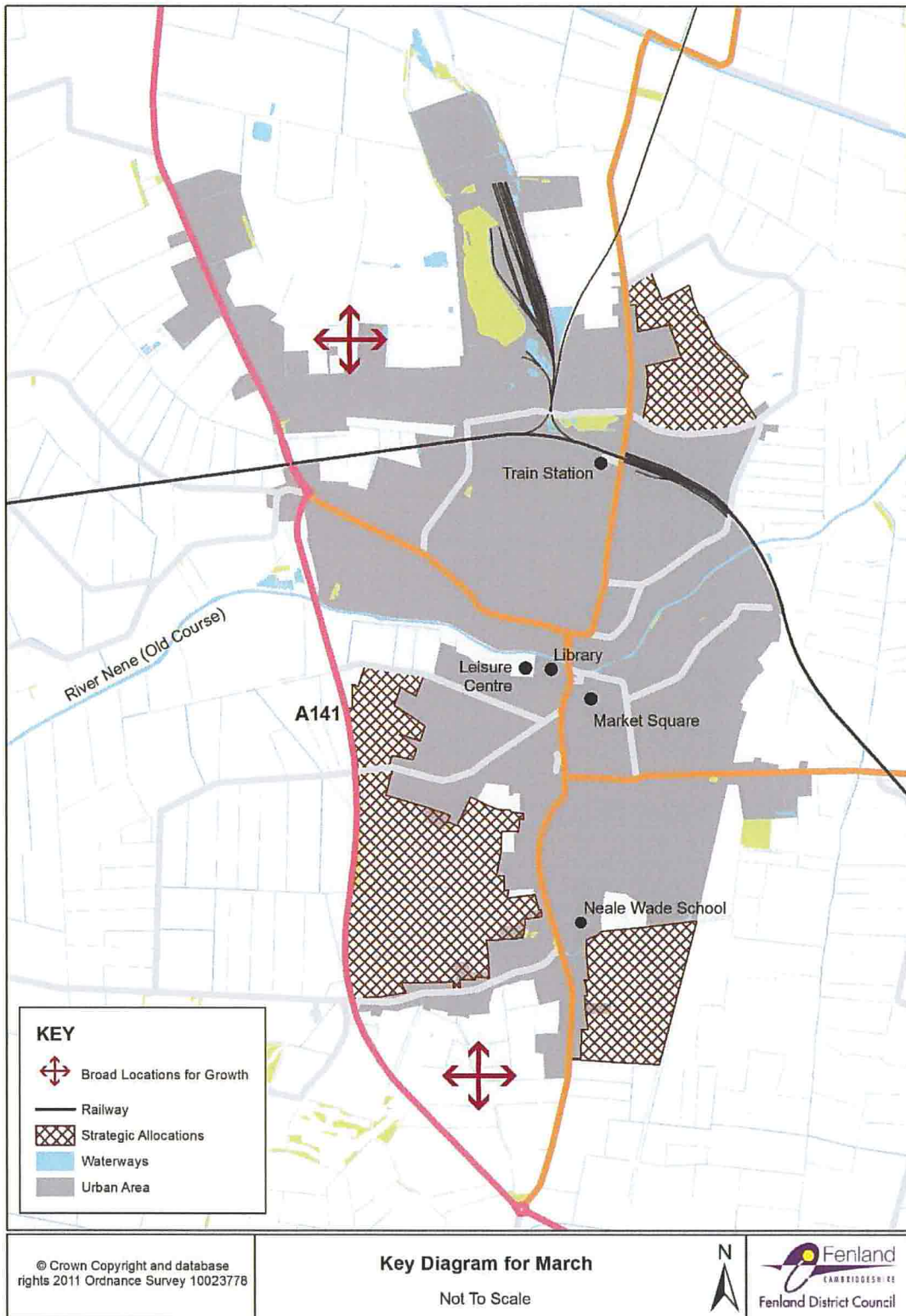


March



March – North East

Site Characteristics

The irregular shaped site abuts the north-east side of the built up residential area of March on its western side and southern sites. To the west is the B1101 Elm Road, to the north Flagrass Hill Road and to the south Estover Road. Land to the north and east is generally open.

The area is generally flat and comprises an enclosed area of public open space known as Estover Road Playing Fields, and open arable fields interspersed with drainage ditches.

Proximity to Key Services - Walking/Cycling	
Distance to Town Centre	
<ul style="list-style-type: none"> • Approx 1300m 	
Other convenience shopping	
<ul style="list-style-type: none"> • Approx 800m to Norwood Road shop 	
Major employment area	
<ul style="list-style-type: none"> • Approx 1200m to March Trading Estate 	
Secondary school	
<ul style="list-style-type: none"> • Approx 2900m to Neale Wade Community College 	
Primary school	
<ul style="list-style-type: none"> • Approx 950m to All Saints Interchurch PS, County Road 	
Railway Station	
<ul style="list-style-type: none"> • Approx 450m 	

Definable Boundaries	
<ul style="list-style-type: none"> • The western side comprises part of the built up area of the town which is predominantly residential in this location. A length of the B1101 Elm Road is currently undeveloped on the east side just south of the junction with Flagrass Hill Road, although residential development extends along the western side of the road opposite the allocated area. • To the south is Estover Road which has residential development on its southern side. There is some housing and other buildings forming pockets of development on parts of its northern side and together with a length of mature hedgerow and trees form a definable boundary for the south east part of the allocation. • To the north and east are open arable fields as far as Flagrass Hill Road. A length of mature hedgerow on Flagrass Hill Road close to the B1101 forms a definable boundary on the north part of the site. • A significant drainage ditch follows an approximately north-west to south-east line through the open land which forms a definable boundary on the ground. However, due to the general openness of the area, substantial landscaping will be required to prevent visual encroachment from development into the open countryside. • Clearly definable boundaries exist for the allocation although suitable landscaping will need to be provided along the drainage ditch on the north east boundary to help mitigate the visual impact of development. • To develop further to the north and east would result in considerable visual encroachment into open countryside. 	
Impact on Town Morphology (Shape)	

- Whilst extending outward, no overall adverse impact.

Land Resource	
Greenfield / Brownfield	
<ul style="list-style-type: none"> • Greenfield 	
Flood Risk	
<ul style="list-style-type: none"> • Vast majority of the area is in FZ1, with a minor area on the east side falling within FZ3. The significant drainage ditch running in an approximately north-west to south-east line from Flaggrass Hill Road to Estover Road provides a general demarcation between FZ1 and FZ3. • Development within FZ1 would be in accordance with the sequential approach and test as set out in the NPPF. 	
Contamination	
<ul style="list-style-type: none"> • No known contamination 	
Grade of Agricultural Land	
<ul style="list-style-type: none"> • Grade 2 	

Minerals and Waste Issues	
Mineral Safeguarding Areas	
<ul style="list-style-type: none"> • An isolated oblong shape of sand and gravel deposits (measuring approximately 1200m x 300m) transects the area in an approximate north south alignment. • Further regard should be had to the Waste and Minerals Plan. Proximity to existing development may mean that future large scale commercial extraction is unlikely, but may provide opportunities to utilise minerals locally as part of any development. 	
Waste Water Treatment Work Safeguarding Area	
<ul style="list-style-type: none"> • None 	
Transport Safeguarding Areas	
<ul style="list-style-type: none"> • None 	
Waste Site	
<ul style="list-style-type: none"> • None 	
Waste Safeguarding Area	
<ul style="list-style-type: none"> • None 	

Environmental Issues	
Landscape Character	
<ul style="list-style-type: none"> • The area is located within The Fens landscape character type. • Flat comprising a mixture of an enclosed public open space, and open arable fields interspersed with drainage ditches. • Public open space, hedgerows, and drainage ditches, provide opportunities to enhance any development. 	

Historic Features	
<ul style="list-style-type: none"> Berryfield Iron Age & Roman Settlement (parts of) – crop marks visible Flaggrass Prehistoric and Roman Settlement (parts of) – crop marks visible Fen Causeway traverses area in east-west direction – visible in some locations Adjacent to two archaeological fieldwork areas (Berryfield and Alder Close) Archaeological find spot on western boundary of Estover Road Playing Fields No other known built heritage assets. 	
Proximity to Ramsar, SPA, SAC Sites,	
<ul style="list-style-type: none"> 4.5km to Nene Washes 	
Sites of Special Scientific Interest (SSSIs)	
<ul style="list-style-type: none"> 4.5km to Nene Washes 	
Local Nature Reserves	
<ul style="list-style-type: none"> None 	
County Wildlife Sites	
<ul style="list-style-type: none"> Norwood Nature Reserve to west of Elm Road and south of Norwood Road. South-west corner of the allocation falls within the 200m buffer of the nature reserve. 	
Other known Biodiversity features	
<ul style="list-style-type: none"> Estover Road Playing Fields area currently provides biodiversity benefits Drains and ditches Trees and hedgerows 	
TPO Trees	
<ul style="list-style-type: none"> Substantial number of protected trees within and on southern and part of northern boundary of Estover Road Playing Fields. 	
Public Open Space	
<ul style="list-style-type: none"> Estover Road Playing Field is currently used as multifunctional open space. If continued use of the playing fields for their existing purpose are proposed then could be an important asset for the area. If to be developed alternatives would need to be provided. No other public open space included within the area. 	
Noise Pollution	
<ul style="list-style-type: none"> No significant issues 	
Available Infrastructure	
Transport - Roads	
<ul style="list-style-type: none"> The relatively busy B1101 Elm Road abuts part of the north of the allocation on its western side. Estover Road is located on the southern boundary of the area and acts as a local distributor road. Flaggrass Hill Road is a minor and quiet rural lane providing access to Flaggrass Hill Farm and several other properties which runs in a loop to the north of the area and has junctions with Elm Road and Estover Road. Vehicular access to the area could be achieved relatively easily from either the B1101 Elm Road or Estover Road. Other potential (likely to be more local) accesses may also be possible from Berryfield and Alder Close. 	

Transport – Foot and Cycle Ways	
<ul style="list-style-type: none"> • The southern part of the site is approximately 1300m from March Town Centre by foot or cycle using Station Road. • The quiet nature of Flaggrass Hill Road means that it is currently used by walkers and cyclists. • There are no official cycleways presently linking directly to the site although key services can be reached safely by foot. 	
Transport – Public Transport	
<ul style="list-style-type: none"> • Buses run relatively regularly along Elm Road and Estover Road. • The railway station is within 500m of the area. 	
Waste Water Treatment Works	
<ul style="list-style-type: none"> • Development would be reliant on the March WWTW at Creek Road to the north east of the area which is within 2km of the site. • Due to water quality output issues at the WWTW, development may need to be restricted to a minimal annual completion rate to be agreed with AWS and EA until a new solution is in place, likely to be post 2015. 	
Capacity of Sewer Network	
<ul style="list-style-type: none"> • The capacity of the sewer network in March as a whole is currently under stress although the proximity of the area to the WWTW means that this should be relatively easy to upgrade/ provide if required. 	
Electricity Provision	
<ul style="list-style-type: none"> • Likely to require upgrades to the primary substations 	
Gas Main Connection	
<ul style="list-style-type: none"> • No known constraints 	
Water Usage and Connections	
<ul style="list-style-type: none"> • No known constraints 	

Deliverability	
<ul style="list-style-type: none"> • The Fenland Neighbourhood Planning Vision Study identified the area as having greatest opportunities for development where constraints are limited compared to other locations. • 3 land submissions were submitted for a large majority of the area between 2004 and 2007 (Nos. 83, 200 and 301). • The Preferred Options Consultation July 2011 for the Core Strategy also indicated that these areas would still be available for development during the plan period (Nos: 000266 and 000236). 	

Assessment
<p>Development of the area would be on a Greenfield site and involve the loss of high grade agricultural land. However the vast majority of the area is in FZ1 which would allow large scale housing development to occur in accordance with the sequential test</p> <p>Although there are definable boundaries to the majority of the area, care will be needed to prevent unacceptable visual intrusion into to the open countryside to the north and east. However, there should not be any adverse impact on the town's morphology.</p>

The area is relatively far from the town centre but is close to the railway station and employment area. Relatively good sustainable transport links already exist and could be developed further within the area. New road accesses should also be relatively straightforward to provide.

Whilst there are known mineral deposits and regard should be had to the Waste and Minerals Plan, the proximity to existing development may mean that future large scale commercial extraction is unlikely, and may provide opportunities to utilise minerals locally as part of any development.

The Estover Road Playing Fields provides the basis for an enhanced community asset for local residents and care will be needed to avoid any adverse impact on the protected trees. Regard will also be required in relation to known heritage assets, although none appear to be visible on the ground.

Detailed consideration will also be needed in the upgrade of the sewer network and possible improvements to the WWTW at Creek Road.

There is developer interest in the area and taking known constraints into account the Council is sufficiently confident that development would be deliverable. The area is therefore included as a strategic allocation in the Core Strategy.

March – East

Site Characteristics

This area is located on the east side of the town to the north and south of the B1099 Upwell Road. It is effectively land to the rear of houses which front Upwell Road on both sides of the road and which abuts existing residential development on its western side.

The area is generally flat with a number of fields demarcated by drains and hedgerows. South of Upwell Road the area also has significant tree cover. The area is immediately to the east of a former railway line, evidence of which is still visible in some locations.

Proximity to Key Services - Walking/Cycling	
Distance to Town Centre	
<ul style="list-style-type: none"> • Approx 1000m 	
Railway Station	
<ul style="list-style-type: none"> • Approx 2400m 	
Other convenience shopping	
<ul style="list-style-type: none"> • Approx 500m – Co-op, Badgeney Road 	
Major employment area	
<ul style="list-style-type: none"> • Approx 2900m – March Trading Park 	
Secondary school	
<ul style="list-style-type: none"> • Approx 850m to Neale Wade Community College 	
Primary school	
<ul style="list-style-type: none"> • Approx 200m to Cavalry Primary School 	

Definable Boundaries	
<ul style="list-style-type: none"> • The western boundary comprises existing development of the town in Grounds Avenue, West Drive, Mallett Close, Smith's Drive, Clydesdale Close, Cleveland Way and Cavalry Drive and an area of public open space in Albert's Drive. • To the north is the main line railway. • To the north of the B1099, Silk Road would comprise the eastern boundary. On land to the south of the B1099 a semi-mature woodland would comprise the eastern boundary. • A public footpath running east-west and linking to Cavalry Drive near to the junction with Suffolk Way would appear the most appropriate location for a southern boundary. However this area is very open and substantial landscaping would be required to demarcate the area fully and prevent encroachment into open countryside. • It is therefore possible to establish definable limits to the north, west and east, although the southern limit along the footpath would need to be enhanced with appropriate landscaping. 	
Impact on Town Morphology (Shape)	
<ul style="list-style-type: none"> • Large scale development in the area would not have a significant adverse impact on the morphology of the town. 	

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Land Resource	
Greenfield / Brownfield	
<ul style="list-style-type: none">Greenfield	
Flood Risk	
<ul style="list-style-type: none">Approximately the a third of the area (northern part) falls within FZ2 and FZ3, with the remainder falling within FZ1.For residential development to be acceptable in FZ3 both the Sequential Test and Exception Test would need to be passed.A large part of the FZ3 area is adjacent to the existing area of POS in Albert's Drive giving a potential opportunity for this area to be used for enhanced POS if other types of development were not compatible with flood risk categories.	
Contamination	
<ul style="list-style-type: none">No known large scale ground contamination, although the line of the former railway track on the western boundary of the site is a possible source of contamination.	
Grade of Agricultural Land	
<ul style="list-style-type: none">Grade 3	

Minerals and Waste Issues	
Mineral Safeguarding Areas	
<ul style="list-style-type: none">None	
Waste Water Treatment Work Safeguarding Area	
<ul style="list-style-type: none">None	
Transport Safeguarding Areas	
<ul style="list-style-type: none">None	
Waste Sites	
<ul style="list-style-type: none">None	
Waste Safeguarding Area	
<ul style="list-style-type: none">None	

Environmental Issues	
Landscape Character	
<ul style="list-style-type: none">Area falls within The Fens landscape character type.The area is generally flat with a number of fields of varying sizes demarcated by drains and hedgerows.The area to the south of Upwell Road also has significant tree cover.	

<ul style="list-style-type: none"> The land to the south of the area is very open. 	
Historic Features	
<ul style="list-style-type: none"> None known within the area 	
Proximity to Ramsar, SPA, SAC Sites,	
<ul style="list-style-type: none"> Approximately 6.5 km from Nene Washes 	
Sites of Special Scientific Interest (SSSIs)	
<ul style="list-style-type: none"> Approximately 6.5 km from Nene Washes 	
Local Nature Reserves	
<ul style="list-style-type: none"> None adjacent or within vicinity of the area 	
County Wildlife Sites	
<ul style="list-style-type: none"> None adjacent or within vicinity of the area 	
Other known Biodiversity features	
<ul style="list-style-type: none"> Drains and ditches Woodland 	
TPO Trees	
<ul style="list-style-type: none"> None within area The existing areas of woodland should be utilised as part of any development to provide screening and amenity value 	
Public Open Space	
<ul style="list-style-type: none"> None within the area, although the northern part is adjacent to the Albert's Drive area of POS providing an opportunity for this to be extended as part of any development. The existing public rights of way network and local lanes allows access to the countryside, including to the public footpath along the River Nene (Old Course). 	
Noise Pollution	
<ul style="list-style-type: none"> Nothing of significance known 	

Available Infrastructure	
Transport - Roads	
<ul style="list-style-type: none"> Accesses from the B1099 would be required and should be relatively straight forward to provide. Where the B1099 Upwell Road becomes St Peter's Road closer to the town centre traffic movement along this road is difficult at times due to limited carriageway widths. This may need to be addressed as part of any large scale development to the east. There are currently no other obvious accesses from the local road network which could be utilised. 	
Transport – Foot and Cycle Ways	

- A public footpath follows the line of the former railway on the west side of the area in the section south of the B1099.
- There are a number of other locations where links can be made to the existing footpath network which should allow good permeability both to the remainder of the town by foot and cycle as well as access to the countryside.

Transport – Public Transport

- The No.33 bus service runs within 150m of the area (to the north) and 50m (to the south) but it appears unlikely that a service could be configured to serve the area directly.

Waste Water Treatment Works

- Development would be reliant on the March WWTW at Creek Road to the north east of the town.
- Due to water quality output issues at the WWTW development may need to be restricted to a minimal annual completion rate to be agreed with AWS and EA until a new solution is in place, likely to be post 2015.

Capacity of Sewer Network

- The capacity of the sewer network in March as a whole is currently under stress and this would need to be addressed as part of any development.

Electricity Provision

- Likely to require upgrades to the primary substations

Gas Main Connection

- No known constraints

Water Usage and Connections

- No known constraints

Deliverability

- The Fenland Neighbourhood Planning Vision Study identified the area to the east of the town as having opportunities for development with some constraints, but suggested development in the area could help to overcome some of the deprivation identified in March East ward.
- Sizeable parts of the area were included in the consultation for the July 2011 Core Strategy. However, there have only been a few relatively small land submissions for plots to the south of the B1099 and overall there has been little or no interest in making the land available for development, and no concept master plans have been submitted for consideration.
- Overall given the present lack of developer interest it is considered unlikely that significant development could be delivered in the area during the plan period.

Assessment

Development would be on Greenfield land and involve the loss of high/medium grade agricultural land. It would result in some intrusion into open countryside but this would be acceptable if kept within the identified limits. At the same time the morphology of the town would not be unduly affected.

A significant part of the area is within FZ1 and for the remaining parts in FZ2 & FZ3 the Sequential Test and Exception Test would need to be passed for residential use, or uses compatible with its flood risk status provided.

The area benefits from relatively good proximity to the town centre and local schools but is some distance from the railway station and employment area. Additional traffic using the B1099 along St Peter's Road is also a potential constraint that would need to be addressed.

Detailed consideration would also be needed in the upgrade of the sewer network and possible improvements to the WWTW at Creek Road.

Whilst there are some constraints there may be benefits in taking the site forward for further consideration. However, there has not been any significant developer interest and it is therefore questionable whether the area could be delivered during the plan period. As a result, and taking account of other sites which are considered suitable and deliverable for development, the area is not included as either a strategic allocation or broad location in the Core Strategy.

March – South East

Site Characteristics

The approximately rectangular site abuts the rear of dwellings situated along the B1011 Wimblington Road on its western side, Barkers Lane on its northern side, the disused railway to the east, and Lambs Hill Drove to the south. To the north of Barkers Lane are the Neale Wade Community College playing fields and dwellings in Monte Long Close and Fairfax Way. To the east of the disused railway line and south of Lambs Hill Drove the area is open countryside.

The area is generally flat and comprises predominantly arable fields interspersed particular in the northwest area with a mixture of hedgerows and lines of trees along field boundaries, with drainage ditches throughout.

Proximity to Key Services - Walking/Cycling	
Distance to Town Centre	
<ul style="list-style-type: none"> • Approx 1400m 	
Other convenience shopping	
<ul style="list-style-type: none"> • Approx 250m 	
Major employment area	
<ul style="list-style-type: none"> • Approx 3600m to March Trading Estate 	
Secondary school	
<ul style="list-style-type: none"> • Approx 290m to Neale Wade Community College 	
Primary school	
<ul style="list-style-type: none"> • Approx 750m to Cavalry PS 	

Definable Boundaries	
<ul style="list-style-type: none"> • The western side comprises the rear of dwellings and gardens on the east side of Wimblington Road. The dwellings run as far as the junction with Lambs Hill Drove which forms the most southerly built up part of the town on this side of the road. • To the north is Barkers Lane which has access form Wimblington Road but along the northern length of the area is essentially a farm track and public byway. On the north side of Barkers Lane are the Neale Wade Community College playing fields and dwellings in Monte Long Close and Fairfax Way. • To the east is part of the disused Chatteris to March railway line situated on a raised embankment and lined with a mixture of mature trees and hedgerow planting. • To the south is Lambs Hill Drove a private farm access road. There is some sporadic hedgerow planting along its southern side as far as the disused railway line, and further south the area comprises open arable fields. • Clearly definable boundaries exist for the allocation although enhanced landscaping will need to be provided along Lambs Hill Drove to help mitigate the visual impact of development particularly from the south. • Development to the east of the railway line would result in a marked visual encroachment into open countryside. Similarly, development to the south of Lambs Hill Drove would have an adverse visual impact on the character of the area. 	
Impact on Town Morphology (Shape)	

<ul style="list-style-type: none"> • Would be within established limits of built form of the settlement to the east and south
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Land Resource	
Greenfield / Brownfield	
<ul style="list-style-type: none"> • Greenfield 	
Flood Risk	
<ul style="list-style-type: none"> • Vast majority of the area is in FZ1, with small areas in the north east and south east corners falling within FZ2 and FZ3. 	
Contamination	
<ul style="list-style-type: none"> • No known contamination 	
Grade of Agricultural Land	
<ul style="list-style-type: none"> • Mixture of Grade 2 and 3 	

Minerals and Waste Issues	
Mineral Safeguarding Areas	
<ul style="list-style-type: none"> • None 	
Waste Water Treatment Work Safeguarding Area	
<ul style="list-style-type: none"> • None 	
Transport Safeguarding Areas	
<ul style="list-style-type: none"> • None 	
Waste Site	
<ul style="list-style-type: none"> • None 	
Waste Safeguarding Area	
<ul style="list-style-type: none"> • None 	

Environmental Issues	
Landscape Character	
<ul style="list-style-type: none"> • The area is located within the March Clay Island landscape character type. • Area is generally flat and open comprising predominantly arable fields interspersed particularly in the northwest area with a mixture of hedgerows and lines of trees, with drainage ditches forming field boundaries throughout. • Existing trees, hedgerows, and drainage ditches, provide opportunities to enhance any development. 	
Historic Features	
<ul style="list-style-type: none"> • Archaeological find spot in south west corner of area. • No other known built heritage assets. 	
Proximity to Ramsar, SPA, SAC Sites,	
<ul style="list-style-type: none"> • 7.5km approx to Nene Washes 	

Sites of Special Scientific Interest (SSSIs)	
<ul style="list-style-type: none"> 7.5km approx to Nene Washes 	
Local Nature Reserves	
<ul style="list-style-type: none"> None 	
County Wildlife Sites	
<ul style="list-style-type: none"> None 	
Other known Biodiversity features	
<ul style="list-style-type: none"> Trees and hedgerows Drains and ditches 	
TPO Trees	
<ul style="list-style-type: none"> None in allocation TPO in rear garden of 48-50 Wimblington Road abutting site 	
Public Open Space	
<ul style="list-style-type: none"> No public open space within the area. 	

Available Infrastructure	
Transport - Roads	
<ul style="list-style-type: none"> The busy B1101, Wimblington Road is to the west of the area and access from this road should be relatively easy to achieve. 	
Transport – Foot and Cycle Ways	
<ul style="list-style-type: none"> The site is approximately 1500m from March Town Centre using the B1101 by foot or cycle, the majority along a designated cycleway. Neale Wade Community College is adjacent to the north of the area, but with access from Wimblington Road Pedestrian/cycle access to Monte Long Close and Cavalry Drive is possible. The quiet nature of Barkers Lane and Lambs Hill Drove means that they are currently used by walkers and cyclists. The disused railway line is also well used by walkers and cyclists. There are no official cycleways presently linking directly to the site although key services can be reached relatively safely by foot. 	
Transport – Public Transport	
<ul style="list-style-type: none"> Buses run relatively regularly along Wimblington Road. 	
Waste Water Treatment Works	
<ul style="list-style-type: none"> Development would be reliant on the March WWTW at Creek Road to the north east of the town. Due to water quality output issues at the WWTW development may need to be restricted to a minimal annual completion rate to be agreed with AWS and EA until a new solution is in place, likely to be post 2015. 	
Capacity of Sewer Network	
<ul style="list-style-type: none"> The capacity of the sewer network in March as a whole is currently working at its limit. The distance from the WWTW means that further detailed consideration of the network will be required to facilitate development. 	

Electricity Provision	
<ul style="list-style-type: none"> Likely to require upgrades to the primary substations. 	
Gas Main Connection	
<ul style="list-style-type: none"> No known constraints 	
Water Useage and Connections	
<ul style="list-style-type: none"> No known constraints 	

Deliverability	
<ul style="list-style-type: none"> The Fenland Neighbourhood Planning Vision Study identified the area within a much larger area to the south of the town as having good opportunities for development with limited constraints. The area was the subject of 3 land submissions between 2004 and 2007 (Nos. 60, 270 and 417). The Preferred Options Consultation July 2011 for the Core Strategy also indicated that these areas would still be available for development (000355, 000358, 000264) and have been the subject of concept development plans. Parts of the area have recently been the subject of Screening Opinion applications to determine whether they should be the subject of an Environmental Impact Assessment (EIA) for mainly residential development (Ref: F/YR10/0021/SCOP and F/YR12/01236/SCOP). 	

Assessment
<p>Development of the area would be on a Greenfield site and involve the loss of high grade agricultural land. However the vast majority of the area is in FZ1 which would allow large scale housing development to occur in accordance with the sequential test</p> <p>There are definable boundaries to the majority of the area, although enhanced landscaping should be provided along Lambs Hill Drove to prevent visual intrusion into the open countryside to the south. There would not be any adverse impact on the town's morphology.</p> <p>The area is some distance from the town centre but in a relatively direct line to it, and is close to Neale Wade Community College and local services. The area is also relatively well served by sustainable transport modes, and new road accesses should be relatively easy to provide.</p> <p>There are also no known heritage, biodiversity or waste and mineral issues which should preclude development. However, detailed consideration will be needed in the upgrade of the sewer network and possible improvements to the WWTW at Creek Road.</p> <p>There is known developer interest in the area and the Council is sufficiently confident that development would be deliverable. The area is therefore included as a strategic allocation in the Core Strategy.</p>

March – South West

Site Characteristics

The area is broadly located to the west of the B1011 Wimblington Road, to the east of the A141, south of Knights End Road and north of the Wimblington Road – A141 roundabout.

The area is generally flat and comprises predominantly arable fields interspersed with drainage ditches. The area to the east and south-west is generally more open and to the north west are a number of smaller fields and paddocks demarcated by a mixture of trees and hedgerows.

Proximity to Key Services - Walking/Cycling	
Distance to Town Centre	
<ul style="list-style-type: none"> • Approx 1600m 	
Other convenience shopping	
<ul style="list-style-type: none"> • Approx 500m 	
Major employment area	
<ul style="list-style-type: none"> • Approx 3800m to March Trading Estate 	
Secondary school	
<ul style="list-style-type: none"> • Approx 500m to Neale Wade Community College 	
Primary school	
<ul style="list-style-type: none"> • Approx 1700m to Cavalry PS 	
Railway Station	
<ul style="list-style-type: none"> • Approx 3400m 	

Definable Boundaries	
<ul style="list-style-type: none"> • The A141 is on the western side and the B1101 on the east. The northern boundary is adjacent to existing development in Knights End Road. • To the south is the A141 / B1101 roundabout • Clear boundaries therefore exist for the area, though it is debatable at this stage to state whether it is appropriate for development to take place in the whole area or only part (i.e. the northern part) of the site. This could only be determined through a thorough masterplanning exercise. 	
Impact on Town Morphology (Shape)	
<ul style="list-style-type: none"> • Development in the northern area would be within established overall limits of the built up area of the settlement. • Further south new development has the potential to "elongate" the town, and may not be appropriate. 	

Land Resource	
Greenfield / Brownfield	
<ul style="list-style-type: none"> • Greenfield 	

Flood Risk	
<ul style="list-style-type: none"> • Except for a small pocket of FZ3 to the west of the B1101 Wimblington Road just south of dwellings at the entrance to the town from the south, the area is FZ1 • Conclusion – Majority of the area would be suitable for large scale housing in accordance with the sequential test. 	
Contamination	
<ul style="list-style-type: none"> • No known large scale contamination 	
Grade of Agricultural Land	
<ul style="list-style-type: none"> • Mixture of Grades 2 and 3 	

Minerals and Waste Issues	
Mineral Safeguarding Areas	
<ul style="list-style-type: none"> • There is an isolated elongated area of sand and gravel deposits which extends as far south as Wimblington on the eastern side of the area. • Further regard should be had to policies in the Waste and Minerals Plan. Proximity to existing development and extent of the deposit may mean that future large scale commercial extraction is unlikely, but may provide opportunities to utilise minerals locally as part of any development. 	
Waste Water Treatment Work Safeguarding Area	
<ul style="list-style-type: none"> • None 	
Transport Safeguarding Areas	
<ul style="list-style-type: none"> • None 	
Waste Consultation Area	
<ul style="list-style-type: none"> • None 	
Waste Site	
<ul style="list-style-type: none"> • None 	
Waste Safeguarding Area	
<ul style="list-style-type: none"> • None 	

Environmental Issues	
Landscape Character	
<ul style="list-style-type: none"> • The area is located within the March Clay Island landscape character type • Area is generally flat and open comprising predominantly arable fields of varying sizes interspersed with drainage ditches. • The area to the east and south-west is generally more open. To the north-west are a number of smaller fields and paddocks enclosed by a mixture of trees and hedgerows. • Existing trees, hedgerows, and drainage ditches, provide opportunities to enhance any development 	
Historic Features	
<ul style="list-style-type: none"> • Knight's End Road /Linwood Lane/east of A141- significant ridge and furrow cultivation 	

<p>earthworks in a number of fields.</p> <ul style="list-style-type: none"> • Archaeological field work area in the north-eastern part. • Several archaeological findspots in particularly the northern part. • St Wendreda's Church - Grade I Listed – other Grade II listed buildings in vicinity of the church to north of area. • Owl Barn Lodge, Knights End Road – Grade II Listed – within area • No other known built heritage assets. 	
Proximity to Ramsar, SPA, SAC Sites	
<ul style="list-style-type: none"> • Significant distance to Nene Washes - 7.7km approx 	
Sites of Special Scientific Interest (SSSIs)	
<ul style="list-style-type: none"> • Significant distance to Nene Washes - 7.7km approx 	
Local Nature Reserves	
<ul style="list-style-type: none"> • None 	
County Wildlife Sites	
<ul style="list-style-type: none"> • Gault Bank Pollarded Willows – approx 500m to west 	
Other known Biodiversity features	
<ul style="list-style-type: none"> • Trees and hedgerows • Drains and ditches 	
TPO Trees	
<ul style="list-style-type: none"> • Significant number in north-west part of area including around field boundaries. • Several along Linwood Lane, and in existing properties adjoining area. 	
Public Open Space / Recreation and Sports	
<ul style="list-style-type: none"> • No public open space within the area. • Not adjacent to existing recreation and sports facilities. 	

Available Infrastructure	
Transport - Roads	
<ul style="list-style-type: none"> • The busy B1101, Wimblington Road is to the east of the area and access from this road should be relatively easy to achieve. • Some access may also be possible from Knights End Road. • Although the A141 is to the west of the area, it is unlikely access will be provided or necessary from this road. 	
Transport – Foot and Cycle Ways	
<ul style="list-style-type: none"> • The site is approximately 1.5km from the edge of March Town Centre using the B1101 by foot or cycle, the majority along a designated cycleway. • A public byway links Knights End Road with the Wimblington Road / A141 roundabout and effectively divides the area equally into two sides. • Linwood Lane is also a public byway and links Knights End Road with the A141 bypass. • There are also a number of local footpaths which cross the northwest part of the area. 	
Transport – Public Transport	
<ul style="list-style-type: none"> • Buses run relatively regularly along the B1101 Wimblington Road. 	

Waste Water Treatment Works	
<ul style="list-style-type: none"> • Development would be reliant on the March WWTW at Creek Road to the north east of the town. • Due to water quality output issues at the WWTW development may need to be restricted to a minimal annual completion rate to be agreed with AWS and EA until a new solution is in place, likely to be post 2015. 	
Capacity of Sewer Network	
<ul style="list-style-type: none"> • The capacity of the sewer network in March as a whole is currently working at its limit. The distance from the WWTW means that further detailed consideration of the network will be required to facilitate development. 	
Electricity Provision	
<ul style="list-style-type: none"> • Likely to require upgrades to the primary substations. 	
Gas Main Connection	
<ul style="list-style-type: none"> • No known constraints 	
Water Usage and Connections	
<ul style="list-style-type: none"> • No known constraints 	

Deliverability	
<ul style="list-style-type: none"> • The Fenland Neighbourhood Planning Vision Study identified the area to the south of the town as having good opportunities for development with limited constraints and suggested that these would be likely to emerge at a later date. • The area was the subject of 5 land submissions (Nos: 59, 129, 304, 305 and 306) between 2004 and 2007. • Whilst interest in developing the area has been indicated from agents and landowners these have not yet materialised into concept master plans. Its location and limited number of known constraints means that the area has the potential, probably in the longer term, to assist with the Council's growth agenda. The Council is therefore of the view that there is a good chance that the site will be deliverable during the plan period. 	

Assessment
<p>Development of the area would be on a Greenfield site and involve the loss of high and medium grade agricultural land. However the vast majority of the area is in FZ1 which would allow large scale housing development to occur in accordance with the sequential test.</p> <p>It is possible to define general boundaries for the area and assuming that development happened within this broad area there would be no unacceptably adverse impact on the existing landscape character.</p> <p>The area is some distance from the town centre but in a relatively direct line and is close to Neale Wade Community College and local services. The area is also relatively well served by sustainable transport modes, and new road accesses should be relatively easy to provide. Detailed consideration will need to be given to the upgrade of the sewer network and possible improvements to the WWTW at Creek Road.</p> <p>The known heritage assets in the areas will need to be carefully assessed and existing natural features should provide opportunities to enhance development. The extent of the safeguarded sand and gravel mineral deposits will need further consideration but the proximity to existing</p>

development means that large scale commercial extraction is unlikely, and may provide opportunities to utilise minerals locally as part of any development.

The area is well located to the remainder of the town and key services, and there are relatively few constraints to overcome. However, the distance from the town centre and extent of developer interest mean that it is a site that would more likely to come forward later in the plan period. However, as the Council are keen to pursue a pro-growth agenda, and wishes to retain as flexible approach as possible for types of future development, the area is included as a broad location rather than a strategic allocation at this time. Whilst it is not possible to establish finite boundaries at present, the nature of the area and known limits on the ground provide sufficient certainty to justify the inclusion of the area as a broad location for growth, but not as a strategic allocation.

March – West

(Note: this site falls within both the ‘south’ and ‘west’ segments of the original appraisal process in the first half of this report)

Site Characteristics

An extensive and irregular shaped area broadly to the west of the town extending from Gaul Road in the north, to Knights End Road in the south, the A141 Isle of Ely Way to the west, and the existing built up residential area of the town broadly deriving from Burrowmoor Road, Gaul Road and The Avenue, to the east.

The area is generally flat but the land slopes away to the west in the southern part of the area. It comprises predominantly large arable fields to the south-west and north with smaller paddock enclosures in the central part of the area and to the south east. There is a mixture of hedgerows, and lines of trees along field boundaries, with drainage ditches throughout. Established tree belts are also located along the east side of the A141.

Proximity to Key Services - Walking/Cycling	
Distance to Town Centre	
• Approx 850m	
Other convenience shopping	
• Approx 600m	
Major employment area	
• Approx 2300m to March Trading Estate	
Secondary school	
• Approx 600m to Neale Wade Community College	
Primary school	
• Approx 700m to Burrowmoor PS, Burrowmoor Road	
Railway Station	
• Approx 2400m	

Definable Boundaries	
<ul style="list-style-type: none">• Gaul Road establishes the limit of the area on the north side (to the north of Gaul Road as far as the River Nene Old Course the land is almost exclusively FZ3).• The busy A141 forms the western boundary.• The southern boundary follows the rear of dwellings and gardens in Knights End Road.• To the east the boundary follows the rear of properties, which are predominately dwellings which constitute the existing built up area of the town. In the south eastern area March Cricket Club, March Bowls Club, the Recreation Ground POS in The Avenue, the cemetery grounds of St Wendreda’s Church, and nearby allotments, provide definable boundaries.• Clearly definable boundaries therefore exist for all of the allocation. Extending west of the A141 would result in significant visual encroachment into open countryside and into FZ3, and would also present access difficulties.	
Impact on Town Morphology (Shape)	
• No adverse impact	

<ul style="list-style-type: none"> • Would be within overall established limits of the town

Land Resource	
Greenfield / Brownfield	
<ul style="list-style-type: none"> • Greenfield 	
Flood Risk	
<ul style="list-style-type: none"> • Vast majority of the area is in FZ1, with small areas in the north east (south of Gaul Road) and on the southwest side falling within FZ2 and FZ3. • Conclusion – Substantial amount of housing would be possible in this area in accordance with the sequential test. 	
Contamination	
<ul style="list-style-type: none"> • No known contamination 	
Grade of Agricultural Land	
<ul style="list-style-type: none"> • Predominantly Grade 3 with Grade 2 to the west and north 	

Minerals and Waste Issues	
Mineral Safeguarding Areas	
<ul style="list-style-type: none"> • None 	
Waste Water Treatment Work Safeguarding Area	
<ul style="list-style-type: none"> • None 	
Transport Safeguarding Areas	
<ul style="list-style-type: none"> • None 	
Waste Site	
<ul style="list-style-type: none"> • None 	
Waste Consultation Area	
<ul style="list-style-type: none"> • None 	

Environmental Issues	
Landscape Character	
<ul style="list-style-type: none"> • The area is located within the March Clay Island landscape character type • The area is situated on an area of noticeably higher ground comprising part of the March "island" of the historic fen. The area is generally flat but the land slopes away to the west in the southern part. It comprises predominantly large arable fields to the south-west and north with smaller paddock enclosures in the central part of the area and to the south east. • There is a mixture of hedgerows, and lines of trees along field boundaries, with drainage ditches throughout. Established tree belts are also located along the east side of the A141. • Existing trees, hedgerows, and drainage ditches, provide opportunities to enhance any 	

development	
Historic Features	
<ul style="list-style-type: none"> • St Wendreda's Church - Grade I Listed – close to south-east part of the area. Other Grade II listed buildings in vicinity of the church. • Owl Barn Lodge, Knights End Road – Grade II Listed • Cherryholt Farm Grade II Listed at western end and north side of Burrowmoor Road • West of St Wendreda's Church - ridge and furrow cultivation earthworks • No other known built heritage assets. 	
Proximity to Ramsar, SPA, SAC Sites,	
<ul style="list-style-type: none"> • 5.7km approx to Nene Washes 	
Sites of Special Scientific Interest (SSSIs)	
<ul style="list-style-type: none"> • 5.7km approx to Nene Washes 	
County Wildlife Sites	
<ul style="list-style-type: none"> • None 	
Local Nature Reserve	
<ul style="list-style-type: none"> • None 	
Other known Biodiversity features	
<ul style="list-style-type: none"> • Trees and hedgerows • Drains, ditches • Ponds and drainage attenuation basins 	
TPO Trees	
<ul style="list-style-type: none"> • None within allocation 	
Public Open Space / Private Sports and Recreation	
<ul style="list-style-type: none"> • No public open space within the area. • Allocation abuts the Recreation Ground area of POS in The Avenue, and the Brewin Avenue area of POS. • It also abuts March Town Cricket Club and Squash Club and March Town Bowls Club in the south eastern area, and a camp site area at the western end of Gaul Road. 	

Available Infrastructure	
Transport - Roads	
<ul style="list-style-type: none"> • The busy A141 is to the west of the area. New access(es) at a minimum of two points is likely to be required to serve any development • The B1101, The Avenue to the east of the area is the main through road in March. An existing vehicular access from Princess Avenue would allow new development to be served. • The western ends of both Gaul Road and Burrowmoor Road would also provide direct vehicular access to the area. • Access from the existing road network should be relatively easy to achieve, but detailed consideration will be required about how any new network will impact on the existing network including on Gaul Road, Burrowmoor Road, Knights End Road, the town centre and the A141. 	

Transport – Foot and Cycle Ways	
<ul style="list-style-type: none"> Public footpaths are located in the southern part of the area linking to The Avenue, St Wendreda's Church and Knights End Road. The southern part of the area is currently well used by (particularly) dog walkers. Potential access points to integrate with the remainder of the town could be provided from Kingswood Road, Brewin Avenue, Birchwood Avenue and the eastern end of Knights End Road (x2). There are no official cycleways presently linking directly to the site although the cycleway on the B1101 could be utilised from the southern part of the area. 	
Transport – Public Transport	
<ul style="list-style-type: none"> Buses run relatively regularly along Wimblington Road. Discussions with prospective developers have explored how any development could be served to integrate with the remainder of the town. 	
Waste Water Treatment Works	
<ul style="list-style-type: none"> Development would be reliant on the March WWTW at Creek Road to the north east of the town. Due to water quality output issues at the WWTW development may need to be restricted to a minimal annual completion rate to be agreed with AWS and EA until a new solution is in place, likely to be post 2015. 	
Capacity of Sewer Network	
<ul style="list-style-type: none"> The capacity of the sewer network in March as a whole is currently working at its limit. The distance and location of the WWTW means that further detailed consideration of the network will be required to facilitate development. 	
Electricity Provision	
<ul style="list-style-type: none"> An electricity substation and access road is located within the northern part of the area to the south of Gaul Road. Likely to require upgrades to the primary substations. 	
Gas Main Connection	
<ul style="list-style-type: none"> High pressure gas main crosses the southern part of the area from the A141 to The Avenue immediately south of Kingswood Road in an approximately east-west alignment No known constraints to provision. 	
Water Usage and Connections	
<ul style="list-style-type: none"> No known constraints to provision. 	

Deliverability	
<ul style="list-style-type: none"> The Fenland Neighbourhood Planning Vision Study identified the area as having potential opportunities for development with limited constraints. Vast majority of the area was been the subject of 10 independent land submissions between 2004 and 2007 (Nos: 12, 13, 14, 27, 34, 215, 216, 270, 287, and 299). The Preferred Options Consultation for the Core Strategy in July 2011 also confirmed the availability of much of the area for development (no: 000350, 000512 - 000513, 000523, 000525, 000532, 000530, 000527- 000528, 000477 – 000479). Area to the south of Burrowmoor Road and north of Knights End Road has been the subject of as series of master plans identifying the area as Hatchwoods Park. Discussions have taken place with the Council and other statutory bodies and utility companies to establish the principles of development and timing of the deliverability of the area. 	



Assessment
<p>Development of the area would be on a Greenfield site and involve the loss of high grade agricultural land. However the vast majority of the area is in FZ1 which would allow large scale housing development to occur in accordance with the sequential test.</p> <p>There are definable boundaries to the area, and development would be confined to clearly recognisable limits without encroaching on open countryside. There would also not be any adverse impact on the town's morphology.</p> <p>The area is relatively close to the town centre as well as Neale Wade Community College and a local primary school. The area is also relatively well served by sustainable transport modes. New road accesses are likely from the A141 and these will necessitate detailed consideration as to the wider transport impact on the town. Noise impacts from the A141 will also need to be addressed.</p> <p>Whilst there are no major biodiversity or waste and minerals issues to address, there are a number of heritage assets in the area which will require careful consideration for their retention. The setting of St Wendreda' s Church will need to be preserved but could also act as an opportunity to be a visual focal point for new development.</p> <p>Detailed consideration will be required about the upgrade of the sewer network and possible improvements to the WWTW at Creek Road. The extent of the area means that new community facilities and key services will be required as part of the development.</p> <p>There is significant developer interest in the area and the Council is sufficiently confident that development would be deliverable during the plan period . The area is therefore included as a strategic allocation in the Core Strategy.</p>

March - West of A141 Bypass

Site Characteristics

This area is located to the west of the A141, south of the River Nene (Old Course) and north of Gaul Road which at this point provides access to Gaul Farm only.

The area is generally flat and open with large fields demarcated by drainage ditches. The area is open for a considerable distance to the west. A high voltage power line crosses the area in an approximate north-west / south-east alignment

Proximity to Key Services - Walking/Cycling	
Distance to Town Centre	
<ul style="list-style-type: none"> • Approx 1300m 	
Railway Station	
<ul style="list-style-type: none"> • Approx 2400m 	
Other convenience shopping	
<ul style="list-style-type: none"> • Approx 675m – Wisbech Road 	
Major employment area	
<ul style="list-style-type: none"> • Approx 1500m – March Trading Estate 	
Secondary school	
<ul style="list-style-type: none"> • Approx 2500m to Neale Wade Community College 	
Primary school	
<ul style="list-style-type: none"> • Approx 1400m to Burrowmoor Primary School 	

Definable Boundaries	
<ul style="list-style-type: none"> • The eastern side comprises the A141. • To the south is part of Gaul Road a length of minor rural road which serves Gaul Farm, although the area to the south beyond this is very open. • To the north is the raised flood defence embankment of the River Nene (Old Course) • To the west is open arable countryside comprising a network of large fields demarcated by drainage ditches. • It is possible to establish definable limits to the north and east south but more difficult to establish any clear limits to the south, and particularly the west. 	
Impact on Town Morphology (Shape)	
<ul style="list-style-type: none"> • Large scale development in the area would have an adverse impact on the morphology of the town due to the significant intrusion into open countryside that would result 	

Land Resource	
Greenfield / Brownfield	
<ul style="list-style-type: none"> • Greenfield 	

Flood Risk	
<ul style="list-style-type: none"> All of the area is within FZ3. For residential development to be acceptable both the Sequential Test and Exception Test would need to be passed. 	
Contamination	
<ul style="list-style-type: none"> No known large scale ground contamination, although a high voltage power line crosses the area. 	
Grade of Agricultural Land	
<ul style="list-style-type: none"> Area closest to the A141 is Grade 2, further west is Grade 1 	

Minerals and Waste Issues	
Mineral Safeguarding Areas	
<ul style="list-style-type: none"> None 	
Waste Water Treatment Work Safeguarding Area	
<ul style="list-style-type: none"> None 	
Transport Safeguarding Areas	
<ul style="list-style-type: none"> None 	
Waste Sites	
<ul style="list-style-type: none"> None 	
Waste Safeguarding Area	
<ul style="list-style-type: none"> None 	

Environmental Issues	
Landscape Character	
<ul style="list-style-type: none"> Area falls within The Fens landscape character type. The area is flat with very open farmland to the west and south. To the north of the River Nene (Old Course) are a sporadic collections of buildings comprising businesses and offices, and together with the busy A141 and the high voltage power line running through the area, give it a part-industrial feel. 	
Historic Features	
<ul style="list-style-type: none"> None known within the area 	
Proximity to Ramsar, SPA, SAC Sites,	
<ul style="list-style-type: none"> Approximately 5.1 km from Nene Washes 	
Sites of Special Scientific Interest (SSSIs)	
<ul style="list-style-type: none"> Approximately 5.1 km from Nene Washes 	

Local Nature Reserves	
<ul style="list-style-type: none"> None adjacent or within vicinity of the area 	
County Wildlife Sites	
<ul style="list-style-type: none"> None adjacent or within vicinity of the area 	
Other known Biodiversity features	
<ul style="list-style-type: none"> River Nene (Old Course) provides a habitat for a variety of wildlife Drains and ditches 	
TPO Trees	
<ul style="list-style-type: none"> None within area 	
Public Open Space	
<ul style="list-style-type: none"> None within or adjacent to the area at present although West End Park has planning permission to be extended up to the east side of the A141. An existing footpath along the River Nene (Old Course) would provide informal access to this proposed park extension. 	
Noise Pollution	
<ul style="list-style-type: none"> Potential noise pollution from the A141 	

Available Infrastructure	
Transport - Roads	
<ul style="list-style-type: none"> The busy A141 is to the east of the area. A new access(es) from that road would need to be provided. A new roundabout has been approved in connection with a current development in Gaul Road, but has not yet been constructed. 	
Transport – Foot and Cycle Ways	
<ul style="list-style-type: none"> There is no defined footpath on either side of the A141 making it difficult to link safely to existing footways and cycle routes. The busy A141 acts as a significant barrier to the remainder of the town, effectively severing the area from it. Significant improvements would therefore be required to allow safe crossing of the road. There is an unmade footpath running along the river (and under the bridge) which would provide access to West End Park and eventually the town centre, but major upgrades and alternative ways to cross the A141 would be required to avoid the severance issue. The footpath along the river to the west peters out thereby currently restricting easy public access to the countryside. 	
Transport – Public Transport	
<ul style="list-style-type: none"> There is no bus service to the area and any development would need to consider how this would be addressed. 	
Waste Water Treatment Works	
<ul style="list-style-type: none"> Development would be reliant on the March WWTW at Creek Road to the north east of 	

the town.	
<ul style="list-style-type: none"> Due to water quality output issues at the WWTW development may need to be restricted to a minimal annual completion rate to be agreed with AWS and EA until a new solution is in place, likely to be post 2015. 	
Capacity of Sewer Network	
<ul style="list-style-type: none"> The capacity of the sewer network in March as a whole is currently under stress although the location of the area in relation to the WWTW means that this should be relatively easy to upgrade/ provide if required. 	
Electricity Provision	
<ul style="list-style-type: none"> Likely to require upgrades to the primary substations High voltage power lines across the site would act as some constraint to residential development 	
Gas Main Connection	
<ul style="list-style-type: none"> No known constraints 	
Water Usage and Connections	
<ul style="list-style-type: none"> No known constraints 	

Deliverability	
<ul style="list-style-type: none"> The Fenland Neighbourhood Planning Vision Study identified the area to the west of the town as having limited opportunities for residential development due to the severance created by the A141, flood risk and the high voltage power line. Land submissions have been submitted for the area in the past, and the Core Strategy Consultation in July 2011 also indicated that the area would be available for development during the plan period. In addition a variety of concept master plans for a country park, further education facilities (COWA), business development and residential uses have been produced in the recent past. There therefore appears to be on-going interest in developing the land. 	

Assessment
<p>Development would be on Greenfield land and involve the loss of high grade agricultural land. It would result in significant intrusion into open countryside which would be visible from a considerable distance and would be likely to have an adverse impact on the existing landscape character.</p> <p>The area is also totally in FZ3 requiring the passing of both the Sequential Test and Exception Test for residential development to be acceptable. However, there are presently other sites around the town located in FZ1 and in more suitable locations which could provide for the expected number of new dwellings and employment land for March during the plan period.</p> <p>The morphology of the town would be adversely affected. In addition the severance provided by the A141, poor public transport and distance from key destinations such as the town centre, railway station, and secondary and primary schools would mean access would be difficult by cycle and foot and result in a large number of journeys by private motor vehicles.</p> <p>Detailed consideration would also be needed in the upgrade of the sewer network and possible improvements to the WWTW at Creek Road.</p> <p>The high voltage power line running through the area would also act as a constraint on</p>

residential development.

There are therefore a number of significant constraints on the site. There are other more suitable sites in and around the town available for development at the present time which outweigh the need for development in this area at the present time. The area is therefore not included as either a strategic allocation or broad location in the Core Strategy.

March North West

Site Characteristics

This area is located to the north-west of the town in Westry and lies to the west of the A141, north of the Peterborough – Ely railway line, and east of an overhead power line. To the north of the area is a vegetable produce plant.

The area is generally flat and open with a series of cultivated fields demarcated by drainage ditches. The area is open for a considerable distance to the west.

Proximity to Key Services - Walking/Cycling	
Distance to Town Centre	
<ul style="list-style-type: none"> • Approx 2200m 	
Railway Station	
<ul style="list-style-type: none"> • Approx 2100m 	
Other convenience shopping	
<ul style="list-style-type: none"> • Approx 450m – Tesco, Hostmoor Avenue 	
Major employment area	
<ul style="list-style-type: none"> • Approx 300m – March Trading Estate 	
Secondary school	
<ul style="list-style-type: none"> • Approx 3200m to Neale Wade Community College 	
Primary school	
<ul style="list-style-type: none"> • Approx 1600m to Westwood Community Junior School, Maple Grove 	

Definable Boundaries	
<ul style="list-style-type: none"> • The eastern side comprises the A141 and the rear gardens of a pocket of dwellings in Westry • To the south is the embankment of the main line railway. • To the north the buildings comprising a vegetable produce plant, currently operated by Fenmarc provides a limit to the area. • The land to the west is very open although an overhead power line provides an approximate indication of the likely extent of development in the area. Other than field boundary drainage ditches there is no obvious limit to the extent of development in this location. • It is possible to establish definable limits to the north, east and south but difficult to establish any clear limits to the west. 	
Impact on Town Morphology (Shape)	
<ul style="list-style-type: none"> • A large extension to the northwest would have an adverse impact on the morphology of the town by extending into open countryside and effectively increasing its elongation. 	

Land Resource	
Greenfield / Brownfield	
<ul style="list-style-type: none"> Greenfield 	
Flood Risk	
<ul style="list-style-type: none"> Almost all of the area is within FZ3. For residential development to be acceptable both the Sequential Test and Exception Test would need to be passed. 	
Contamination	
<ul style="list-style-type: none"> No known contamination. 	
Grade of Agricultural Land	
<ul style="list-style-type: none"> Grade 1 	

Minerals and Waste Issues	
Mineral Safeguarding Areas	
<ul style="list-style-type: none"> There is a small area of sand and gravel deposits in the north east corner of the site close to the A141 and the vegetable produce plant. The proximity to existing development means that future large scale commercial extraction is unlikely, but may provide opportunities to utilise minerals locally as part of any development. 	
Waste Water Treatment Work Safeguarding Area	
<ul style="list-style-type: none"> None 	
Transport Safeguarding Areas	
<ul style="list-style-type: none"> None 	
Waste Sites	
<ul style="list-style-type: none"> Adjacent to the Fenmarc Anaerobic Digestion (AD) recycling plant 	
Waste Safeguarding Area	
<ul style="list-style-type: none"> Approximately one half of the area falls within the waste safeguarding area of the Fenmarc Anaerobic Digestion (AD) recycling plant 	

Environmental Issues	
Landscape Character	
<ul style="list-style-type: none"> Area falls within The Fens landscape character type. The area is flat, very open flat and intensively cultivated with a network of drainage ditches around field boundaries. 	
Historic Features	
<ul style="list-style-type: none"> St Mary's Church and Rectory, Wisbech Road - Grade II Listed on the east side of the 	

A141 opposite the area	
<ul style="list-style-type: none"> No other known heritage features 	
Proximity to Ramsar, SPA, SAC Sites,	
<ul style="list-style-type: none"> Approximately 3.8 km from Nene Washes 	
Sites of Special Scientific Interest (SSSIs)	
<ul style="list-style-type: none"> Approximately 3.8 km from Nene Washes 	
Local Nature Reserves	
<ul style="list-style-type: none"> None 	
County Wildlife Sites	
<ul style="list-style-type: none"> None adjacent or within vicinity of the area 	
Other known Biodiversity features	
<ul style="list-style-type: none"> Drains and ditches 	
TPO Trees	
<ul style="list-style-type: none"> None within area Extensive number of protected trees around St Mary's Church (on the east side of the A141) 	
Public Open Space	
<ul style="list-style-type: none"> None within area or adjacent 	
Noise Pollution	
<ul style="list-style-type: none"> Some potential effect from the Fenmarc packaging plant but unlikely to result in an unacceptable impact. Potential noise pollution from the A141. 	

Available Infrastructure	
Transport - Roads	
<ul style="list-style-type: none"> The busy A141 is to the east of the area. A new access(es) from the road should be relatively easy to achieve. 	
Transport – Foot and Cycle Ways	
<ul style="list-style-type: none"> There is no defined footpath on the west side of the A141 making it difficult to link safely to existing footways and cycle routes. The busy A141 acts as a significant barrier to the remainder of the town, effectively severing the area from it. Significant improvements would therefore be required to allow safe crossing of the road. 	
Transport – Public Transport	
<ul style="list-style-type: none"> There are approximately half hour bus services which run along Wisbech Road between March and Kings Lynn (No 46), and March and Peterborough (No33) during the week with a much reduced service at the weekend. 	

Waste Water Treatment Works	
<ul style="list-style-type: none"> • Development would be reliant on the March WWTW at Creek Road to the north east of the town. • Due to water quality output issues at the WWTW development may need to be restricted to a minimal annual completion rate to be agreed with AWS and EA until a new solution is in place, likely to be post 2015. 	
Capacity of Sewer Network	
<ul style="list-style-type: none"> • The capacity of the sewer network in March as a whole is currently under stress although the location of the area in relation to the WWTW means that this should be relatively easy to upgrade/ provide if required. 	
Electricity Provision	
<ul style="list-style-type: none"> • Likely to require upgrades to the primary substations • High voltage power lines in the proximity of the site to the west could act as a constraint to residential development 	
Gas Main Connection	
<ul style="list-style-type: none"> • No known constraints 	
Water Usage and Connections	
<ul style="list-style-type: none"> • No known constraints 	

Deliverability	
<ul style="list-style-type: none"> • The Fenland Neighbourhood Planning Vision Study identified the area to the west of the town as having limited opportunities for residential development due to the severance afforded by the A141, flood risk and the high voltage power line. • 2 land submissions have been submitted for the area (Nos. 56 and 396) • The Preferred Options Consultation July 2011 for the Core Strategy also indicated that these areas would still be available for development during the plan period. • A concept master plan for the area closest to the Fenmarc vegetable production plant proposes a mixture of residential and employment uses powered by heat from the recently constructed AD plant, and is proposed that the buildings would all be carbon neutral. • There is therefore significant interest in developing the land and utilising nearby sustainable energy sources for the development. 	

Assessment
<p>Development would be on Greenfield land and involve the loss of high grade agricultural land. It would result in significant intrusion into open countryside which would be visible from a considerable distance and would be likely to have an adverse impact on the existing landscape character.</p> <p>The area is also in FZ3 requiring the passing of both the Sequential Test and Exception Test for residential development to be acceptable. There are presently other sites around the town in FZ1 in more suitable locations which could provide for the expected number of new dwellings, as well as employment land for March during the plan period.</p> <p>There would also be an adverse impact on the town's morphology, effectively elongating it. In addition the severance provided by the A141 and distance from key destinations such as the</p>

town centre, railway station, and secondary and primary schools would mean that access would be difficult by cycle and foot and result in a large number of journeys by private motor vehicles. Although bus services are relatively good for Fenland they are currently not, and are unlikely to be, of sufficient regularity to offset the reliance on the use of the car. Advantages of the site are its proximity to the nearby AD plant, March Trading Estate and Tesco superstore but safe access by foot or cycle is constrained by the A141.

Detailed consideration would also be needed in the upgrade of the sewer network and possible improvements to the WWTW at Creek Road.

Whilst there are some sand and gravel deposits in the area the extent of these and the proximity to existing residential development could mean that future large scale commercial extraction is unlikely, and may provide opportunities to utilise minerals locally as part of any development.

Although it is proposed that part of the development area would potentially involve the use of heat from the nearby AD plant and that this could be delivered during the plan period, there are other significant constraints to developing the site. There are other more suitable sites in and around the town available for development at the present time which outweigh the need for development in this area at the present time. The area is therefore not included as either a strategic allocation or broad location in the Core Strategy.

March Trading Estate

Site Characteristics

This area is located in the north-west part of the town, to the east of the A141, west of Hundred Road and north of the Peterborough – Ely railway line. To the north of the area is a substantial landfill site and open arable fields.

The area is generally flat. A large part is already developed; predominantly with commercial and business uses but there are also significant sites throughout the area which are presently vacant or in agricultural production.

Proximity to Key Services - Walking/Cycling	
Distance to Town Centre	
<ul style="list-style-type: none"> • Approx 1600m 	
Railway Station	
<ul style="list-style-type: none"> • Approx 1100m 	
Other convenience shopping	
<ul style="list-style-type: none"> • N/a 	
Major employment area	
<ul style="list-style-type: none"> • N/a 	
Secondary school	
<ul style="list-style-type: none"> • N/a 	
Primary school	
<ul style="list-style-type: none"> • N/a 	

Definable Boundaries	
<ul style="list-style-type: none"> • The western side comprises the A141 and parts of the built up area of Westry. • To the south is the mainline railway and to the east Hundred Road. • The northern boundary is less defined but includes open arable fields on the western side and the March landfill site to the east. • It is therefore possible to establish a generally definable area where new development in principle may be located. 	
Impact on Town Morphology (Shape)	
<ul style="list-style-type: none"> • Generally within existing built up limits of the town. • Extension northwards also likely to be acceptable due to proximity of the land fill site. • Potential coalescence with Westry needs to be carefully considered. 	

Land Resource	
Greenfield / Brownfield	
<ul style="list-style-type: none"> • Greenfield 	

Flood Risk	
<ul style="list-style-type: none"> • Mixture of FZ1, FZ2, and FZ3. • North of Hostmoor Avenue – predominantly FZ1. • Between Hostmoor Avenue and railway line – predominantly FZ3. • Area to the north of Hostmoor Avenue has potential for large scale development in accordance with the sequential approach. Depending on the types of uses, development may also be possible on land to the south of Hostmoor Avenue. 	
Contamination	
<ul style="list-style-type: none"> • March Landfill Site, Hundred Road in north of area. • No other known major contamination. 	
Grade of Agricultural Land	
<ul style="list-style-type: none"> • Grade 2 	

Minerals and Waste Issues	
Mineral Safeguarding Areas	
<ul style="list-style-type: none"> • Substantial area of sand and gravel deposits mainly to the north and west of the landfill site in Hundred Road extending to and beyond Westry and the A141. • Further regard should be had to the Waste and Minerals Plan. Proximity to existing development may mean that future large scale commercial extraction is unlikely, but may provide opportunities to utilise minerals locally as part of any development. 	
Waste Water Treatment Work Safeguarding Area	
<ul style="list-style-type: none"> • None 	
Transport Safeguarding Areas	
<ul style="list-style-type: none"> • None 	
Waste Sites	
<ul style="list-style-type: none"> • March Landfill Site, Hundred Road • Waste Transfer Station, Melbourne Avenue • Fenmarc, adjacent to area (west side of a141) • Hostmoor Avenue Site 	
Waste Safeguarding Area	
<ul style="list-style-type: none"> • Yes, around: • March Landfill Site, Hundred Road • Waste Transfer Station, Melbourne Avenue Around • Fenmarc, adjacent to area (west side of a141) • Hostmoor Avenue Site 	

Environmental Issues	
Landscape Character	
<ul style="list-style-type: none"> • Area falls within The Fens landscape character type. • Predominantly developed with a mixture of generally low rise commercial and business premises, interspersed with undeveloped plots including some areas in agricultural production. 	

<ul style="list-style-type: none"> • Some mature hedges and trees particularly to the west. • Wide open areas of land to the north – visual impact on wider area will need to be considered and addressed. 	
Historic Features	
<ul style="list-style-type: none"> • Bronze Age Settlement – Melbourne Avenue / Hundred Road • Fen Causeway traverses area in east-west direction in north of area - visible in some locations. • Several archaeological findspots throughout area. • St Mary's Church and Rectory, Wisbech Road - Grade II Listed • No other known heritage features 	
Proximity to Ramsar, SPA, SAC Sites,	
<ul style="list-style-type: none"> • Approximately 4.0 km from Nene Washes 	
Sites of Special Scientific Interest (SSSIs)	
<ul style="list-style-type: none"> • Approximately 4.0 km from Nene Washes 	
Local Nature Reserves	
<ul style="list-style-type: none"> • None 	
County Wildlife Sites	
<ul style="list-style-type: none"> • Whitemoor Marshalling Yard CWS adjacent to area on the eastern side. Extensive development has occurred on the CWS area to provide rail ballast recycling facilities in the recent past. 	
Other known Biodiversity features	
<ul style="list-style-type: none"> • Drains and ditches • Trees and hedgerows 	
TPO Trees	
<ul style="list-style-type: none"> • None within area 	
Public Open Space	
<ul style="list-style-type: none"> • None within area or adjacent 	
Noise Pollution	
<ul style="list-style-type: none"> • New industrial uses may cause problems for existing residents. • Occupiers of (any) new dwellings could potentially be at risk from noise pollution from existing or proposed industrial activities. 	

Available Infrastructure	
Transport - Roads	
<ul style="list-style-type: none"> • The busy A141 is to the west of the area. • Hostmoor Avenue, Melbourne Avenue, Thorby Avenue and Hundred Road are key distributor roads within the area, and likely to enable suitable accesses to any development. • Improvements to the A141 / Hostmoor Avenue junction may be required. 	

Transport – Foot and Cycle Ways	
<ul style="list-style-type: none"> The southern part of the site is approximately 1600m from March Town Centre by foot or cycle. The area is also about 1200m from March railway station National Cycle Route 63 runs to the east of the area along Hundred Road. The public footpath between Hundred Road and Hostmoor Avenue, enables a reasonably good link to the remainder of the town. 	
Transport – Public Transport	
<ul style="list-style-type: none"> Buses (Nos 33) run relatively regularly to Tescos, with more occasional services along Wisbech Road. 	
Waste Water Treatment Works	
<ul style="list-style-type: none"> Development would be reliant on the March WWTW at Creek Road to the north east of the town. Due to water quality output issues at the WWTW development may need to be restricted to a minimal annual completion rate to be agreed with AWS and EA until a new solution is in place, likely to be post 2015. 	
Capacity of Sewer Network	
<ul style="list-style-type: none"> The capacity of the sewer network in March as a whole is currently under stress although the location of the area in relation to the WWTW means that this should be relatively easy to upgrade/ provide if required. 	
Electricity Provision	
<ul style="list-style-type: none"> Likely to require upgrades to the primary substations. 	
Gas Main Connection	
<ul style="list-style-type: none"> No known constraints 	
Water Usage and Connections	
<ul style="list-style-type: none"> No known constraints 	

Deliverability	
<ul style="list-style-type: none"> The Fenland Neighbourhood Planning Vision Study identified the area as having good opportunities to create new employment space by building on the existing employment allocation of the area. 3 land submissions were submitted for a large majority of the undeveloped plots between 2004 and 2007 (Nos. 130, 376 and 379). The Preferred Options Consultation July 2011 for the Core Strategy also indicated that these areas would still be available for development during the plan period Enquiries have indicated developer interest in sites within and adjacent to the employment area for a variety of purposes. 	

Assessment
Development within the area would be on Greenfield land and involve the loss of high grade agricultural land, but there may also be some localised land contamination issues to address. However, potential development provides a good opportunity for the expansion of a well-established employment area.

The majority, and northern part of the area, is within FZ1- therefore development would be possible in accordance with the sequential test. Whilst in FZ3 due to its proximity to the remainder of the town and the existing employment area, land to the south of Hostmoor Avenue could potentially also be available for uses compatible with its flood risk status, including business uses assuming flood risk issues could be overcome. The assessment of flood risk in this location is set out in more detail in another Core Strategy evidence document "Flood Risk Sequential Test".

There should not be any adverse impact on the town's morphology, although care will be required to prevent any unacceptable visual intrusion into open countryside if expanding northwards as well as safeguarding residential amenity for residents in Westry.

The area is relatively far from the town centre but is close to the railway station. Relatively good sustainable transport links already exist and could be developed further within the area. New road accesses would be of a secondary nature and should be relatively straightforward to provide.

Whilst there are known mineral deposits and regard should be had to the Waste and Minerals Plan, and due to the proximity to existing residential development could mean that future large scale commercial extraction is unlikely, and may provide opportunities to utilise minerals locally as part of any development. Regard will also be required to the alignment of the Fens Causeway to the north of the area.

Detailed consideration will be needed in the upgrade of the sewer network and possible improvements to the WWTW at Creek Road.

The area is well located in relation to the remainder of the town and would provide appropriate additions to its current status and character as a main employment area. Depending on the type and extent of development there would be relatively few constraints to overcome. An expansion of the Trading Estate northwards would allow for sufficient land to come forward to meet the Council's employment land targets, but it is not possible to set out exact boundaries at this stage. As the Council is keen to pursue a pro-growth agenda the area is included as a broad location rather than a strategic allocation at this time.