

# SUPPORTING STATEMENT

## LAND BEHIND 12 HIGH CAUSEWAY WHITTLESEY

### Introduction

#### Site Location:

The site is behind an existing promenade of shops in high causeway Whittlesey, the site is approximately 277m<sup>2</sup> with additional site access to the rear for vehicles off Eastgate Whittlesey onto Montague Way.



The site will possibly be reinstating secure pedestrian access back onto high causeway which is currently blocked off.

#### Proposal

A previously approved neighbouring scheme to the west for new development of retail units and 9 number flats, reference F/YR19/0286/F , Our proposal is to create 3 self-contained units with private parking below adjacent to this approval. Materials to match.

The height of the building will not surpass that of the main building of number 12 or that of the new development. The proposal is to be 2.5 storey high with the largest apartment on the top floor.

Refuse storage for the apartments and the existing unit (number 12) which has planning permission for professional services use to the rear.

The drawing provided is purely indicative to show that the development could possibly be achieved if submitted for planning approval and gained consent. This is a working model and will require some additional work to meet planning validation requirements. The Purpose of this pre application advice is to ascertain if a development could be achieved.

### **Flood risk**

The site is in Flood Zone 1 and is assessed as having a less than 1 in 1,000 annual probability of river or sea flooding.

Surface water runoff will discharge to soak-aways and rainwater harvesting systems on site.

### **Socio-Economic Context**

There is a significant need for additional housing, both nationally and locally and these proposals will provide one new family home in the village. Also, the development will provide some employment in the local construction industry.

### **Access & Parking**

The Council's adopted standards set out that as a minimum, 1 parking spaces for 1-2 bedroom units 2 car parking spaces should be provided for dwellings up to 3 bedrooms and 3 car parking spaces should be provided for dwellings of 4 bedrooms or more. Free Parking is located within a short walk which would be suitable for visitor spaces.

The Council do not appear to have any cycle parking standards. It is however considered that cycles may be stored in garages or garden sheds located within the private amenity areas.

The nature and locations of car and cycle parking provision will be a matter for the reserved matters application. It is however considered that the amount of development proposed can deliver the required level of parking in line with the standards.

The roadway connection would be detailed and designed to meet Cambridge highways We would welcome any condition in relation to highways detailed design and approval.

We have allowed for 1 space per unit on site with a turning area.

## **Planning policy**

The Planning and Compulsory Purchase Act 2004 came into force in September 2004. It carries forward the provisions of the Town and Country Planning Act 1990, giving statutory force to a plan led system of development control. Under Section 38 of 2004 Act, the determination of planning applications must be in accordance with the approved development plan unless material considerations indicate otherwise.

## **National Policy and Guidance**

The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how they are expected to be applied. Further guidance is provided in the National Planning Guidance (NPPG) and both documents are significant material considerations.

## **Local policy:**

### **Development Plan**

In this case the adopted development plan for Fenland District Council (FDC) is the Fenland Local Plan 2014. The key policies and documents identified as relevant to this application are as follows:

Fenland Local Plan (2014)

- LP1 – A Presumption in Favour of Sustainable Development
- LP2 – Facilitating Health and Wellbeing of Fenland Residents
- LP3 – Spatial Strategy, the Settlement Hierarchy and the Countryside
- LP4 – Housing
- LP5 – Meeting Housing Need
- LP11 – Whittlesey
- LP13 – Supporting and Managing the Impact of a Growing District
- LP14 – Responding to Climate Change and Managing the Risk of Flooding in Fenland
- LP15 – Facilitating the Creation of a More Sustainable Transport Network in Fenland
- LP16 – Delivering and protecting High Quality Environments across the District
- LP17 – Community Safety
- LP19 – The Natural Environment

## **National Planning Policy Framework**

In paragraphs 7 and 8 the NPPF sets out the key purpose of the planning system is to contribute to the achievement of sustainable development. Achieving sustainable development means that the planning system has three overarching objectives: economic, social and environmental. These are interdependent and need to be pursued in mutually supportive ways. Paragraph 10 sets out that there is a presumption in favour of sustainable development.

Local planning authorities 'should approach decisions on proposed development in a positive and creative way' and 'should seek to approve applications for sustainable development where possible' (paragraph 38). It is added in paragraph 54 that 'local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations.'

Paragraph 59 requires authorities to boost significantly the supply of housing, emphasizing the importance for a sufficient amount and variety of land to come forward where needed. Paragraph 73 states that 'local planning authorities should identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of five years' worth of housing'.

Furthermore, paragraph 11 requires decision-takers to approve development proposals that accord with an up-to date development plan without delay, or 'where there are no relevant development plan policies, or the policies which are most important for determining the application are out of date, granting permission unless:

- the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
- any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.'

Paragraph 68 of the NPPF sets out that 'small and medium sized sites can make an important contribution to meeting the housing requirement of an area and are often built-out relatively quickly'. It adds that to promote the development of a good mix of sites local planning authorities should 'support the development of windfall sites through their policies and decisions – giving great weight to the benefits of using suitable sites within existing settlements for homes'.

## **Ecology**

We believe that the site is low on providing ecological value currently.

## **Renewable energy sources**

We propose to use renewable energy sources, such as air/ground source heat pumps and/or solar panels.

## **Contamination**

The site was used for commercial use for the last 100 years or so, the site has some agricultural use some 200 years ago, we believe that the contamination risk be negligible

## **Planning Obligations:**

FDC do not have a Community Infrastructure Levy (CIL) in place. It is understood that they have made the decision not to introduce one, but that this may be reviewed in the future.

## **Summary**

The site is a deliverable town centre location and work in accordance with the previously approved application to the west.

The site can be delivered within the next 3 years if a full application was to be submitted and approved.

PHOTOS



View of front of number 12 high causeway





Turning area on proposed application on neighbouring site



Entrance onto Eastgate / Montague way





View west of site obtained planning permission, road access to applicants site



Site view from access road