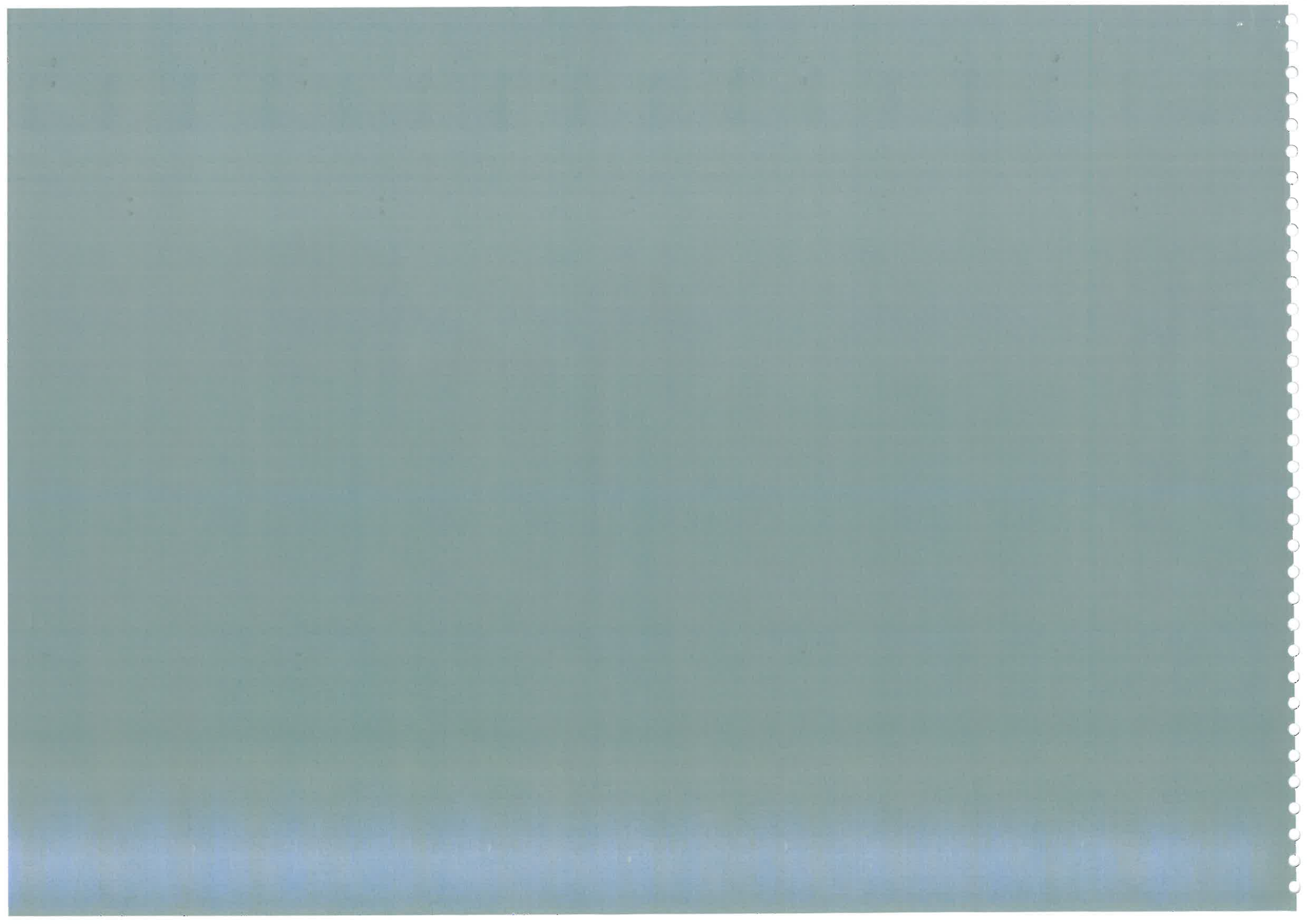




Land at Wenny Road, Chatteris
Broad Concept Plan
February 2017





Produced by Savills Urban Design Studio
for Cannon Kirk (UK) Ltd



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1 | Introduction

Savills Urban Design Studio have been instructed by Cannon Kirk (UK) Ltd to take forward an outline planning application for residential development on land totalling 26 hectares at Wenny Road, Chatteris.

This document sets out a Broad Concept Plan for the site that includes supporting site survey information and analytical summaries prepared as separate layers to support the early proposals. The document has been structured by setting out the existing baseline condition and Broad Concept Plan proposals.

The enclosed information has been prepared in liaison with Fenland District Council to inform the consultation process leading to a planning committee decision for Broad Concept Plan adoption in early 2017.

The Broad Concept Plan and supporting site survey information has been prepared by the following consultancies:

- **Arboriculture:** Haydens
- **Archaeology:** Oxford Archaeology
- **Broad Concept Plan:** Savills Urban Design Studio
- **Ecology:** Cambridge Ecology
- **Heritage:** Bidwells and WYG
- **Highways:** WSP
- **Landscape:** The Landscape Partnership
- **Noise:** PBA
- **Planning:** Barton Willmore
- **Surface water management:** Cannon Consulting
- **Utilities:** Cannon Consulting



Aerial view of the site

2 | Context and analysis

2.1 Planning Context

East Chatteris (strategic allocation)

The site is identified in the adopted Fenland Local Plan (2014) as an adopted site for a strategic urban extension under POLICY LP10 – CHATTERIS. The policy wording is as follows:

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

Policy LP7 – Urban Extensions (is also relevant)

Development of an urban extension (i.e. the broad or specific locations for growth identified in Policies LP8-11) must be planned and implemented in a coordinated way, through an agreed overarching broad concept plan, that is linked to the timely delivery of key infrastructure. With the exception of inconsequential very minor development, proposals for development within the identified growth locations which come forward prior to an agreed broad concept plan being produced will be refused.

The broad concept plan for the strategic allocations will be expected to cover the areas shown on the Policies Map, whilst those for the broad locations will be expected to cover the areas described in the relevant policy. An area designated as a broad location will not preclude a broad concept plan being considered and approved at the earliest opportunity, provided that all known constraints are demonstrated to be capable of being overcome.

Working with Fenland District Council and other relevant stakeholders, a broad concept plan should be prepared for each whole urban extension, making it clear all significant landowners are supportive, and submitted to the Council for approval. If one or more landowners are not supportive of the broad concept plan, then it will need to be demonstrated that a broad concept plan can still be delivered for the considerable majority of the urban extension without their involvement.

If requested by the proponents, and for an allocated site only, the approval process for the broad concept plan will be via Supplementary Planning Document (SPD) legislation. If an SPD is not requested, then proponents will be asked whether they would welcome the broad concept plan to be approved by Planning Committee as an informal 'in principle' approval to which both parties would expect subsequent planning applications to adhere to. If neither of the above options are taken up by the proponents, then the broad concept plan will be approved alongside consideration of the first planning application for the strategic allocation or broad location for growth.

Whilst phasing may be agreed, the Council will need to be satisfied that the key aspects of the broad concept plan will be delivered. Therefore, prior to any planning permission being granted, appropriate safeguards must be demonstrably in place to prevent cherry-picking of profitable elements of the urban extension being built first and the provision of appropriate infrastructure either delayed or never materialising.

2.2 Local context

The market town of Chatteris is located in the Fens between Huntingdon, Cambridge, Peterborough and Ely and sits within the Fenland district of Cambridgeshire. The town is situated amongst fertile agricultural land and bases its economy largely on this as a result. A census in 2001 indicated that the population in Chatteris was 8,820 people. However the town has experienced a large amount of growth in the form of residential development since.

Chatteris is generally well served in terms of facilities and access as highlighted by the plan opposite. In particular, the historic town centre accommodates a range of facilities within a rich historic building fabric.

The town has one secondary school, Cromwell Community College which lies within a five minute walk from the site. It is also served by a further two primary schools, of which both are similarly within close walking distance. There are a number of sporting and leisure facilities available in Chatteris including a cricket club and football club.

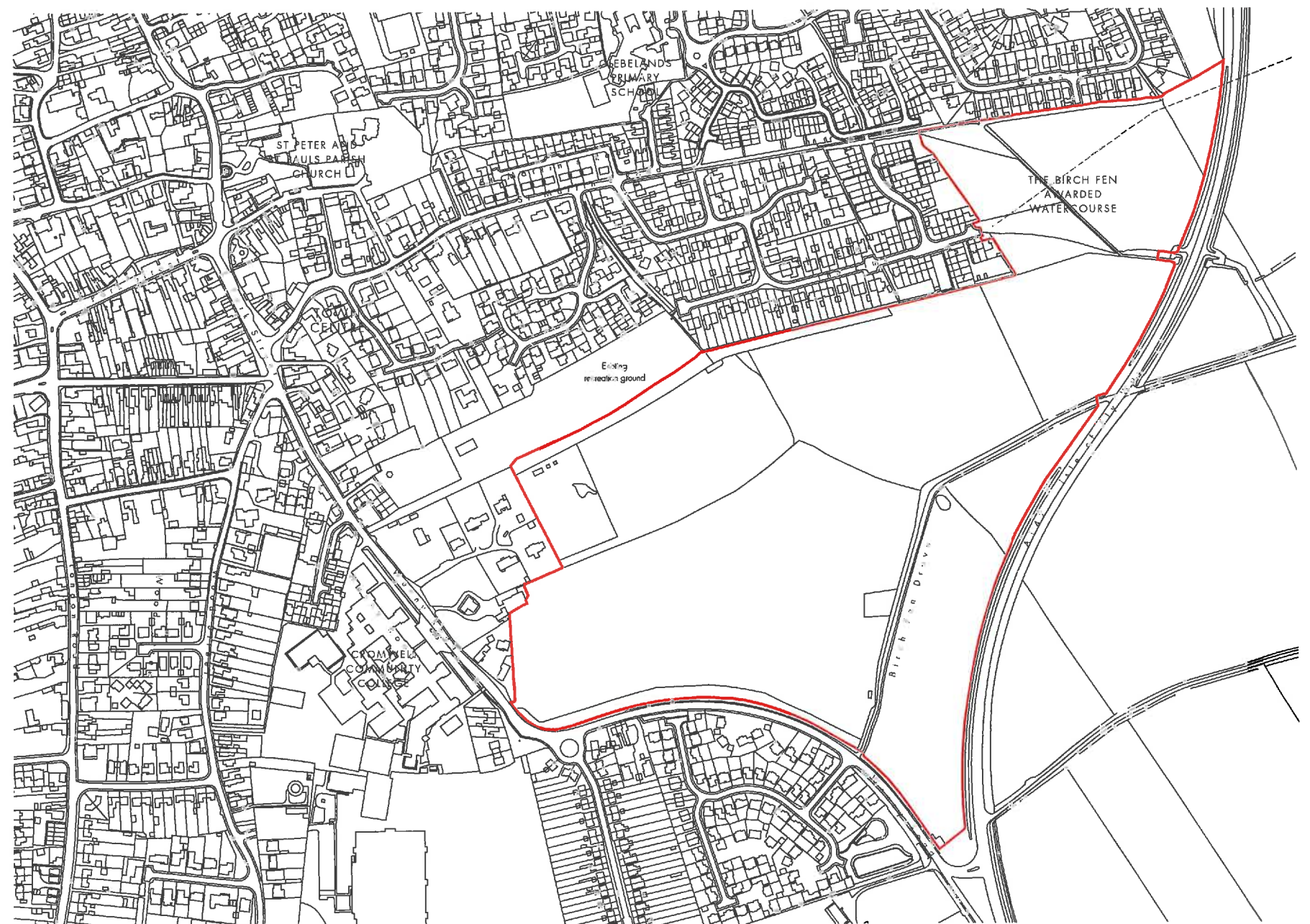


Chatteris context plan

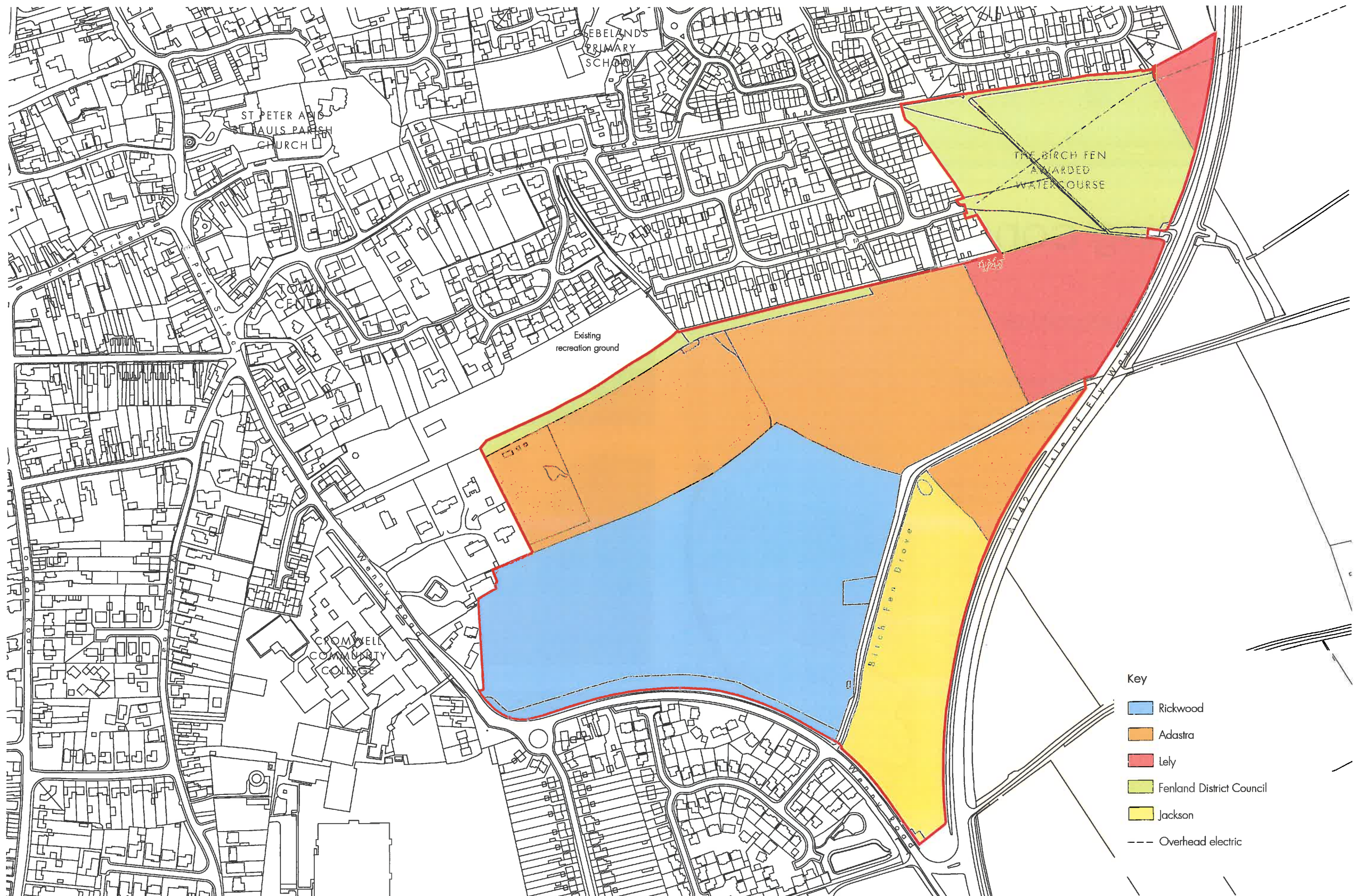
2.3 The site

The site is located on the south-eastern edge of the town and could be described as the last remaining undeveloped quarter within the town's boundary. Along the northern edge, the site is enveloped by the recreation ground, tall trees and The Elms estate. Immediately to the west, an historic structure is set within a walled garden. To the south-east the A142 provides primary vehicular access to Ely (approximately 12 miles away), Newmarket (approximately 27 miles away) and beyond. There is a regular bus service operating in Chatteris connecting the town to Cambridge, March and Peterborough.

The land ownership within the development site is comprised of five land owners as shown on the plan on the opposite page.



Existing condition : Site boundary plan



3 | Existing condition

3.1 Landscape & visual context

The site is gifted with a natural landscape, interspersed by mature trees and thick planting. Accessed through a number of minor connections along the northern and western boundaries, the site appears well used by the local population for walking dogs, exercise and grazing animals.

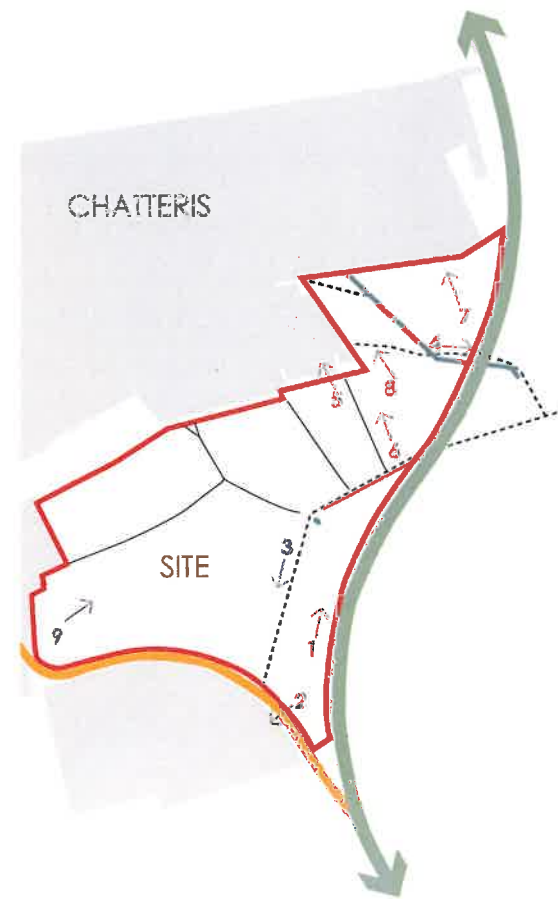
The northern edge enjoys a close relationship with the current southern boundary of the town. Separated only by fencing and tall mature trees, the site adjoins the existing recreation ground, behind which can be seen the Church of St Peter and St Pauls.

To the east, the site forms a triangular condition, informed partly by existing development, the boundary of the A142 and Birch Fen Awarded Watercourse. An existing rectilinear plot accommodates local play space.

To the west, the site boundary follows historic plot ownerships and is enclosed by a listed brick wall behind which are located a number of listed structures. Further south, Wenny Road informs a curvaceous edge lined with thick, tall mature trees. This edge provides a soft buffer and vehicular entrance to any future development.

The eastern boundary is enveloped by the busy and noisy 142 trunk road. Its alignment is curvaceous and does not enjoy immediate protection from trees or planting. However, a significant and parallel green space provides a natural buffer from the road enclosed along its western edge by the Birch Fen Drove public right of way. This route accommodates thick planting and mature trees on both side and could form part of a soft buffer along the eastern edge of the site.

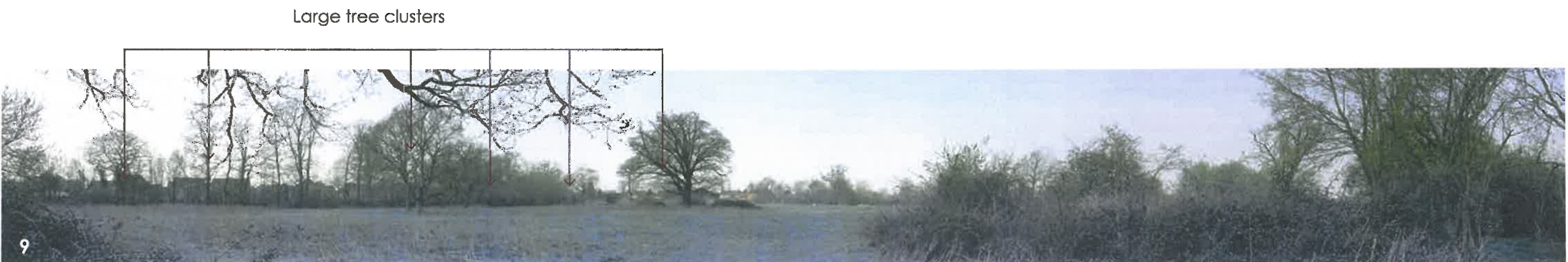
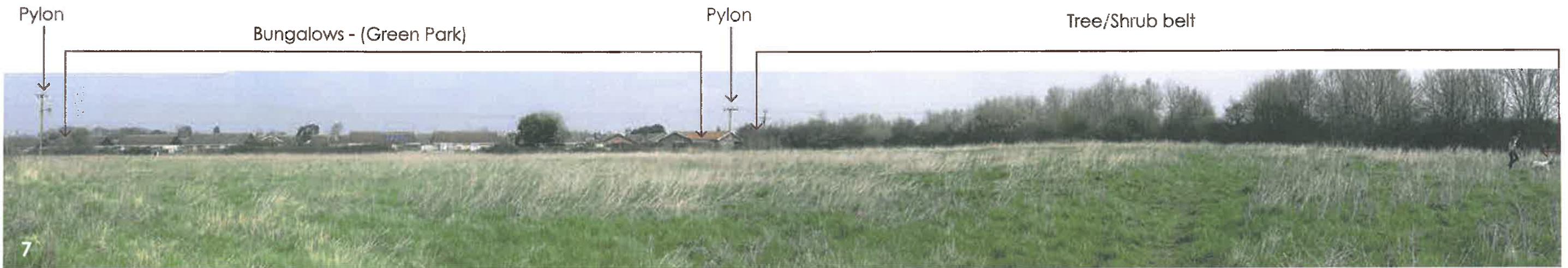
Earthwork surveys have identified the presence of archaeological earthworks and remnants of medieval ridge and furrow cultivation across the wider site. Areas of well preserved ridge and furrow are located to the west of the site adjacent to Wenny Road and the listed structures. The most significant archaeological findings date to the Roman and post-medieval periods. See Chapters 3.4 and 3.5 for more information.



View locations key plan



Existing condition : Site photographs



3.2 Baseline landscape conditions

The site is generally flat at an elevation of approx. 5m AOD. The major land use of the site is grassland with some arable cultivation. A number of ditches and drains run across the site, including 'the Birch Fen Awarded watercourse' within the northern part of the site. Hedgerows and drains divide the wider site into small-medium sized irregular shaped fields.

Within the western part of the site the grassland has a parkland character with mature trees and tree belts to the perimeter of the site. Some of the parkland area has been enclosed by fencing to form paddocks. Cultivated fields and areas of rough grassland lie within the eastern part of the site. A public footpath (Birch Fen Drove) runs through the site adjacent to an internal tree/scrub belt connecting Wenny Road to the area to the east of the A142. A further public footpath runs through the northern part of the site. There are informal paths throughout the site and a grassed kick-about area adjacent to the existing residential properties to the north. Strong vegetated tree belts lie along the boundary of the site adjacent to Wenny Road and a further tree belt lies on the northern boundary adjacent to the recreation ground and existing residential properties off Elm Estate. The boundary planting within the northern part of the site adjacent to the existing development to the north-east of Elm Estate is sporadic. The western boundary is more open, formed partly by the listed wall of Manor House. The eastern boundary of the site is generally open except for the most northern area which has a tree/ shrub belt.

The entire site and surroundings of Chatteris lies within the National Character Area (NCA) profile Area 46: The Fens. At a regional scale, the majority of the site, excluding the western part, lies within the Landscape Typology; 'Lowland Village Farmlands' of the Landscape Character Typology for the East of England, with the western part of the site lying within the settlement boundary of Chatteris. The site is typical of the landscape of 'Lowland Village Farmlands' in that it is slightly elevated compared to the lower lying land to the east which lies within the typology 'Planned Peat Fen'. Within the Cambridgeshire Landscape Guidelines, the elevated land associated with Chatteris accords with the description of an 'island' of heavier soils occupied by a settlement within a large open fen landscape. There are no national or local landscape designations such as National Parks, Areas of Outstanding Natural Beauty or local landscape designations within the site or that lie within 2km of the site.



- Key**
- Existing trees/ hedges (See Arboricultural survey plan)
 - Existing ponds
 - Existing topographical contours
 - Overhead electric

3.3 Arboriculture

Haydens Arboricultural Consultants undertook a Tree Survey report and prepared a constraints plan in January 2015. In summary:

The site location has been subjected to a total health and safety inspection, together with a consideration of the tree related constraints on development.

Within the area specified for inspection, a total of fifty-two individual trees, nineteen areas of trees, three groups of trees, three hedges and one woodland have been surveyed. These were found to be of mixed condition and age, providing a variety of amenity benefits.

Consideration is being given to undertaking development within the site, but no definite layout has as yet been determined.

Ideally, all development should take place outside the RPA of the trees considered most worthy or appropriate for retention thus allowing a traditional construction process. It is usually technically possible (though not necessarily desirable) to build within a very limited portion of the RPA of one or more trees using specialist engineering techniques, but inevitably this is more difficult and expensive than traditional construction methods and may not be acceptable to the local planning authority.

Irrespective of any development proposals, a number of trees require attention as detailed items in the Schedule of Trees. As recorded, one individual tree requires urgent intervention and another six specimens need attention within six months.

It is recommended that the siting and design of the layout considers the presence of trees, particularly the highest quality, and where feasible seeks to incorporate them within any proposed development.

Tree surgery should be completed as detailed in the Schedule of Trees. Where this has been identified for reasons other than to permit development, this work should be completed within the advised time-scales irrespective of any development proposals.

The tree surgery works proposed as part of the Survey are recommended to mitigate any identified health and safety problems and to promote longevity in retained trees in the context of a potential development site. To this end, should these recommendations be overruled, this Survey stands as the opinion of Hayden's Arboricultural Consultants Limited, and therefore any damage or injury caused by trees recommended by this practice for felling or tree surgery works, to which the proposed schedule of works has been altered or the tree has been requested to be retained by the Local Planning Authority, cannot be the responsibility of this practice.

A further review of existing tree and hedge location by the design team has concluded the following assumptions:

Subject to stakeholder agreement, low quality trees and hedges across the site could be removed to enable development. This includes category B trees where necessary along Wenny Road to enable vehicular access. However, indiscriminate removal should be discouraged. The retention of trees and green corridors should be maintained as much as possible. See chapter 9 for an assessment of the proposed Wenny Road junction layout and existing tree impact.



- Key**
- Site boundary
 - Existing Tree/ Hedge
BS 5837:2012 Category B
 - Existing Tree/ Hedge
BS 5837:2012 Category C
 - Existing Tree/ Hedge
BS 5837:2012 Category C/U
 - Existing Tree/ Hedge to be removed
BS 5837:2012 Category U
 - Additional feature which doesn't meet BS 5837:2012 categorisation but is included for reference
 - Line of root protection area (RPA) - calculated following guidelines set in BS 5837:2012
 - Existing ponds
 - Overhead electric

Key

- Existing trees/ hedges
(See Arboricultural survey plan)
 - Existing ponds
 - Listed structures
 - Setting of listed structures
 - Important views
 - Overhead electric
- Listed structures including wall:
 - 01 Late 18th century Manor house
 - 02 Ice House (Now part of Parkside Development)
 - 03 19 Wenny Road
 - 04 St Peter and St Pauls Parish Church

3.4 Baseline heritage assessment

The proposed site lies to the east of a group of historic buildings and structures associated with the Manor House. These comprise the Manor House itself, the barn, stable and cow-house group to its immediate east, the boundary wall adjoining Wenny Road, and the ice-house which is now located within the Parkside development. All these structures are listed Grade II. The baseline condition in relation to each is as follows:

The Manor House sits within its own grounds and its main elevation orientates north-westwards, towards the town centre. Its setting is contained by the boundary wall and the established landscaping within. There is limited association between the Manor House and the proposed site, although there is an awareness of open land to its east.

The outbuilding group of barn, stable and cow-house occupies a position to the rear (east) of the Manor House. Its strongest association in terms of setting is with the Manor House itself, although there is, again, an awareness of how these buildings sit alongside the open land to their east. The boundary wall continues to define the perimeter to the Manor House and it extends to enclose the development at Manor Gardens. The wall itself also runs along the western edge of the proposed site and provides an important definition between this current open land and the listed building group within.

The ice-house is effectively separated from the remainder of the Manor House group as a result of the development of Parkside, although it continues to have historic connections with the Manor. Its setting has been altered as a result of the housing development around it, and it has no meaningful connection with the proposed site.

The site is sufficiently detached and screened from the Grade I listed Church of St Peter & St Paul as to have no relationship in terms of contribution to its setting. Similarly, the site is detached from the Conservation Areas boundary and does not contribute to its setting.



Existing condition : Important views



Early 19th century (Ordnance survey 1803)

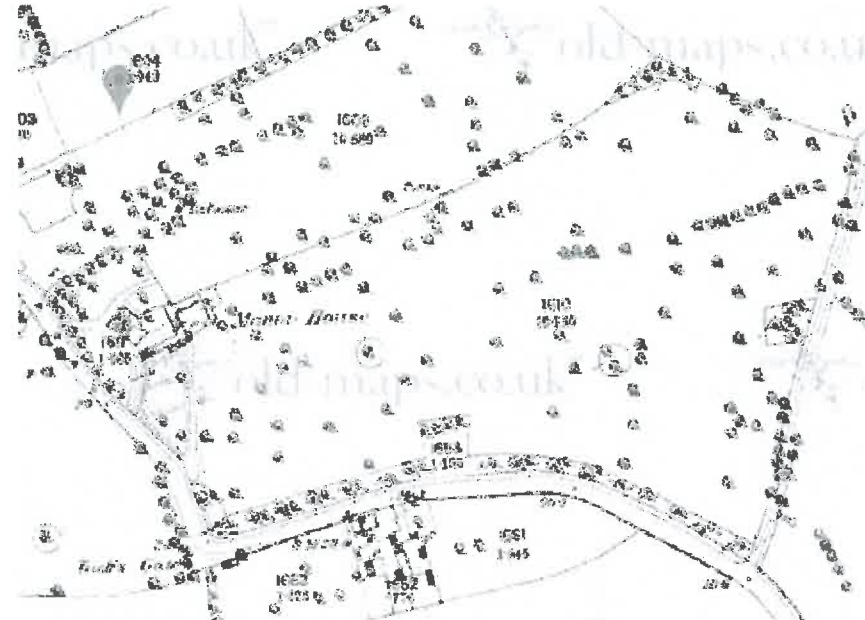
Late 18th century

Chatteris Manor House is constructed to the south of the town.

Early 19th century

The land at Wenny Road, Chatteris does not appear to form part of the domestic curtilage of the historic Manor House. The original arrangement of the manor house and its grounds are likely to be as shown in the historic map above.

Ireton's Way was a private road with toll gates. The Ordnance Survey map dating to 1803 shows one of these toll gates, known as 'Tucks Gate', to the south of the proposed site.



Late 19th century (Ordnance survey 1888)

Late 19th century

By 1888, it appears that there were formal laid out lawns/gardens to the south of the Manor and barns, with the land to the east forming a parkland extension to this. This land appears to be separated from the more formal grounds by a trackway and possibly a wall. Tuck's Gate is still referenced on this map to the south of the site.

By the late 19th century, the separation between the land to the east and the gardens of the Manor House had been formalised by the 19th century wall seen today.



Mid 20th century (Ordnance survey 1983 - 1992)

Mid 20th century

The arrangement of the land remained in a similar condition until the mid-20th century when the following developments changed the structure of the manor house setting (see listed structures plan):

- 19 Wenny Road was constructed to the north west;
- Parkside was constructed to the north and has effectively sub-divided the Manor House from its Icehouse;
- The Manor Gardens development within the former garden area to the south is constructed over the historic lawns;

The wider land to the east has remained largely unchanged.



Chatteris Manor House dating from the late 18th century

Not to scale



Late 19th century wall enclosing the south-western edge of the site



The Manor Gardens development to the south of the manor house

Existing condition : The Manor House

3.5 Archaeological evaluations 2015

An archaeological investigation was conducted at Wenny Road, Chatteris (TL 4003 8567) from the 11th May- 23rd June and 9th-11th November 2015.

Earthwork survey identified the remains of medieval ridge and furrow cultivation in Field 1 and Field 2, located at the west of the proposed development area. The best preserved earthworks were located in the western half of Field 1, covering an area of 2.50ha.

A total of 60 trenches (2894m) were excavated across eight fields (1-8). Dated archaeological remains, other than furrows, were uncovered in only five trenches (2, 39, 40, 41 and 59). Undated features were uncovered in a further four trenches (10, 11, 33 and 34).

The most significant features dated to the Early Iron Age, Roman, and post-medieval periods. Two Iron Age gullies at the west side of Field 7 contained sherds and fragments of Early Iron Age pottery. A Roman ditch at the west of Field 3 contained pottery and a loom weight fragment, which indicate that a settlement dating to the Late Iron Age or Roman period may be located nearby. NB. A few sherds of Roman pottery recovered from the topsoil at the north of Field 1 may also have derived from Roman activity in this area.

Evidence for medieval activity consisted predominantly of extensive ridge and furrow earthworks that are preserved in Fields 1 and 2. Early and late medieval pottery was also recovered from the central area of Field 1 as well as the north of Field 4, where it may result from midden spreading on to the fields. A surface constructed from post-medieval bricks at the east of Field 2 may have been part of an agriculture building.

Two concentrations of 16th-18th century artefacts, including two 17th century knives, were located in the centre of Field 1 and Field 4, whilst a small ditch in Trench 2 may date to the early post-medieval period. The relatively high quantity of material dating to this period may indicate of increased activity in this area around the Civil War and the construction of Ireton's Way. No direct evidence of military occupation was found.

Mitigation strategy

Oxford Archaeology East were commissioned to undertake an earthwork survey and archaeological evaluation, the findings published in July 2015. This survey followed two previous archaeological assessments, which included a geophysical survey by Stratascan (February 2015) and an archaeological desk based assessment by CgMs Consulting (April 2006).

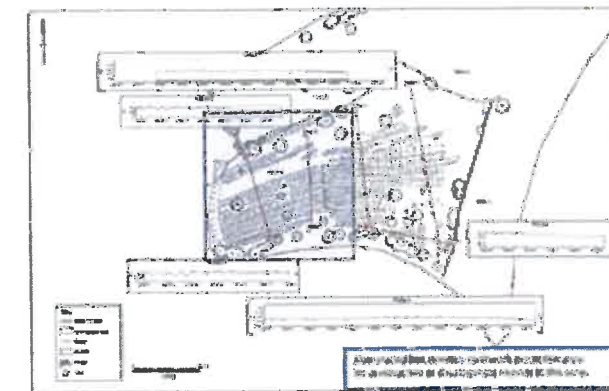
The Oxford Archaeology East earthwork survey and archaeological evaluation (July 2015) identified three areas of archaeological interest. A mitigation strategy will be implemented subject to review and consultation with Cambridgeshire County Council. They include:

1. The mitigation strategy will encompass an earthworks protection zone to prohibit development (see opposite)
2. A Post-Medieval structure and associated features by the small scarp bank in Field 2: The mitigation strategy will encompass a preservation record of the Post-Medieval structure.
3. The Home Guard Storage Building and spigot mortar base (undesigned heritage asset): These structures will be recorded as part of the Mitigation Stage and Level 3 Building Recording Survey undertaken (See 'Existing condition - Listed structures' plan for location).

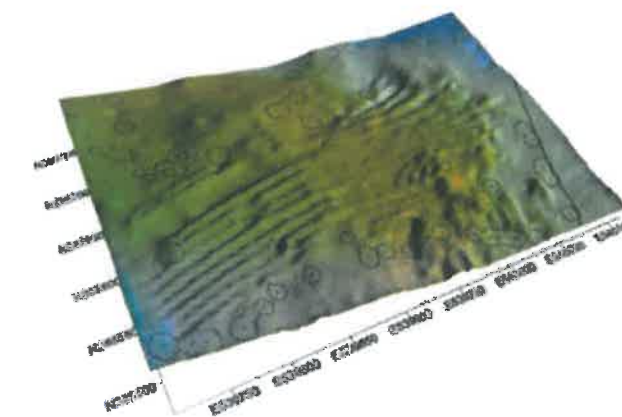
The evaluation trenching in the rest of the area found low levels of evidence of low archaeological significance and will not be subject to any further work.



Plan showing fields 1-6, survey trench locations and plot of abnormalities identified by geophysical survey (Oxford Archaeology East, December 2015)



Earthwork Protection zone (Cambridgeshire County Council, October 2015)



Digital terrain model showing surviving earthworks in Field 1 (Oxford Archaeology East, December 2015)



- Key**
- Existing trees/ hedges (See Arboricultural survey plan)
 - Existing ponds
 - Cambridgeshire County Council's earthwork protection zone boundary
 - Indicative offset agreed with Cambridgeshire County Council (exact offset to be confirmed at next design stage)
 - Overhead electric

3.6 Movement and connectivity

The site represents a sustainable development location with well established pedestrian and vehicle connections to the town centre and existing services including schools, doctors, shops and recreation ground. The movement and connectivity plan (opposite) shows the existing and potential future movement and access to key facilities within and outside of the site.

Future Assessment and Summary of Baseline Highway Conditions

The scope for the development related Transport Assessment and Travel Plan were submitted to Cambridgeshire County Council Transport Assessment Team in 2015. The scope will be updated in relation to the lapsed time associated with the preparation of the BCP, which will serve to inform final dwelling numbers.

The comprehensive scope included policy review, existing conditions review, trip generation, committed development, traffic distribution, network assessment areas (off-site junctions/ accident assessment), public transport, travel plan etc. The principle, form and location of access comprising two simple priority junctions have similarly been discussed with CCC Development Management Team.

To support the forthcoming development assessment traffic data has been collected at 8 junctions, and on 8 further links around Chatteris. The data will be analysed to assess the development implications in future traffic conditions, and to generate noise and air quality assessments. These assessments will take into account locally committed developments, including the Hallam Land development to the south of the site.

Preliminary review of the collated data indicates that the local road network operates in a satisfactory and safe manner. The key exception to this is the Wenny Road/ A142 junction, which experiences additional queuing in the future year period (with committed development), and will require further investigation as part of the Transport Assessment.

A separate submission has been prepared relating to the potential improvement of the Wenny Road/ A142 junction in relation to forecast highway conditions and committed development (i.e. Hallam Land development).

Although the existing site is owned by five neighbouring land owners, it is often used by locals for dog walking and leisure, accessed via the existing public rights of way footpaths and recreation ground. A number of existing informal movement corridors have been created across the site. Where possible, these routes will be retained or reconfigured to maintain existing movement patterns.



3.7 Surface Water Management

Summary of baseline Surface Water Management Assessment

The Environment Agency flood maps show that the site is in Flood Zone 1 and is therefore not considered to be exposed to flooding from a significantly sized watercourse (a stream or river). The maps do show that parts of the site might be exposed to surface water runoff, as rainfall from the larger, less likely storms flows through the site towards the open drain/channel in the north-east of the site. This channel which is known as the Birch Fen Award Drain falls within the jurisdiction of Fenland District Council who are responsible for maintaining the channel in order to keep it free flowing. The channel receives rural flows from the surrounding undeveloped land as well as urban flows from the Anglian Water surface water sewer network serving some of the land to the north. The Birch Fen Award drain connects to the Nightlayer's Internal Drainage Board network of drains approximately 1 km to the north-east of the site (near to Delve Farm).

3.8 Ecology conditions

Summary of ecology condition

Ecology surveys were undertaken in 2014 and 2015 and included Phase 1 habitat, Badger, Barn Owl, Bats, Breeding Birds, Botany, Great Crested Newts, Invertebrates, Reptiles and Water Vole surveys. The most valuable areas to wildlife were field margins/boundaries, i.e. hedgerows, Birch Fen Drove, woodland belts, watercourses and wetlands.

The results found:

- 14 Category 1/1* trees suitable for roosting bats.
- Great Crested Newt in Robin Knights Pond.
- 38 bird species breeding. The site was of local importance for breeding birds. Eight listed as UK BAP species and Principal Species of Importance.
- Small breeding population of Common Lizard.
- 260 species of vascular plants. Nine species were of some botanical interest. The site was of district importance for vascular plants.
- 811 different kinds of invertebrates. The site was of county importance for invertebrate community.

Note

Category 1/1* trees have a high/significant potential to support roosting bats including features such as hollow cavities, which bats could use as roosting sites.

3.9 Noise conditions

Summary of baseline noise conditions

An environmental sound survey was undertaken 2014 in order to determine the current noise environment at the proposed residential development at Wenny Road, Chatteris.

The dominant noise source around the site is deemed to be due to road traffic, particularly the A142.

The predicted incident noise levels have identified the requirement for mitigation measures which can be used to inform the masterplan proposals.

Amelioration measures for outdoor incident noise levels in amenity areas include suitable positioning, orientation and internal layout of dwellings alongside the erection of earth bunds/acoustic barriers.

Mitigation measures to ensure suitable internal noise levels in habitable rooms also include the incorporation of alternative means for background ventilation in order for the windows to be kept closed.



Key

- Existing trees/ hedges
- Existing ponds
- Listed structures
- Setting of listed structures
- Important views
- Cambridgeshire County Council's earthwork protection zone boundary
- Indicative offset agreed with Cambridgeshire County Council (exact offset to be confirmed at next design stage)
- Existing pedestrian and bicycle routes
- Potential movement across site based on existing informal routes and future facilities
- Public Rights of Way Footpath
- A142
- Overhead electric

4 | Broad Concept Plan

4.1 Highways : Wenny Road access

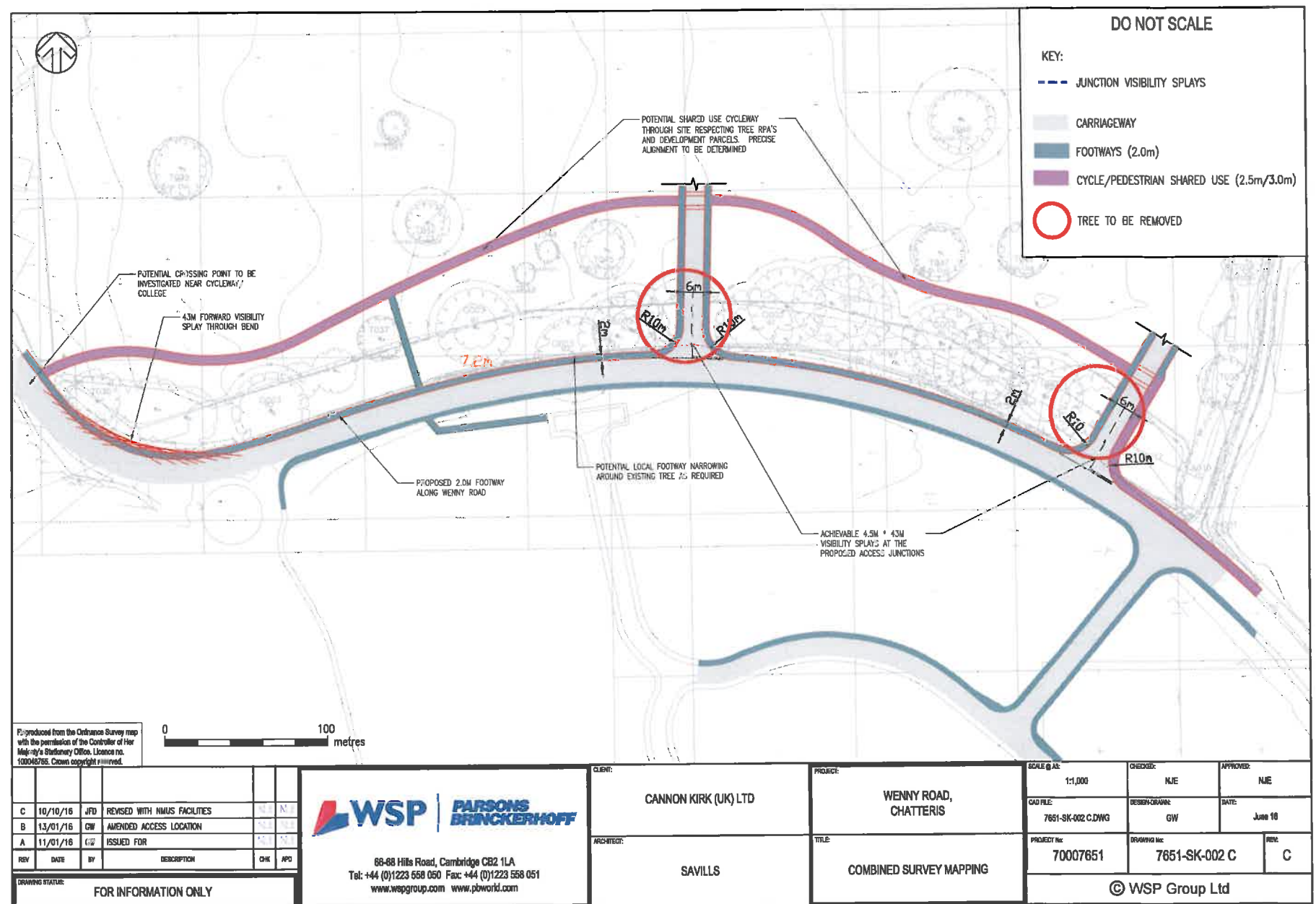
Highways implications for Broad Concept Plan

It is intended that access to the site will be gained from two points of access on Wenny Road, in the form of simple priority 'T' junctions which will be designed to current standards.

The accesses have been located to avoid areas of archaeological interest, and to minimise the impact on trees fronting Wenny Road. The provision of two points of access ensures that the site remains accessible in emergency situations, without undue reliance upon The Elms in emergency situations. The construction of the roadways in terms of levels and measures to mitigate against the potential impact on the root protection areas of retained trees and ecology will be subject to detailed design.

The proposed access arrangements are shown on WSP | PB Drawing 7551-SK002 Rev C (opposite) and includes limited widening of the existing footway adjacent Wenny Road to 2.0m, and the indicative provision of a cycleway link within the site between the A142 junction (eastern access) and the Wenny Community College which could form part of the site circular leisure route.

The development access arrangements have been designed in accordance with current national advice and to reflect traffic conditions on Wenny Road i.e. speed and volume of traffic. Any requirements for speed reducing measures on Wenny Road will be subject to negotiation between WSP | PB and CCC and must be reasonably related to the scale and impact of the development once the final quantum of the development is determined through the BCP and Masterplan process.



Broad Concept Plan : WSP Combined Survey Mapping plan 7651-SK002 C showing Wenny Road proposals



- Key
- Existing Tree/ Hedge
BS 5837:2012 Category B
 - Existing Tree/ Hedge
BS 5837:2012 Category C
 - Existing Tree/ Hedge
BS 5837:2012 Category C/U
 - Existing Tree/ Hedge to be removed
BS 5837:2012 Category U
 - Additional feature which doesn't meet BS 5837:2012 categorisation but is included for reference
 - Line of root protection area (RPA) - calculated following guidelines set in BS 5837:2012
 - Existing ponds
 - Location of proposed vehicular access from Wenny Road
 - Existing Tree/Hedge BS 5837:2012 Category B to be removed
 - Overhead electric (Potentially relocated underground)

4.2 Highways : A142 roundabout

Highways implications for Broad Concept Plan

The design option for a roundabout adjoining Wenny Road and the A142 Isle of Ely Way has been explored as part of the Broad Concept Plan exercise. However, it should be noted that this has only been reviewed as an alternative option to the existing junction should the existing highway infrastructure not serve the development in both capacity and safety terms.

The final highway strategy is dependent upon further studies which will be undertaken at future design stages, which in turn will be informed by a number of other factors. These include:

- The quantum of development which may be achievable on the site (to be determined at the next design stage)
- The future forecast year capacity assessment
- The implementation of the Hallam Land development



⌚ Not to scale

• Broad Concept Plan : Roundabout proposal (Subject to further highway infrastructure testing. To be established at next design stage)

4.3 Surface Water Management

Implications for Broad Concept Plan

The surface water management scheme for the proposed development will be based on Sustainable Drainage (SuDs) principles and will direct runoff from houses and roads into one of several temporary storage areas/facilities. Several shallow grassed basins and one underground tank are currently proposed. Runoff will enter the facilities at relatively high rates (urban runoff rates) and then be allowed to flow out of the storage at much lower rates (the greenfield or rural rate). The purpose of the storage facilities is to avoid the potential flooding which can result from allowing surface water to leave a site at uncontrolled rates and overwhelm sewers and watercourses. It is proposed to discharge surface water from the site to the Birch Fen Awarded Watercourse/Drain.

SuDs / Open space

The proposed SuDs/Open Space will be structured along and adjacent to existing tree, hedge and wildlife corridors. This will provide ecological enhancement, a development structured upon the existing landscape and visual separation between proposed residential areas.

The SuDs/Open space corridors will facilitate north-south movement across the site. Landscaping and habitat creation will include species rich grasslands, hedgerows, new water courses and ponds. Sensitive design will ensure existing trees and hedgerows and associated root protection zones are protected. The SuDs/Open space corridors will provide regular green points of amenity and interest fronted by residential development.

The SuDs/Open space will be accessible and utilised for use and play when dry. Sufficient space will be maintained for SuDs features to promote well contoured edges and a natural appearance (See photograph opposite left). Engineered features, with steep, inaccessible edges and associated boundary fencing (see photograph opposite top right) will be avoided.



Oxley Park, Milton Keynes



Potton Road, Biggleswade



4.4 Arboricultural enhancements

Arboricultural implications for Broad Concept Masterplan

It is appreciated that the archaeological constraints posed by the site has greatly restricted the location of vehicle access onto Wenny Road. It is likely that some of the trees along this frontage will need to be removed in order to achieve the required access. Despite these losses, which should only amount to a small number of trees, it is anticipated that the majority of trees should be able to be retained, and therefore the impact upon this important feature, and the streetscape, will be minimal.

The position of the proposed access roads have been designed to minimise the number of higher quality trees to be removed, as well as reducing the visual impact on the feature, in conjunction with the Highway and Archaeological constraints associated with this site. The highway engineers have proposed two feasible options to address level changes and the proposed footpaths, with negligible impact upon trees to be retained.

The accompanying BCP plans shows the existing foot/cycle paths through and around the site. It should be relatively simple to ensure that the finalised and adopted routes are designed to avoid conflicts with prominent and higher quality trees across the site.

The open space and hedgerows concept shows good retention of the existing features, in particular high quality features such as those found along the northern boundary, with expansion and improvements to their connectivity.



- Key**
- Existing trees/ hedges (See Arboricultural survey plan)
 - Existing ponds
 - Proposed tree / hedge corridors
 - Removal of additional feature / hedge that does not meet BS 5837:2012 categorisation but is shown for reference
 - Proposed indicative SuDs / Open space layout and wildlife corridors
 - Existing pedestrian and bicycle routes
 - Public Rights of Way Footpath
 - Location of proposed vehicular access from Wenny Road
 - Existing Tree/Hedge BS 5837:2012 Category B to be removed
 - Overhead electric (Potentially relocated underground)

NOTE

The indicative arboricultural enhancements are designed to:

- Enhance and extend the existing tree, hedge and wildlife corridors
- Provide additional screening around the development

Trees located within future development parcels will be safeguarded

4.5 New designated open space

Landscape implications for Broad Concept Masterplan

The Broad Concept Plan proposes significant publically accessible open space to accommodate the required development offset. To the west, open space will protect the archaeological earthworks and will have the additional benefit of providing a visual offset to the listed buildings and features associated with the Manor House. This proposed open space also incorporates the majority of the existing parkland trees so retaining a large proportion of the parkland character in the vicinity of the listed buildings.

The extension of the open space alongside Wenny Road not only provides additional safeguards to the existing tree belt but also further reduces the visibility of the proposed development from Wenny Road and provides the potential for physical connections between the open space to the west and that associated with Birch Fen Drove. This potential connection together with the connection adjacent to the Parkside housing development that connects with the existing recreation ground, provides connections to Chatteris and the wider public footpath system. It also contributes to a network of informal routes within the site.

The attenuation ponds proposed within the built development can provide further physical connections to this network as well as connections to existing residential development to the north. The attenuation ponds can also provide opportunities for open space to define individual development parcels. The Birch Fen Awarded Watercourse is to be retained and incorporated within the system of attenuation ponds and therefore can also contribute to open space.

A Draft Landscape Strategy was developed by The Landscape Partnership with consideration of the existing landscape including vegetation features and potential views within and into the site. The Broad Concept Plan takes into consideration the principles illustrated within the Draft Landscape Strategy as well as subsequent archaeological findings.

The existing perimeter tree belts together with the existing tree/scrub belt within the site associated with Birch Fen Drove are retained to provide a structural vegetated framework to the proposed built development. The retention of vegetation alongside the existing public footpath of Birch Fen Drove, will provide visual screening of the development from the A142 and from the open land to the east. The incorporation of open space between the A421 and Birch Fen Drove will provide a soft edge to the development and the new extent of Chatteris. The open space has been extended along the length of the A421 to incorporate the tree/ shrub belt at the northern end of the development and the existing public footpath connections to the wider network to the east. The retention of the tree belt along Wenny Road will also provide visual screening of the development from Wenny Road and the residential properties to the immediate south.



4.6 Character areas

The development of the Wenny Road site will create a number of new character areas that are informed by the site's location, neighbouring built context and landscape features including retention of existing tree/hedge belts and proposed SuDs system. Whilst the names below are illustrative, the proposed character areas can be described as follows:

The Spinney

The Spinney forms part of the 'front door' to the development and takes its name from a cluster of trees nearby. The development parcel fronts open space on three sides and to the north sets up an east-west vista to the listed Manor House.

Parkside

Parkside forms a significant part of the development and frames a 'village green' and principle open space / archaeological protection area north of Wenny Road. Birch Fen Drove (to the east) and an enhanced tree/hedge corridor and SuDs system (to the north) enclose the development parcel, reinforcing the parcel's wider landscape setting.

Manor Gardens

Manor Gardens takes its illustrative name from the neighbouring listed Manor House and fronts on to four landscape conditions. These include the recreation ground to the north, proposed SuDs system to the east, principle open space/archaeological protection area north of Wenny Road to the south and an open space link to the west. The westerly connection facilitates a green buffer and set back from the listed structures whilst accommodating pedestrian/bicycle movement to the recreation ground and Chatteris Town Centre.

Elms Park

Elms Park forms a natural extension to the southern edge of Chatteris and adjacent Elms Estate and extends southwards to the Birch Fen Drove public right of way. The development parcel backs on to the Elms Estate boundary but fronts on to enhanced tree/hedge corridors and SuDs system to the east and west.

Birch Fen north

Birch Fen north is part of three development parcels centred around the Birch Fen Awarded Watercourse. The triangular shaped development parcel is bounded by the A142 to the east, Green Park development to the north and Birch Fen Awarded Watercourse to the west. Development will be set back along the northern edge by a green buffer. The parcel will front on to the Birch Fen Awarded Watercourse.

Birch Fen south

Birch Fen south is framed by the proposed SuDs system to the east, south and west and overlaps with the neighbouring development parcels of Elms Park to the west and Birch Fen north.

Elms End

Elms End extends the existing urban fabric of The Elms eastwards to the Birch Fen Drove Awarded Watercourse. To the south, the existing informal open space/play area and public right of way is retained.



4.7 Movement and connectivity

Implications for the Broad Concept Plan

The design of the development is structured by enhanced tree/hedge corridors and proposed SuDs system. These natural corridors will facilitate pedestrian north-south movement to Chatteris Town Centre. Set within this wider structure, proposed development parcels will accommodate vehicular, bicycle and pedestrian movement across the site. The existing Birch Fen Drove public right of way and other existing public rights of way will be retained. A pedestrian route around the development is proposed. The detailed design layout of pedestrian and bicycle routes across the open space/archaeological protection area north of Wenny Road is subject to the next design stage.

By design, the development will be highly permeable for pedestrians and cyclists, with a network of streets consistent with the urban design principles of Department for Transport's 'Manual for Streets' 1 & 2. The streets will be designed to maintain vehicles at low speeds and to prioritise other road users such as pedestrians and cyclists. There is an extensive network of existing walking and cycling facilities in the vicinity of the site to and from the Town and local facilities, into which the development would aim to integrate, thereby ensuring the site will be highly accessible to a number of key services and local facilities by non-car modes.

The development will maximise connectivity to surrounding streets and facilities for pedestrians and cyclists, creating a walkable neighbourhood which integrates into the existing movement framework of the Town, and thereby incentivising the potential for non-car borne trips to access local facilities for both future residents and adjacent residential areas. Particular attention will be given to linkages to local schools, adjacent residential areas, including access to the Cromwell Community College, Wenny Road Recreation Ground to the north-west and The Elms to the north east. There will be no direct vehicular access to the existing residential areas to the north of the site.

The site is well located in relation to accesses existing bus services, albeit the future assessment will review existing public transport facilities and identify measures to improve local infrastructure and connectivity including, for example, including a review of public transport linkages to the Manea Railway Station and new bus stop infrastructure.

The proposals will be accompanied by a detailed Transport Assessment and accompanying Residential Travel Plan to ensure that the relative transport impact of the development may be transparently assessed, and that the development promotes sustainable travel patterns for future residents.



4.8 Heritage assessment

Ecological implications for Broad Concept Masterplan

In order to respond to the setting of the Manor House and the other identified heritage assets, it will be important that the development follows the following design and layout parameters:

- To achieve a physical, open and sufficient spacing between the Manor House, listed boundary wall and outbuilding group to retain a sense of the historic open land to the east.
- Landscape treatments within this buffer area should be maintain or enhance the existing, semi-parkland nature of the land.
- Development to immediate east of the listed buildings should remain subservient to the Manor House heritage assets to ensure that no built form would be visible in views of the Manor House frontage from within its domestic curtilage, or from views into the Manor House curtilage from Wenny Road. In other words, there should be no built form appearing as a 'backdrop' in these views.
- The layout and design of built form and roads should front the open buffer space so that it can be viewed as a well-managed context for the development and the heritage assets.
- A palette of materials should be selected for the built form which respect and compliments the historic building fabric.
- The design of new buildings, including the layout, form and massing, should be responsive to the character and appearance of the historic properties.

The 'Broad Concept Plan' acknowledges the existing views to the Manor House (and listed structures) by proposing an unfolding awareness of the structures from the east. The views that exist towards the rear of the Manor are not formal vistas, nor does the Manor orientate towards them in a formal way. An unfolding awareness of the Manor is therefore proposed that is consistent with the relationship it currently has with the existing open land rather than a structural vista in the layout, which would give its rear elevation undue prominence.

What is important to the preservation of the buildings' settings is that the character of the land immediately to their east is appreciable as open space to an extent which maintains their significance. The view east is therefore terminated by proposed built fabric, rather than formalised by an extended vista and street terminating, artificially, by the A142.

4.9 Archaeological evaluations

Archaeological implications for Broad Concept Masterplan

The only archaeological remains that will affect the Broad Concept Plan is the presence of well-preserved medieval Ridge and Furrow earthworks in the western part of the site. This area had been determined by Cambridgeshire County Council for Preservation In-Situ and is to not be developed as part of the scheme. No other archaeology (undesignated heritage assets) will influence the Broad Concept Plan. Archaeology revealed in Field 2 (around trenches 39, 40 & 41) and Field 7 (trench 59) may require further archaeological investigation by CCC but will be dealt with via Condition (Mitigation) and will not prevent any development in that area.

4.10 Ecology conditions

Ecological implications for Broad Concept Masterplan

Mitigation measures required to address Bats, Breeding Birds, Great Crested Newt, Invertebrates, Plants and Reptiles are necessary to ensure legal compliance pertaining to wildlife legislation and animal welfare.

Generic precautionary measures will need to be implemented pre, during and post construction and included in a Code of Construction Plan.

Biodiversity enhancement measures to deliver a net gain in biodiversity and meet planning policy include:

- Retaining and enhancing existing areas beneficial to biodiversity while adding a protective buffer zone.
- Landscaping/habitat creation will include species rich grasslands, hedgerows, new water courses and ponds.
- Bird nest boxes and bat boxes incorporated into buildings and onto trees.
- All habitats to be managed through the production of a long term ecological management plan.

4.11 Noise conditions

Noise implications for Broad Concept Masterplan

The concept masterplan has responded to the main noise constraint which is the A142. Development buildings have been set back from the road source. Public open spaces and a location for formal sports are shown in the concept plan adjacent to the A142, which would be suitable land uses given that they would not be noise sensitive.





Key

- Existing / enhanced trees/hedges (See Arboricultural survey and landscape Enhancements plans)
- Enhanced existing ponds
- Development character areas
- New designated open space
- Proposed indicative SuDs / Open space layout and wildlife corridors
- Permeable development character areas
- Listed structures
- Setting of listed structures
- Important views
- Cambridgeshire County Council's earthwork protection zone boundary
- Indicative offset agreed with Cambridgeshire County Council (exact offset to be confirmed at next design stage)

Key (continued)

- Location of proposed vehicular access from Wenny Road
- Existing Tree/Hedge BS 5837:2012 Category B removed for vehicular access
- Existing pedestrian and bicycle routes
- Location of existing informal routes across site. (To be reconfigured at next design stage)
- Green movement corridors and open space
- Indicative new connections
- Public Rights of Way Footpath
- A142
- Overhead electric (Potentially relocated underground)

5 | Design principles

5.1 Design principles of the BCP

The design of the broad concept plan reinforces a number of design principles. These will inform and influence the design of the development at the next design stage. They include:

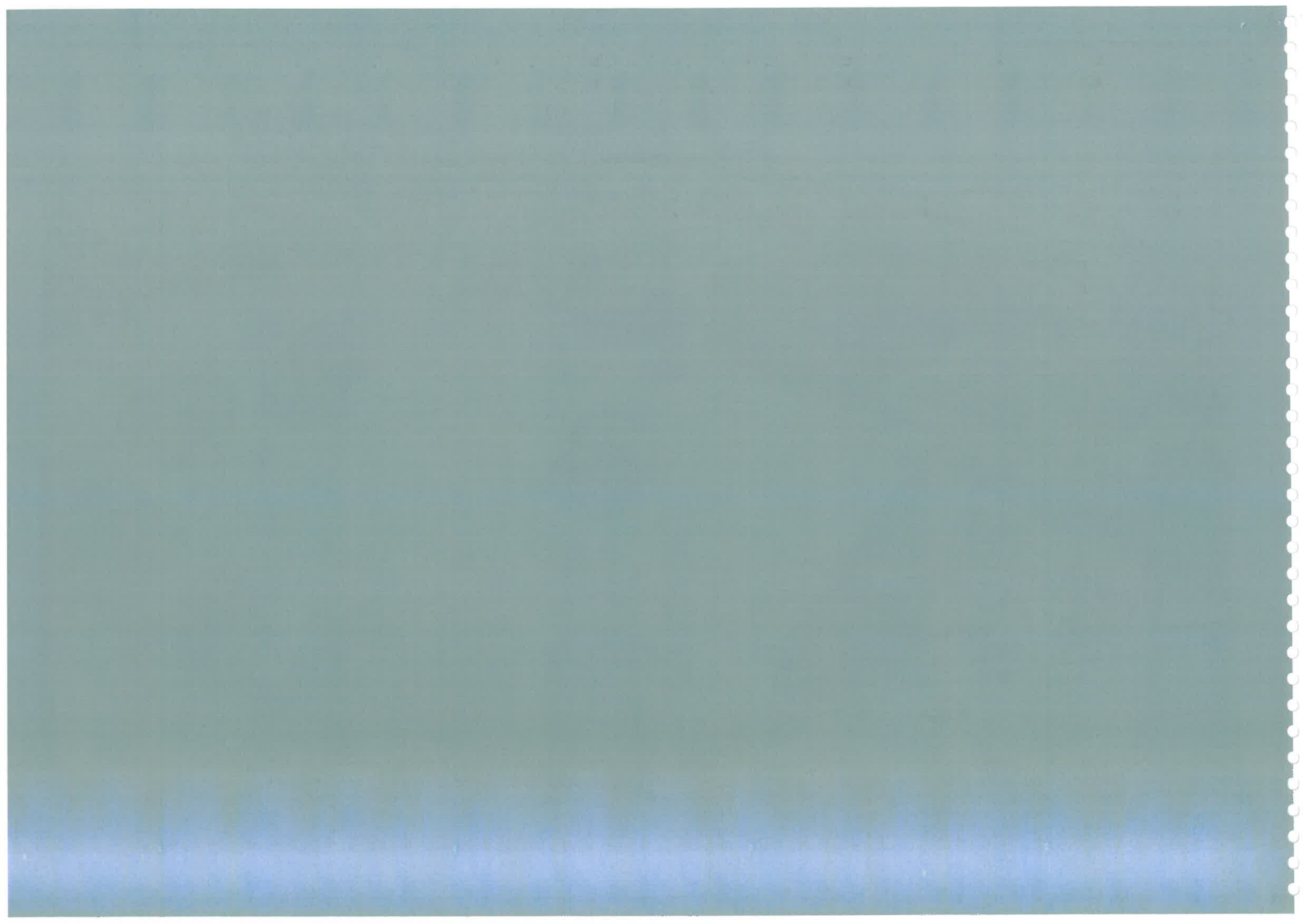
- Development will be high quality with significant amounts of open space
- The listed structures and heritage assets will be safeguarded
- Important views will be utilised and safeguarded
- Proposed dwellings will front open space and vegetation features
- The development will connect into and extend existing pedestrian / bicycle routes
- A round-site footway will be provided
- Comprehensive foot/cycle links within the site connecting to wider destinations will be provided
- Trees, hedgerows and wildlife corridors will form a key structure of the development
- Any loss of trees will be minimised and only where essential
Eg. New vehicular access
- The utilisation of the existing field system will form the basis of development plot structure
- The SuDS system will relate to the existing topography, site features and wildlife corridors
- The scale, heights of buildings and materials will respect the local context

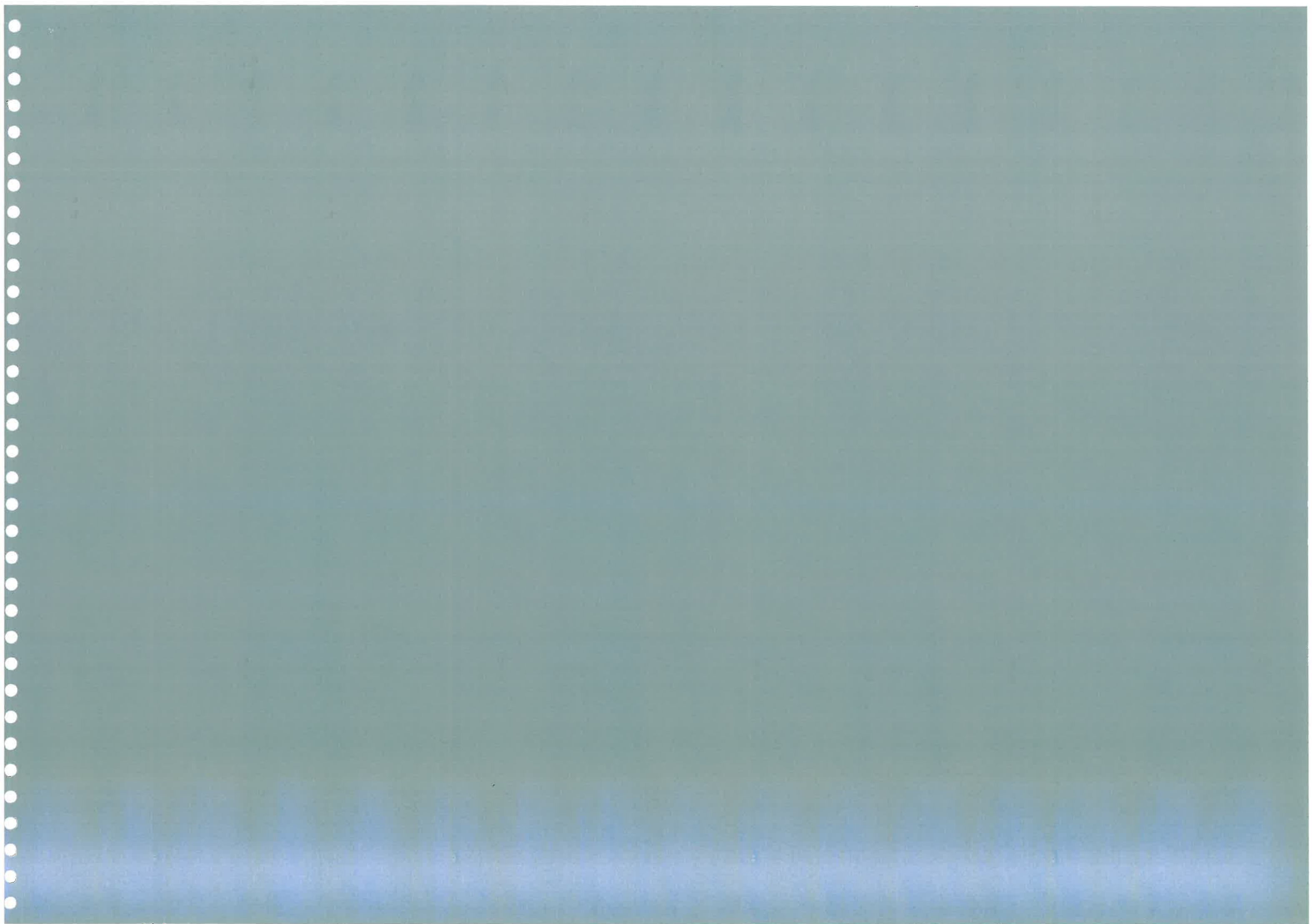


Illustrative view (looking north-east) from Wenny Road



Illustrative aerial view (looking north-east) from Wenny Road showing how the development could look





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