximisation of waste materials both for use within and outside the site
 - iv) Any other steps to ensure the minimisation of waste during construction
 - v) the location and timing of provision of facilities pursuant to criteria i) to iv).
 - vi) proposed monitoring and timing of submission of monitoring reports
 - vii) the proposed timing of submission of a Waste Management Closure Report to demonstrate the effective implementation, management, and monitoring of construction waste during the construction lifetime of the development
 - viii) a RECAP Waste Management Guide toolkit shall be completed, with supporting reference material
 - ix) proposals for the management of municipal waste generated during the occupation phase of the development, to include the design and provision of permanent facilities e.g. internal and external segregation and storage of recyclables, non-recyclables and compostable material; access to storage and collection points by users and waste collection vehicles
- The Detailed Waste Management and Minimisation Plan shall be implemented in accordance with the agreed details.

33 Reason: In the interests of maximising waste re-use and recycling opportunities; and to comply with policy CS28 of the Cambridgeshire and Peterborough Minerals and Waste

Core Strategy (2011) and the Recycling in Cambridgeshire and Peterborough (RECAP) Waste Design Guide 2012; and to comply with the National Planning Policy for Waste October 2014; and Guidance for Local Planning Authorities on Implementing Planning Requirements of the European Union Waste Framework Directive (2008/98/EC), Department for Communities and Local Government, December 2012. The condition is pre-commencement as it would be unreasonable to require applicants to undertake this work prior to consent being granted.

- 34 Prior to occupation of the relevant dwelling; a scheme for the secure storage of cycles shall be submitted to and approved in writing by the Local Planning Authority. The agreed cycle storage shall be provided prior to the occupation of the dwelling that it relates to.
- 34 Reason: To ensure suitable secure cycle storage in accordance with Policy COM8 of the East Cambridgeshire Local Plan 2015.
- 35 In the event that solar photovoltaic (PV) panels are required to serve any dwellings hereby permitted, prior to first occupation of the dwelling(s) to which they relate, details of the design and position of the PV panels shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the PV panels shall be installed in accordance with the approved details prior to first occupation to which they relate.
- 35 Reason: To ensure that the proposal meets with the requirements of sustainability as stated in policy ENV4 of the East Cambridgeshire Local Plan 2015 and on the request by the developer.
- 36 In the event that air source heat pumps (ASHPs) are required to serve any dwellings hereby permitted, prior to first occupation of the dwelling(s) to which they relate, details of the ASHPs shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall specify the make, model and sound power levels of the proposed unit(s), the siting of the unit(s) and the distances from the proposed unit(s) to the boundaries with neighbouring dwellings. Where necessary, the scheme shall also provide full details of anti-vibration mounts, and all noise attenuation measures. The scheme shall be implemented as approved prior to occupation of the dwelling to which it relates and thereafter maintained as such.
- 36 Reason: To ensure that the proposal meets with the requirements of sustainability as stated in policy ENV4 of the East Cambridgeshire Local Plan 2015 and on the request by the developer.
- 37 No development above ground slab level shall take place until a scheme of lighting for all unadopted shared private drives has been submitted to and approved in writing by the Local Planning Authority. The approved lighting shall be installed prior to first occupation of any dwelling(s) to which it relates.
- 37 Reason: To safeguard the character and appearance of the area, in accordance with policy ENV2 of the East Cambridgeshire Local Plan 2015 and to protect and enhance species in accordance with policies ENV1, ENV2 and ENV7 of the East Cambridgeshire Local Plan 2015.

OUTLINE

- 38 Approval of the details of the layout, scale, appearance, landscaping (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority in writing before any development is commenced and shall be carried out as approved. Application for approval of the reserved matters shall be made within 3 years of the date of this permission, with the exception to any self-build plot where reserved matters shall be made within 5 years of the date of this permission.
- 38 Reason: The application is for outline permission only and gives insufficient details of the proposed development, and to comply with Section 92 of the Town and Country Planning Act 1990.
- 39 The development hereby permitted shall be commenced within 2 years of the date of the approval of the last of the reserved matters.
- 39 Reason: To comply with Section 92 of the Town and Country Planning Act 1990, as amended.
- 40 Each reserved matters (excluding landscaping) shall demonstrate that the proposed market housing mix is as follows:
- 26% 2 Bedroom dwellings (+/-1%):
 - 39% 3 Bedroom dwellings (+/-1%):
 - 35% 4+ Bedroom dwellings (max)
- 40 Reason: In order to ensure that the proposed development has a suitable housing mix in accordance with Policy HOU1 of the Local Plan.
- 41 In the event of the foundations from the proposed development requiring piling, prior to the commencement of development the applicant shall submit a report/method statement to the Local Planning Authority, for approval in writing, detailing the type of piling and mitigation measures to be taken to protect local residents from noise and/or vibration. Noise and vibration control on the development shall be carried out in accordance with the approved details.
- 41 Reason: To safeguard the residential amenity of neighbouring occupiers, in accordance with policy ENV2 of the East Cambridgeshire Local Plan 2015.
- 42 Construction times and deliveries, with the exception of fit-out, shall be limited to the following hours: 0730 to 1800 each day Monday - Friday, 0730 to 1300 Saturdays and none on Sundays, Bank Holidays and Public Holidays.
- 42 Reason: To safeguard the residential amenity of neighbouring occupiers, in accordance with policy ENV2 of the East Cambridgeshire Local Plan 2015.
- 43 Prior to any work commencing on the site a Construction Environmental Management Plan (CEMP) shall be submitted to and agreed in writing with the Local Planning Authority regarding mitigation measures for noise, dust, and lighting during the construction phase. These shall include, but not be limited to, other aspects such as

access points for deliveries and site vehicles, and proposed phasing/timescales of development etc. The CEMP shall be adhered to at all times during all phases.

- 43 Reason: To safeguard the residential amenity of neighbouring occupiers, in accordance with policy ENV2 of the East Cambridgeshire Local Plan 2015. The condition is pre-commencement as it would be unreasonable to require applicants to undertake this work prior to consent being granted.
- 44 No above ground construction shall commence until details of the proposed arrangements for future management and maintenance of the proposed streets within the development have been submitted to and approved in writing by the Local Planning Authority. (The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an Agreement has been entered into under Section 38 of the Highways Act 1980 or a Private Management and Maintenance Company has been established).
- 44 Reason: To ensure satisfactory development of the site and to ensure estate roads are managed and maintained thereafter to a suitable and safe standard, in accordance with policy COM7 of the East Cambridgeshire Local Plan 2015.
- 45 No development shall commence until a detailed design of the surface water drainage of the site has been submitted to and approved in writing by the Local Planning Authority.

The scheme shall be based upon the principles within the agreed:

Flood Risk Addendum, Rogers Leask Ltd, Ref: 19445-RLL-20-RP-C-002 Rev P11, Dated: 13 October 2023

General Arrangement Sheet 1 of 2, Rogers Leask Ltd, Ref: 19445-RRL-20-XX-DR-C-202 Rev V, Dated: 13 October 2023

General Arrangement Sheet 2 of 2, Rogers Leask Ltd, Ref: 19445-RLL-20-XX-DR-C-203 Rev P, Dated: 13 October 2023

Flood Routing Plan, Rogers Leask Ltd, Ref: 19445-RLL-20-XX-DR-C-204 Rev N, Dated: 13 October 2023

and shall also include:

- a) Full results of the proposed drainage system modelling in the QBAR, 3.3% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) storm events (as well as 1% AEP plus climate change), inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep, together with an assessment of system performance.
- b) Detailed drawings of the entire proposed surface water drainage system, attenuation and flow control measures, including levels, gradients, dimensions and pipe reference numbers, designed to accord with the CIRIA C753 SuDS Manual (or any equivalent guidance that may supersede or replace it).
- c) Full detail on SuDS proposals (including location, type, size, depths, side slopes and cross sections).
- d) Details of overland flood flow routes in the event of system exceedance, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants.
- e) Demonstration that the surface water drainage of the site is in accordance with DEFRA non-statutory technical standards for sustainable drainage systems.

- f) Full details of the maintenance/adoption of the surface water drainage system.
- g) Measures taken to prevent pollution of the receiving groundwater and/or surface water

Those elements of the surface water drainage system not adopted by a statutory undertaker shall thereafter be maintained and managed in accordance with the approved management and maintenance plan.

- 45 Reason: To ensure that the proposed development can be adequately drained and to ensure that there is no increased flood risk on or off site resulting from the proposed development and to ensure that the principles of sustainable drainage can be incorporated into the development, noting that initial preparatory and/or construction works may compromise the ability to mitigate harmful impacts. In accordance with policies ENV2 and ENV8 of the East Cambridgeshire Local Plan 2015.
- 46 No development, including preparatory works, shall commence until details of measures indicating how additional surface water run-off from the site will be avoided during the construction works have been submitted to and approved in writing by the Local Planning Authority. The applicant may be required to provide collection, balancing and/or settlement systems for these flows. The approved measures and systems shall be brought into operation before any construction works begin.
- 46 Reason: To ensure surface water is managed appropriately during the construction phase of the development, so as not to increase the flood risk to adjacent land/properties or occupied properties within the development itself; recognising that initial works to prepare the site could bring about unacceptable impacts. In accordance with policies ENV2 and ENV8 of the East Cambridgeshire Local Plan 2015. The condition is pre-commencement as it would be unreasonable to require applicants to undertake this work prior to consent being granted and the details need to be agreed before construction begins.
- 47 Prior to occupation of any dwelling with each phase (defined by reserved matters area) a scheme of biodiversity improvements for that phase shall be submitted to and agreed in writing with the Local Planning Authority. The proposed improvements shall demonstrate how they comply with Biodiversity Net Gain Assessment August 2023 and Ecological Assessment August 2023. The biodiversity improvements shall be installed prior to the first occupation of the hereby approved development and thereafter maintained in perpetuity.
- 47 Reason: To protect and enhance species in accordance with policies ENV1, ENV2 and ENV7 of the East Cambridgeshire Local Plan 2015.
- 48 No above ground construction shall take place in each reserved matters area until a scheme for the timetable, provision and location of fire hydrants to serve that reserved matters area to a standard recommended by the Cambridgeshire Fire and Rescue Service or alternative scheme has been submitted to and approved in writing by the Local Planning Authority. The hydrants or alternative scheme shall be installed and completed in accordance with the approved details prior to the occupation of any part of the development or within the agreed timeframe.

- 48 Reason: To ensure proper infrastructure for the site in the interests of public safety in that adequate water supply is available for emergency use. This is supported by paragraph 97 of the NPPF.
- 49 No development shall take place until a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment has been submitted to and approved in writing by the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.
- 49 Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with policy ENV9 of the East Cambridgeshire Local Plan 2015. The condition is pre-commencement as it would be unreasonable to require applicants to undertake this work prior to consent being granted.
- 50 Prior to the commencement of any development, the remediation scheme approved in Condition 49 above shall be implemented in accordance with the agreed timetable of works and to the agreed specification. The Local Planning Authority must be given two weeks written notification of commencement of any remediation scheme works. Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be submitted to and approved in writing by the Local Planning Authority.
- 50 Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with policy ENV9 of the East Cambridgeshire Local Plan 2015.
- 51 In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported to the Local Planning Authority within 48 hours. No further works shall take place until an investigation and risk assessment has been undertaken and submitted to and approved in writing by the Local Planning Authority. Where remediation is necessary, a remediation scheme must be submitted to and approved in writing by the Local Planning Authority. The necessary remediation works shall be undertaken, and following completion of measures identified in the approved remediation scheme a verification report must be prepared and approved in writing by the Local Planning Authority.
- 51 Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property, and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with policy ENV9 of the East Cambridgeshire Local Plan 2015.

52 The first reserved matters shall include a noise report, detailing how the need for mechanical ventilation has sought to be avoided. It shall detail but not limited to how the layout of plots and internal arrangement have been considered.

52 Reason: To safeguard the residential amenity of neighbouring occupiers, in accordance with policy ENV2 of the East Cambridgeshire Local Plan 2015.

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

- a) the statement of significance and research objectives.
- b) The programme and methodology of investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works.
- c) The timetable for the field investigation as part of the development programme.
- d) The programme and timetable for the analysis, publication & dissemination, and deposition of resulting material and digital archives.

53 Reason: To safeguard archaeological assets within the approved development boundary from impacts relating to any demolitions or groundworks associated with the development scheme and to ensure the proper and timely preservation and/or investigation, recording, reporting, archiving and presentation of archaeological assets affected by this development, in accordance with national policies contained in the National Planning Policy Framework (MHCLG 2021) and policy ENV14 of the Local Plan.

54 Prior to the commencement of any reserved matters approval, a Detailed Waste Management and Minimisation Plan (DWMMP) shall be submitted to and approved in writing by the local planning authority. The DWMMP shall include details of:

- i) Construction waste infrastructure including a construction material recycling facility to be in place during all phases of construction
- ii) anticipated nature and volumes of waste and measures to ensure the maximisation of the reuse of waste
- iii) Measures and protocols to ensure effective segregation of waste at source including waste sorting, storage, recovery, and recycling facilities to ensure the maximisation of waste materials both for use within and outside the site
- iv) Any other steps to ensure the minimisation of waste during construction
- v) the location and timing of provision of facilities pursuant to criteria i) to iv).
- vi) proposed monitoring and timing of submission of monitoring reports

vii) the proposed timing of submission of a Waste Management Closure Report to demonstrate the effective implementation, management, and monitoring of construction waste during the construction lifetime of the development

viii) a RECAP Waste Management Guide toolkit shall be completed, with supporting reference material

ix) proposals for the management of municipal waste generated during the occupation phase of the development, to include the design and provision of permanent facilities e.g. internal and external segregation and storage of recyclables, non-recyclables and compostable material; access to storage and collection points by users and waste collection vehicles

The Detailed Waste Management and Minimisation Plan shall be implemented in accordance with the agreed details.

- 54 Reason: In the interests of maximising waste re-use and recycling opportunities; and to comply with policy CS28 of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy (2011) and the Recycling in Cambridgeshire and Peterborough (RECAP) Waste Design Guide 2012; and to comply with the National Planning Policy for Waste October 2014; and Guidance for Local Planning Authorities on Implementing Planning Requirements of the European Union Waste Framework Directive (2008/98/EC), Department for Communities and Local Government, December 2012. The condition is pre-commencement as it would be unreasonable to require applicants to undertake this work prior to consent being granted.
- 55 Prior to or as part of the first reserved matters application, an energy and sustainability strategy for the development, including details of any on site renewable energy technology and energy efficiency measures, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved strategy.
- 55 Reason: To ensure that the proposal meets with the requirements of sustainability as stated in policy ENV4 of the East Cambridgeshire Local Plan 2015.
- 56 Prior to first occupation of any dwelling within any reserved matters area, a Residential Travel Plan for the outline planning permission area shall be submitted to and agreed in writing with the Local Planning Authority. The Residential Travel Plan shall include suitable measures and incentives inclusive of bus taster and/or cycle discount vouchers to promote sustainable travel. The Residential Travel Plan shall be implemented upon first occupation of the first dwelling and shall be monitored annually until occupation of the 300th dwelling on the site. The annual monitoring shall be submitted to the Local Planning Authority for its written approval and review all measures contained within the approved Travel Plan to ensure targets are met.
- 56 Reason: In the interests of sustainable transport, in accordance with policies COM7 and COM8 of the East Cambridgeshire Local Plan 2015.