

Case No: 1300384FUL (FULL PLANNING APPLICATION)

Proposal: CREATION OF NEW MARINA, INCLUDING EXCAVATION OF NEW MARINA BASIN, CREATION OF 123 RIVER BERTHS, CONSTRUCTION OF NEW AMENITY BLOCK, CHANGE OF USE OF WET DOCK BUILDING, CHANGE OF USE OF EXISTING AGRICULTURAL BUILDINGS TO PROVIDE WORKSHOP FACILITIES AND CHANDLERY. PROVISION OF WINTER STORAGE FOR BOATS AND NEW ACCESS.

Location: LAND NORTH EAST OF 31 GREAT NORTH ROAD STIBBINGTON

Applicant: MR P DUGGAN

Grid Ref: 509721 297670

Date of Registration: 25.03.2013

Parish: SIBSON-CUM-STIBBINGTON

RECOMMENDATION - APPROVE

This application has been referred to the Development Management Panel because the Parish Council has recommended refusal, contrary to the officer recommendation of approval.

1. DESCRIPTION OF SITE AND APPLICATION

- 1.1 The application site lies to the north of the A1 between Water Newton and Stibbington. Vehicular access would be from the Old Great North Road to the north of Sibson Manor. The site has an area of approximately 6.4 hectares, the majority of which is low lying meadow land.
- 1.2 The River Nene forms the northern boundary, beyond this there is low lying grazing meadow crossed by the Nene Valley Railway. There is further low lying meadow land to the east. To the south and west the land rises towards Sibson Manor and the A1
- 1.3 The site is predominately low lying at 8.5m AOD, rising to 14.5m AOD to the south west. The site lies in Flood Zones 1 to 3 as shown on the Environment Agency's Flood Zone Maps. It lies within the 1 in 20 Year, 1 in 100 Year, 1 in 100 Year with climate change allowance and 1 in 1000 Year Flood Extents in the District Council's Strategic Flood Risk Assessment.
- 1.4 Sibson Manor is a grade II listed building with a range of outbuildings. The Granary is also listed grade II listed.
- 1.5 Stibbington village is approximately 1.2 km to the north west, Water Newton is 1.4 km to the east and Sutton is 1km to the north. In

addition there is in the vicinity a small group of outlying dwellings on the Old Great North Road approximately 97 metres from the proposed vehicular access; the Nene Valley Railway's Wansford Station; and outlying farms. The site is predominantly Grade 4 agricultural land with the western section Grade 2.

- 1.6 The application proposes:
The creation of a new 2.3 hectare basin by the excavation and removal of approximately 86,700m³ (originally the application proposed 80,000 m³) of material to achieve a basin depth of 4.5 metres;
- a new 123 berth soft edged marina basin, providing moorings for non-residential leisure river cruisers and narrow boats (71 river cruisers and 52 narrow boats) using an existing river access;
 - 3 floating pontoons - two to accommodate craft up to 9 metres and the third up to 21 metres, primarily narrow boats
 - a new vehicular access to the Old Great North Road approximately 75m away from the its junction with the A1 southbound carriageway (traffic would be directed northwards towards the modern grade-separated junction north of the railway) ;
 - a covered wet dock (approximately 18 metres in depth by 6.65 metres in height by 17.8 metres in width) over an existing inlet off the River;
 - a new building to accommodate an amenity block approximately 9.9 metres in depth by 8.6 metres in width by 3.75 metres in height;
 - conversion of a redundant agricultural building to provide dry workshop facilities for boat maintenance and repair;
 - conversion and alteration of another redundant agricultural building to provide a chandlery;
 - reuse of further existing building to provide office accommodation
 - car parking (reduced from 58 spaces to 38)
 - fuel storage and waste disposal.
- 1.7 The application indicates the creation of 5 full time jobs.
- 1.8 The proposed sequence of works would be:
-creation of the new junction onto the Old Great North Road-
construction of the new marina basin (with an exclusion zone to an area of ecological interest and trees). Extracted material would be loaded directly into lorries and removed from the site as raised with no processing on site. The extraction is anticipated to take 12 months of working. Some of the overburden extracted will be used to construct the shallows areas around the margins of the proposed basin. It is anticipated there would be 27 loads leaving the site per day over a 12 month period assuming 20 ton loads. A wheel cleaning facility would be installed at the end of the surfaced part of the new access;
- 1.9 Connection to the River after the completion of basin construction.
During the period of extraction the site will be dewatered and all extracted water would pass through a series of silt lagoons to ensure that only clean water is discharged to the river.
- 1.10 Landform - On the northern and eastern sides of the proposed basin shallow areas are provided to accommodate marginal aquatic plant species. For the most part the banks of the marina are soft edged and stabilised with plastic mesh and coir rolls and planted with appropriate

marginal species. A concrete slipway for the recovering and launching of boats is proposed as well as a number of raised platforms are proposed for the winter storage of boats (these are shown on the block plan and states the boats shall be stored no lower than 9.8 m AoD). Once all the earthworks have been completed a cut from the basin to the existing inlet off the River Nene in the north western corner of the basin will be created. This will be 7 metres wide to allow 2 boats to pass.

- 1.11 The site will be landscape and planted to create a number of new habitats around the new marina basin.
- 1.12 The site will have mains services. The existing sewer main which crosses the site is detailed as being protected by adopting suitable engineering measures.
- 1.13 The application is accompanied by an Environmental Statement and addendums. The Council issued a Screening Opinion for a previous marina development on the site considering that the development fell within the thresholds set out in Schedule 2 of the then current Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 (as amended) and that the application would need to be accompanied by an Environmental Statement. It was considered that the earlier proposal had the potential to have significant effects on the environment due to the particularly sensitive location on the River Nene and in relation to the Castor Flood Meadows SSSI.
- 1.14 The application is also accompanied by a supporting statement containing:
 - crime reduction
 - economic statement
 - Utilities statement
 - landscaping details
 - arboriculture assessment
 - pollution risk assessment and mitigation statement
 - lighting assessment
 - sustainability assessment
 - statement of community involvement

2. NATIONAL GUIDANCE

- 2.1 The National Planning Policy Framework (2012)
 - Paragraph 7 Achieving sustainable development
 - Paragraph 14 Presumption in favour of sustainable development
 - Paragraph 17 Core planning principles
 - Section 3 Supporting a prosperous rural economy
 - Section 4 Promoting sustainable transport
 - Section 6 Delivering a wide choice of high quality homes
 - Section 7 Requiring good design
 - Section 11 Conserving and enhancing the natural environment
 - Section 12 Conserving and enhancing the historic environment

For full details visit the government website <http://www.communities.gov.uk> and follow the links to planning, Building and Environment, Planning, Planning Policy.

3. PLANNING POLICIES

3.1 Huntingdonshire Local Plan (1995)

- H23: "Outside Settlements"
- T19: "Pedestrian Routes and Footpath"
- R1: "Recreation and Leisure Provision"
- R2: "Recreation and Leisure Provision"
- R13: "Countryside Recreation"
- En2: "Character and setting of Listed Buildings"
- En12: "Archaeological Implications"
- En17: "Development in the Countryside"
- En18: "Protection of countryside features"
- En20: "Landscaping Scheme"
- En22: "Conservation"
- En23: "Conservation"
- En25: "General Design Criteria"
- To1: "Promotion and Development"
- To2: "New or improved tourist facilities"
- CS8: "Water"
- CS9: "Flood water management"

3.2 Huntingdonshire Local Plan Alterations (2002)

- None relevant

3.3 Adopted Huntingdonshire Local Development Framework Core Strategy 2009

- CS1: "Sustainable development in Huntingdonshire"
- CS3: "The Settlement Hierarchy"

3.4 Draft Local Plan to 2036:

- LP 1 Strategy and principles for development
- LP 6 Flood Risk and Water Management
- LP 7 Strategic Green Infrastructure Enhancement
- LP 11 The Relationship Between the Built-up Area and the Countryside
- LP 13 Quality of Design
- LP 15 Ensuring a High Standard of Amenity
- LP 17 Sustainable Travel
- LP 18 Parking Provision
- LP 21 Rural Economy
- LP 22 Tourism, Sport and Leisure Development
- LP 26 Homes in the Countryside
- LP 28 Biodiversity and Protected Habitats and Species
- LP 29 Trees, Woodland and Related Features
- LP 31 Heritage Assets and their Settings

3.5 Cambridgeshire and Peterborough Minerals and Waste Core Strategy 2011

- CS1 'Strategic Vision and Objectives for Sustainable Minerals Development'
- CS4 'The Scale and Location of Future Sand and Gravel Extraction'
- CS13 'Mineral Extraction Outside Allocated Areas'
- CS26 Mineral Safeguarding Areas
- CS32 'Traffic and Highways'
- CS33 'Protection of Landscape Character'
- CS34 'Protecting Surrounding Areas'
- CS35 'Biodiversity'
- CS36 'Archaeology and the Historic Environment'
- CS38 'Sustainable Use of Soils'
- CS39 'Water Resources and Water Pollution Prevention'
- CS42 'Agricultural Reservoirs, Potable Water Reservoirs and Incidental Mineral Extraction'

- 3.6 The Huntingdonshire Landscape and Townscape Assessment (2007)
- 3.7 Huntingdonshire Design Guide (2007)
- 3.8 RIVER NENE REGIONAL PARK - NENE VALLEY STRATEGIC PLAN Realising the potential of the Nene Valley 2010
- 3.9 The River Nene REGIONAL PARK CIC River Nene Integrated Catchment Management Plan - June 2014

4. **PLANNING HISTORY**

0900883FUL - Formation of new marina- withdrawn

5. **CONSULTATIONS**

- 5.1 **Parish Council** - Recommends refusal (Copy attached) Comments received May 2014 - In retrospect we are not now minded to approve this application. We would also like to underline the effect it will have on the surrounding village, roads and intrusion for residents. We also believe the question should be asked "is this site the correct one for a marina of the proposed size?"

Original Comments (Copy attached) - It was felt that the application had been put together in a professional manner. The Parish Council were minded to approve the application but with the following provisos which they felt must be adhered to:

- a) Wear and tear on the road - if they damage the road it must be repaired immediately.
- b) Cleaning of the road - they ensure and undertake that the road is kept clean.
- c) Route from Site - it is ensured and undertaken that all drivers leave the site by the correct route agreed by highways, and that this should be monitored by the contractor.

- 5.2 **Cambridgeshire County Council** - Mineral and Waste
- located in a Mineral Safeguarding Area for Sand and Gravel and a Mineral Safeguarding Area for Limestone.

- approximately 80,000 tonnes of sand and gravel shall be removed by lorries with no processing on site
- Policy CS42 of the MW CS states that mineral extracted should be used in a sustainable manner and could be achieved by processing the material on site or exporting it to a nearby processing plant
- The District Council should satisfy itself that the extracted sand and gravel shall be processed at a nearby processing plant. Using the sand and gravel as raised is not sustainable, subject to this being secured no objections.

5.3 **HDC Environmental Health** - Original comments - No serious concerns about the operational phase of this development The construction phase will involve the extraction of topsoil and 80,000m³ of sands and gravels and will have the potential to cause significant noise and dust emissions over a protracted period. The submission includes an updated noise report and no objections are raised to this report. Noise should not be a barrier to the development proceeding subject to the normal hours restrictions and a noise limit on night time plant

A dust assessment is provided in Chapter 9 of the ES and includes, at 9.32, a number of mitigation measures to minimise dust emissions. These measures and others should be included in a dust management plan and the provision of this, and adherence to it, should be required by planning condition if permission is granted.

Updated comments - Noise should not be a barrier to the development proceeding subject to the normal hours restrictions and a noise limit on night time plant.

5.4 **Highways Agency** - application will not adversely affect the A1 Trunk road - no objections

5.5 **Peterborough City Council** - no comments

5.6 **Natural England** - Original comments - This proposal does not appear to affect any statutorily protected sites or landscapes, or have significant impacts on the conservation of soils. Survey information dated 2009 and 2010 is out of date.

Further comments - Statutory nature conservation sites - no objection. This application is in close proximity to the Sutton Heath and Bog Site of Special Scientific Interest (SSSI). Natural England is satisfied that the proposed development being carried out in strict accordance with the details of the application, as submitted, will not damage or destroy the interest features for which the site has been notified. We therefore advise your authority that this SSSI does not represent a constraint in determining this application.

Refer the LPA to standing advice for protected species
 Consider site could benefit from enhance green infrastructure provision
 If adjacent local wildlife sites etc the authority should ensure it has sufficient information to fully understand the impact of the proposal on the local site before it determines the application.
 Offers the opportunity for biodiversity enhancements and landscape enhancement

- 5.7 **Cambridgeshire Constabulary** - the use of bollard lighting within the site will not contribute to crime reduction as it does not lightfaces so aiding recognition.
- no provision of CCTV to identify and record persons entering and leaving the site or wandering around what appears to be open car parking areas.
 - suggest installation of targeted column mounted LED downlighters that provide lighting to the entrance area, the car parking and around the workshop/chandlery. This is to be complemented by the installation of external column mounted cctv cameras relaying back to a central recording point - usually the site office. Would request this is conditioned, and providing this is incorporated - no objections

- 5.8 **Environment Agency** - The Flood Risk Assessment (FRA) is Planning Policy Statement (PPS) 25 compliant as written in 2011. The information is sufficient to recommend approval subject to conditions. The EA advised that it would be unreasonable to object solely on reference to PPS25 rather than National Planning Policy Framework (NPPF). Conditions to include development to be carried out in accordance with the FRA, and detailed of rise and fall moorings.

Comments received in relation to the Water Framework Directive - satisfied that there would be no deterioration caused to the existing Water Framework Directive (WFD) status of the waterbody at this location. The marina would act as a fish refuge to the betterment of the river as stated, evidence elsewhere in the country shows fish do use marinas as shelter from high flows and predators. The relevant map shows new tree planting on the south bank of the Nene which we support. Tree cover and shade improves the habitat for fish. The river on this bank currently does not have many if any trees, so this would be an improvement.

It has been stated that the wet ditch would be re-instated which we support. The pollution prevention measures stated and method of construction would not deteriorate the WFD status if carried out.

- 5.9 **CCC Highways** - No objections subject to the imposition of conditions.

Original comments - From the transport statement the vehicle movements both during the construction and the operation are minimal, and capacity issues on the Local Highway Authority maintained roads are not likely to be an issue. With regards to highway safety on roads other than the A1 there is unlikely to be impact as the roads in question are very lightly trafficked and quite wide.

The major concern is ensuring that all vehicles use the proposed routes to the site and do not utilise the A1 junction adjacent to the new access.

Revised comments - Amended plan number 004 rev B indicates how the access would work with both the vehicles used during gravel extraction and the large vehicles used to deliver the boats on load loaders, although there would not be enough room for two large

loaders to pass, the amount of vehicles of this type would be infrequent. With regards to the movement of the vehicles associated with the gravel extraction the access is adequate for two way movements indicated.

5.10 **Wildlife Trust** - Original comments

- the site is in a location rich in nature conservation sites, forms part of an ecological network. The site is identified as being of District importance
- potential impact of dewatering on the adjacent Flood meadows and retained marshy grasslands and ditch are important to avoid
- concern over location - will increase disturbance to the adjacent flood plan habitats and CWS and compromise future restoration and enhancement for wintering birds and breeding waders
- restoration of this floodplain grazing marsh national BAP priority habitat can only occur where already present and this is a national conservation priority
- proposal will introduce disturbance increased boat movements, noise and movement of people
- assessment has failed to demonstrate the impacts on the wider ecological network and potential to restore a national BAP priority habitat. Development should be considered unsustainable and refused if it cannot demonstrate there will not be an adverse impact
- Mitigation - appears proportionate in terms of avoiding impacts. Of particular importance programme of monitoring to assess and prevent any impacts from dewatering on the adjacent Flood Meadows, monitoring and prevention of siltation to ditches receiving the water and limiting lighting. These however are not sufficient to counter ecological impacts.
- Enhancements - may not be as beneficial as presented, proposed wildflower grassland needs to be shown to be compatible with the soil.
- consider enhancements insufficient to offset anticipated loss. Additional measures required to achieve no net loss. Suggest the enhancement of Flood Meadows opposite or able to suggest other locations
- Sustainability - because of above concerns consider that the assessment of biodiversity and green infrastructure is more positive than it should be
- suggest ecological benefits should be secured for aof at least 25 years period and secured legally enforceable through a S106 agreement - need for development should be established
- appear too close to Peterborough to meet strategic needs of travelling from Peterborough to Northampton (5 days)
- recommend the application is refused

Revised comments received 2014

- The Nene Valley Strategic Plan that is used as justification to support the need for this marina does not provide sufficient justification of need or evidence that provision of additional capacity is sustainable. Not aware of an Environmental Assessment having been completed to support the desire for an additional 1000 boats and associated infrastructure to use the Nene between Northampton and Peterborough
- Noted that the Wildlife Trust were a consultee but this does not necessarily mean that our views were fully taken on board or that we support everything within the final published strategy

- Ecology and Landscape Management Plan - mitigation and biodiversity enhancement proposals are appropriate when considered within the constraints of the site boundary however the proposal will still result in a net loss in biodiversity, as measured using the Defra biodiversity offsetting metric.
- Consider that that further off-site measures need to be secured to achieve additional biodiversity enhancement within this important and biodiversity rich section of the Nene Valley
- However the detailed mitigation measures included within the ELMP (section 4) to cover both the construction and operational phases are considered appropriate. In particular the following are all to be welcomed: the habitat protection and exclusion areas and the 30 metres buffer zones; the use of fencing to protect these; the employment of an Ecological Clerk of Works; no night working; maintaining water levels in the boundary ditch; inspections for protected species; and the proposals for low-level lighting to be directed away from the River Nene and the adjacent County Wildlife Site.
- The on-site habitat creation measures including the new meadow, marginal vegetation at the edge of the marina basin, ditch creation and tree planting are appropriate. However significantly more detailed plans will be required, should the development be approved.
- Recommend that habitat enhancement and creation measures are secured for a period of 10 years
- Consider the proposed Ecological and Landscape Management Plan and the additional off-site biodiversity enhancement measures are secured through a s106 planning agreement, in addition to any planning conditions imposed. The planning agreement should also include provision to monitor implementation of the approved scheme and of the actual outcomes in terms of habitat enhancement and creation, to ensure that the stated objectives of the ELMP are met.

Further revised comments received February 2015

- Consider that most of the points made have not been addressed.
- Remain concerned that documents referred to citing need for the development have not assessed the strategic environmental impacts of increased boating on the River Nene
- The Environment Agency navigation section naturally want increased boating, however, they have not assessed the environmental impacts on the Nene Valley Nature Improvement Area of such an increase, and as such the Environment Agency may not have fulfilled its legal duties to further the conservation of the natural environment - would have expected a more joined up response from the Environment Agency that also referenced the views of the environment and biodiversity specialists within the organisation.
- Note the suggestions for off-site ecological enhancements have been refuted. The Wildlife Trust remains of the view that the proposed development will result in a net loss in biodiversity, through the reduction in area of floodplain grassland habitat, increased disturbance from increased levels of boat traffic and suburbanisation of the floodplain through additional lighting (even if low level, directional and timer / motion sensed), and further that there is no guarantee that the proposed habitat creation will occur or be maintained in the long-term by the applicant. The Wildlife Trust therefore continues to advise that off-site habitat enhancements on a site in secure and sympathetic conservation ownership to offset the losses resulting from this development would be the best means of

securing some sort of no net loss in biodiversity or potentially even a gain within the Nene Valley Nature Improvement Area.

- Request the scope of the biodiversity enhancement commitments are reconsidered and should the development proceed seek to provide for a real enhancement to the natural environment within the Nene Valley and thereby positively contribute to the Nene Valley Nature Improvement Area.

- Planning conditions to secure additional pre-construction checks for badger, otter and water vole listed in the additional ecological information; lighting - extent and duration must be minimised on site and a method statement for the proposed habitat creation will be required, together with a 10 year management commitment (through a management plan) that must also include independent monitoring and reporting of outcomes, together with provision for implementation of remedial measures should any element fail.

5.11 **HDC Lighting Engineer** - No objections, subject to being built as per the lighting assessment.

5.12 **CCC Archaeology** - consider that the site should be subject to a programme of archaeological investigation. This programme of work can be secured through the inclusion of a condition

5.13 **Nene Valley Nature Improvement Area (Northamptonshire County Council)** interest in this consultation is founded on achieving a net gain in biodiversity, ecological connectivity and green infrastructure within the NIA. The Nene Valley NIA was designated by Defra in March 2012; it extends from Daventry to Peterborough and includes the River Nene and its main tributaries. NIAs are ecological networks recognised in the National Planning Policy Framework and were established to reconnect wildlife habitats and help species respond to the challenges of climate change. The Nene Valley NIA project aims to create a resilient ecological network within the project area. Further information about the Nene Valley NIA can be found at www.nenevalleynia.org. The proposed marina sits within the NIA and should therefore help meet the objective of improving biodiversity and ecological connectivity. At this point we are satisfied that if implemented as planned the marina development will adequately offset with habitat improvements the loss of 1.75ha of marshy grassland. While some habitat will be removed the habitat enhancements and creation of the Nature Conservation Area will serve to buffer the surrounding County Wildlife Sites. This would contribute towards the NIA objective of enhancing the ecological network in the Nene Valley.

5.14 **Environment Agency (Lincolnshire and Northamptonshire Waterways)** – Statutory Navigation Authority for the River Nene. Seen a growth in number of craft registered on waterways and predict this will continue. Mooring space largely provided by boat clubs at various locations. Membership generally high and with mooring space a limiting factor for expansion. Visitor mooring is very limited on the Nene, also recognised by the boating community.

Growth in boating needs to be matched by facilities of good quality and available to the general boating public. Additional facilities shall help improve the boating experience and in turn encourage more people to use the waterways keen to see the development provide

facilities such as visitor mooring and publicly available navigation sanitary facilities. Off line mooring designed to rise and fall with river conditions provide safe refuge for visiting boats in times of high flows.

Real need for infrastructure that will support growth of navigation and in turn benefit local economy. Providing all other environmental, flood risk and planning requirements met the EA' Waterways Department are in favour and supportive of the development.

6. REPRESENTATIONS

6.1 A total of 8 neighbour letters has been received:

7 letters received from 3 addresses in Stibbington and Peterborough

- concerns over the number of vehicle movements associated with the proposed extraction of materials, with seasonal flooding likely to increase the time taken
- traffic would be heavier than the applicant asserts, Nene Valley Railway attracts multitudes of visitors, detrimental to road surface, amenity and safety of people
- concern over air pollution from lorry fumes
- gravel will generate an income for the applicant, no objections to this but proposal will endanger safety and amenity of Old Great North Road consider some of these profits could be used to upgrade A1 access , make Old Great North Road a safe cul-de-sac or residents only
- concern development may not be completed in full following extraction and question what powers the LPA have to address this situation
- question how the LPA will ensure sewage does not end up in the river
- noted boats to be non-residential - question what steps would be taken if this is not adhered to
- questions raised regarding marina at Church Lane where boats are occupied permanently, does this have consent, do they pay council tax, how is sewage discharged
- concerns of visual impact if gravel extracted and then left dust likely to blow off site on to nearby flora and therefore adversely affecting the flora and fauna - concern over noise and vibration from lorries travelling to and from the site
- otters are located within the area of the marina
- request suitable S106 Agreements are put in place to ensure that planning conditions are adhered to
- small wooded area on the site has wild and bird life living there including kingfishers that nest there
- question whether the existing marina could be used instead
- for safety reasons suggest major improvements to the A1 access including signage before the development takes place
- access should not be encouraged from Elton / Stibbington along Great North road - crossing can be down for a while and heavily used at the weekend and holidays
- events held by Nene Valley Railway can lead to cars parked on the verge causing a safety concern
- vehicles should turn left out of the site on to an improved access to improve safety and not travel along Great North Road
- note hours of proposed construction work not to be on weekends and bank holidays but consider that work should not start until 8am,

but consider these hours will still cause chaos along with Nene Valley events and parking along the highway

- 6.2 1 letter of support
- no objection to the development, be of benefit to the area in general and cause greater use of the river
 - unlikely to be any visual impact from the station and once construction complete minimal traffic

7. ASSESSMENT

- 7.1 When determining planning applications it is necessary to establish what weight should be given to each plan's policies in order to come to a decision. The following legislation, government policy and guidance explains how this should be done.
- 7.2 Section 70(2) of the Town and Country Planning Act 1990 (as amended) requires that in dealing with any application the authority shall have regard to:
- (a) the provisions of the development plan, so far as material to the application,
 - (b) any local finance considerations, so far as material to the application; and,
 - (c) any other material considerations.
- 7.3 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that if regard is to be had to the development plan for the purpose of any determination to be made under the planning acts the determination must be made in accordance with the plan unless material considerations indicate otherwise.
- 7.4 Paragraph 215 of the National Planning Policy Framework (the Framework) says that due weight can be given to development plan policies adopted before the Framework according to their degree of consistency with it (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given).
- 7.5 Paragraph 216 of the Framework says that weight may also be given to relevant policies in emerging plans according to: the stage of preparation; the extent of unresolved objections to policies; and the degree of consistency of policies with the Framework.
- 7.6 The report addresses the principal, important and controversial issues which are in this case:
- Consideration of alternatives
 - The principle of mineral extraction
 - Ecology and biodiversity
 - Landscape
 - Hydrology, hydrogeology and flood risk
 - Heritage
 - Archaeology
 - Dust
 - Noise
 - Transport and traffic
 - Crime reduction

Consideration of alternatives

- 7.7 The Environmental Statement includes the following information:
-Doing nothing would result in no change to the site.
-Alternative sites and accesses - No suitable alternatives were originally considered by the applicant as none are available to them, however an addendum to the ES has been received which considers other sites.
- 7.8 The ES states that the Environment Agency has identified a need for additional mooring capacity on the River. The proposal is intended to provide short stay moorings and is considered well placed by the applicants being a day's cruising from Peterborough and Oundle. However it is intended that that the vast majority of boats moored in the marina will be moored up at a time when they are not being used by owners. Longer term offline mooring facilities on this stretch of the River are very limited.
- 7.9 There are no existing marinas providing a significant number of berths along this stretch of river and therefore additional mooring capacity could not be provided by extending other sites. The development of a marina anywhere along this stretch of river is likely to raise very similar issues to this proposal.
- 7.10 The existing land use is agriculture although the site is largely unused. An existing inlet will provide access for boats. Vehicular access is available from Old Great North Road. Use of the river to export material extracted is not a viable option due to lack of infrastructure. Mineral processing will take place off site.
- 7.11 Subsequent information in the form of an Addendum to the ES and more recently in response to comments received from the Wildlife Trust highlights that a marina requires access to the river and suitable vehicular access, and such vehicular access needs to be of a size that lorries delivering and collecting boats and cranes can be accommodated and that there are relatively few locations where this is possible between Wansford and Peterborough.
- 7.12 An addendum to the ES has highlighted other possible locations which have vehicular access travelling upstream from Peterborough but these are not considered suitable for various reasons. None of these alternative locations is available to the applicant and none have access off the main river channel or offer the opportunity to reuse the existing buildings to accommodate the related marina facilities and also have their own constraints.
- 7.13 The River Nene Regional Park - Nene Valley Strategic Plan identifies existing marinas at Billing and Barnwell (Oundle), there is a small marina at Ringstead and other locations offering substantial moorings such as at Yarwell. The EA has identified there is significant additional boating carrying capacity on the Nene, as the river is underused, and it is estimated that an additional 1,000 boats could be registered / moored along the Nene between Northampton, where a new marina is being constructed, and Peterborough. The Environment Agency's The River Nene - A guide for river users also identifies public and private moorings along the river.

- 7.14 The River Nene Regional Park CIC (not for profit Community Interest Company) River Nene Integrated Catchment Management Plan - June 2014 (of which the District Council is a partner) seeks to provide a clear framework for effective partnership working. By 2027 the aim is to have high quality environment which is fully integrated with planned growth and development, to ensure sustainability of water resource, and work towards good ecological status. This will be delivered through a committed partnership with a diverse range of stakeholders and interests from across the Nene catchment
- 7.15 In considering boating the plan states that the Association of Nene River Clubs with the EA has identified a series of projects and opportunities along the river, including: facilities for all forms of boating are restricted with the need for more mooring places and infrastructure for boats and portage places for canoes; mooring sites near the towns and villages along the Nene would allow better access to shops and pubs benefiting the local economy. The plan states that suitable locations for additional moorings, particularly where urban regeneration schemes provide opportunities should be identified whilst ensuring that any new marina developments include facilities for cruising boats, such as water supply, rubbish disposal and pump out services.

Assessment:

- 7.16 The Environmental Statement sets out the planning policy context at the time of the application. The following assessment takes account of the up to date position.
- 7.17 There is specific support for water related tourism, sport or leisure development in policy LP22 of the Draft Local Plan subject to consideration of points e - k in the policy text. Paragraph 8.35 states that boatyards and marinas are located across Huntingdonshire and they can make a valuable contribution to the local economy.
- 7.18 Such a proposal would seek to support economic growth and provide new leisure facilities along the River Nene. Doing nothing would not support this objective.
- 7.19 The creation of a marina would be appropriate in principle, provided that there are no unacceptable adverse environmental or amenity impacts.
- 7.20 At paragraph 28 the NPPF seeks to support economic growth in rural areas in order to create jobs and prosperity by taking a positive approach to sustainable new development. This includes supporting the sustainable growth and expansion of all types of business and enterprise in rural areas, promoting the development and diversification of agricultural and other land-based rural businesses; and supporting sustainable rural tourism and leisure developments that benefit businesses in rural areas, communities and visitors, and which respect the character of the countryside. This should include supporting the provision and expansion of tourist and visitor facilities in appropriate locations where identified needs are not met by existing facilities in rural service centres.

- 7.21 In terms of development plan policy, policy En17 of the Local Plan 1995 strictly limits development in the countryside but makes provision for permitted mineral extraction and outdoor recreation. Policy To1 generally supports the development of tourism opportunities in Huntingdonshire at a level which is not detrimental to the environment and does not disrupt community life. Policy To2 encourages new facilities where the scale and location is not environmentally detrimental nor damaging to residential amenities and satisfactory access and car parking can be provided. Paragraph 8.18 notes that tourism in the countryside should assist conservation and recreation and be in keeping with the landscape, whenever possible enhancing it.
- 7.22 The relevant policy in the emerging Local Plan is Policy LP 22 of the Draft Local Plan. This provides support for the provision of water related tourism, sport or leisure development where it can be demonstrated that:
- e. it will not impede navigation or lead to hazardous boat movements;
 - f. it will not overload the capacity of the watercourse or water body;
 - g. there is adequate demand to justify the creation of new berths or moorings;
 - h. local water quality and quantity will not be adversely affected;
 - i. biodiversity of the water and its margins will be maintained or enhanced;
 - j. it will not lead to any adverse impact on flood defences; and
 - k. it will not cause an adverse impact on its immediate surroundings or the wider landscape including biodiversity.
- 7.23 The supporting text explains that Huntingdonshire has a limited tourism offer primarily focussed on water-based pursuits, countryside and heritage assets. The Council seeks to enhance the benefits to be obtained from tourism, sport and leisure development and will support proposals for high quality tourism development, particularly that promoting year round activities where they protect the natural or heritage assets of the district. Boatyards and marinas are located across Huntingdonshire and they can make a valuable contribution to the local economy. The network of rivers although used for leisure and tourism also provides valuable wildlife habitats and increased recreational use should only be facilitated where no significant environmental damage will result.
- 7.24 With regards to points e) and f) no objections have been raised to indicate that navigation would be impeded, there would be hazardous boat movements or that the capacity of watercourse or waterbody would be overloaded. In terms of point g) on demand, the Environment Agency (Lincolnshire and Northamptonshire Waterways) is supportive of this application providing that all other environmental, flood risk and planning requirements can be met. Their comments advise that mooring space along the River Nene is largely provided by boat clubs, membership is generally high with mooring space being the limiting factor for expansion. Visitor mooring along the Nene is very limited, and this is recognised by the boating community and the Environment Agency. Growth in boating needs to be matched by a growth in facilities and the EA would be keen to see this proposal provide facilities such as visitor mooring and publicly available navigation sanitary facilities. The EA identify a real need for

infrastructure to the support the growth of navigation on the River Nene which shall in turn benefit the local economy.

- 7.25 In principle the proposal accords with the above policies. Other matters, including water quality, biodiversity, flooding and landscape which are criteria under draft policy LP 22 are considered below as separate issues.
- 7.26 The site is not within the built up area of Stibbington. For planning purposes it lies within the countryside. The proposal seeks the reuse of existing buildings to facilitate part of the development, this element is supported by policy To3 of the Local plan and policy LP11 of the Draft Local Plan. Residential moorings on the site would be contrary to policies En17 and H42 of the local plan, policies CS1 and CS3 of the Core Strategy and policies LP11 and LP26 of the Draft Local plan given the site's countryside location. A condition can be imposed which restricts the use of the moorings.

The principle of mineral extraction

- 7.27 To facilitate the development the extraction of material is required. In this case some of the material is a usable mineral although its extraction is not the primary purpose of the development. The application site does not fall within the locations for mineral extraction identified by the County Council as the Minerals and Waste Authority. Policy CS26 of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy 2011 identifies the site as being within a Mineral safeguarding area for sand and gravel and limestone.
- 7.28 Policy CS13 states that 'Additional mineral extraction, lying beyond the scope of the minerals spatial strategy in this Plan will not be permitted unless it can be demonstrated that there are overriding benefits which justify an exception to this policy.' As mineral extraction is not the primary purpose it is necessary to consider policy CS42 which relates to development involving incidental mineral extraction. The relevant part of the policy states that proposals for development involving incidental extraction and off site removal of minerals will only be permitted where it can be demonstrated that criteria including the following are met:
- a. there is a proven need for the proposal
 - b. that any mineral extraction will be used in a sustainable manner
 - d. the minimum amount of material is to be extracted consistent with the purpose of the development
 - e. the phasing and duration of the development proposed adequately reflects the importance of the early delivery of the approved development.
- 7.29 In considering policy CS13 the following assessment is made:
- (a) the report sets out above the need for the marina facilities;
 - (b) Using sand and gravel as raised is not considered sustainable. Subject to the mineral being processed, in this case off-site, the development would be acceptable in this respect. On site processing is not considered feasible due to flood risk and silt management. The application indicates that there are suitable processing plants within the locality, 11.5 - 16 miles from the site ranging from Whittlesey to north of Peterborough. The applicants preferred contractor is located 28 miles away and would take it to their own processing plant.

The location of the plant can be the subject of a condition.

(d) the agent has confirmed in the submission that the volume of material to be removed is directionally proportional to the void required to create the marina basin.

(e) the mineral extraction has to be early in the development programme in order to create the basin for the marina.

Ecology and biodiversity

7.30 Supporting Information:

The Environmental Statement and addendums includes the following information:

- Phase 1 Habitat Survey 2013
- Great Crested Newt Survey 2013
- Surveys for bat activity, badger activity, water voles and otters September 2014
- In the ES breeding bird surveys were not provided in the application as it was felt that the potential impacts on breeding birds were considered and mitigated for.
- It is recommended that an Ecological Clerk of Works is appointed and a detailed construction ecological management plan is prepared.
- Ecology and Landscape Management Plan 2014

Ecological context:

7.31 Castor Flood Meadows SSSI is in excess of 2 km away. Natural England have been consulted on this application and advise that the site is in close proximity to the Sutton Heath and Bog Site of Special Scientific Interest (SSSI), however no objections are raised.

7.32 The site is within an area in which there are a number of County Wildlife Sites (within 2km). The Ecological Desk study did not identify any protected and notable flora species on the site or immediate vicinity or protected fauna on the site, but records were evident for the vicinity including Great Crested Newts, Otters, Water voles, bats, Schedule 1 bird species, Brown Hare, Reed Beetle and Local BAP priority species.

7.33 The following phase 1 habitat types were recorded Dense and Scattered Scrub, Intact Hedge, Marginal Vegetation, Marshy Grassland, Poor Semi-Improved Grassland, Running Water, Semi-Improved Neutral Grassland, Standing Trees, Standing Water and Tall Ruderal. Species identified include amphibians, European eel, bats, some nesting and foraging habitats for birds. No local record were identified for reptiles but it is considered likely that grass snakes forage along the river corridor and may utilise marginal vegetation along the Nene for basking and breeding. Generally the site was considered to be of low suitability for grass snakes in comparison to surrounding habitats and the river corridor itself.

7.34 The marshy grassland on site is considered to be of District value, this forms a continuum from the adjacent County Wildlife Site (Sibson Flood Meadows) to the east of the application site. Higher value sections are associated with the eastern boundary of the site,

associated with the ditches. The remaining areas of the site are identified as local value (the value is based on the guidelines suggested by IEEM).

7.35 Potential impacts of the proposal identified in the ES:

- The ES identified significant ecological receptors as the River Nene CWS, Sibson Flood Meadow CWS, marshy grassland habitat, otters, bats and breeding birds. The proposal would result in the loss of a small area of marshy grassland that supports local assemblages of birds, this has local to District value. When taken as a whole the application site is considered to be of District value. Adjacent sensitive features will also be indirectly impacted by the proposal including CWS sites that support species such as bats, otters, water vole, invertebrates etc.
- The major adverse impact of the development is the loss of 1.75ha of marshy grassland considered to be of district value significance;.
- In addition, areas of tall herbaceous vegetation and semi-improved grassland which will be lost during site clearance works
- Site clearance would see a limited loss of or damage to wildlife present in habitats being cleared - in the absence of mitigation. Loss of individuals of common birds, small mammals, common amphibians, invertebrates and plants would be considered to be a significant impact on populations of local value.
- No direct impact on the River Nene has been identified.
- During construction and operation, species may be deterred from using the area because of additional noise, dust and lighting. Mitigation measures are proposed and the impact is not considered to be significant at a local level
- Alterations in the use of the river is identified as difficult to quantify, however the proposal is not seeking to increase boating activity but cater for existing boats. Boat traffic is likely to increase at the marina but likely to disperse further away near the more sensitive sites. Thus disturbance from increased boating activity is not considered to be a significant impact at local level.

7.36 The following long term mitigation and enhancement measures proposed for the loss of existing habitats and potential impact on species:

- 30 metre buffer with the River Nene - habitat compensation for loss of marshy grassland
- 50 metre buffer between the marina and Sibson Meadows CWS
- Trees to be retained will be appropriately protected during construction
- Marginal shelves will be created on the northern buffer area of the marina to compensate in part for this loss of approximately 1.75ha of marshy grassland, the aim is that this will mirror the southern marginal habitat of the River Nene (recognised as being of high ecological value in the County Wildlife Site citation).

- Creation of wild meadow approximately 0.89 ha
- approximately 1.19 ha of marshy grass land to be retained under conservation management
- Target Enhancement measures including bat boxes, bespoke poles for bat roosts, wild fowl nesting islands, provision of wildlife boxes, creation of grass heaps from mowing for reptiles and habitat creation along the margins of the marina.

7.37 The following immediate mitigation measures are proposed for the direct potential impact on species prior to and during construction:

- Watercourses - all construction to undertaken in accordance with EA guidelines with regards to pollution prevention. The small ditch channel that extends into the site from the east will be temporarily bunded to maintain water levels in the network while works are undertaken in the adjacent field. In the long-term the ditch will be connected to the marina, to maintain water levels, linking back into the boundary ditches and the River Nene.
- Predevelopment checks for bats, low level lighting where installed, no construction works after dusk, management of area to reduce reptile suitability, pre works check of banks for water voles, check of ditches during dewatering for eels and no direct connection with the river until extraction complete to minimise silt escape
- Measures shall be put in place to avoid/minimise generation of excessive dust, noise, light etc and minimise pollution incidents.

Response from Northamptonshire County Council and the Wildlife Trust:

7.38 Northamptonshire County Council has advised that the proposal should help meet the objectives of improving biodiversity and ecological connectivity. They are satisfied that if implemented as submitted the habitat improvement will offset the loss of 1.75 hectares of grassland.

7.39 The Wildlife Trust however has raised concerns over the location of the development in terms of impact on wildlife, including potential disturbance, the potential impact on the wider ecological network and the need for the development and whether the proposal is sustainable. Notwithstanding this they have advised that the mitigation and enhancement measures in the Ecological Landscape and Management Plan are appropriate when considering the constraints of the site but they consider there will be a net loss and off-site measures are required. They have also said that the management and monitoring measures need to be detailed and secured through planning conditions and a S106 agreement.

7.40 The Wildlife Trust has clarified that their concerns do not amount to grounds for refusal. Whilst the comments received are noted the application documents and consultation responses do not show that the development would harm any protected species and mitigation measures are proposed. Whilst off site enhancement works may be desirable these are not considered to essential to make the development acceptable. Conditions can be imposed to secure appropriate mitigation and enhancement measures including a management and aftercare plan over a 10 year period.

- 7.41 Neighbour concerns regarding Kingfishers have been noted. Securing an Ecological Clerk of Works shall ensure predevelopment checks are made and appropriate actions taken.

Summary:

- 7.42 Subject to the imposition of appropriate conditions the proposal is not considered to harm biodiversity. Whilst the development will result in a partial loss of habitat of value, a proportion of the site is to be retained and protected and habitat enhancements are proposed following the completion of the marina. The proposal complies with policies En22 and En23 of the Local Plan, policy CS1 of the Core Strategy and policies LP7 and LP28 of the Draft Local Plan to 2036 and CS35 of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy 2011. These policies are consistent with the NPPF paragraph 118 which seeks to conserve and enhance biodiversity.

Landscape

- 7.43 Landscape context:
The site is within the Nene Valley Landscape Character Area. The site lies within the floodplain of the River Nene, immediately adjacent to the southern bank of the river itself. It lies at the northern tip of a 4 km stretch of the floodplain which is bounded by the A1 along the southern edge and the Nene Valley Railway along the northern edge. This section is 'unspoilt' and still represents a typical example of River Nene landscape: a wide, meandering and gently flowing river with marshy grassland, wet meadow and occasional trees. It is the most easterly and therefore last 'natural' section of the river before it enters Peterborough and is entirely engineered from there into the straight 'drain' which forms the boundary of the Nene Washes.
- 7.44 The development has been subject to a landscape and visual impact assessment.
- 7.45 The site is assessed as being sensitive to change, being located in a relatively small scale flat valley. Many features are identified as worthy of conserving: the rural river floodplain, but there also detracting infrastructure in relatively close proximity to the site: the A1, the railway line to the north west and power lines.
- 7.46 Therefore the overall landscape sensitivity rating for the setting is considered medium. The short term effects of the mineral extraction and construction will be substantially adverse on the site at a very local scale and the visual isolation will minimise the perception of this impact. In the short to medium term, the marina basin is not considered out of keeping with River Nene valley setting, without mitigation this would lead to a moderately adverse impact on the landscape setting. There would also be moderately adverse short to medium term impacts on the setting of Sibson Manor. The landscape setting of the Castor Flood Meadows SSSI would not be affected given the distance of the proposal.
- 7.47 -There would be some permanent loss of a small number of views across open countryside, the changes to views of boating would not

be out of place in this setting. The long term effects on visual amenity will be slightly adverse to negligible, with the exception of Sibson Manor which is occupied by the applicant. The cumulative landscape effects are judged to be negligible because there are no other similar developments in the immediate vicinity.

- 7.48 In the winter there will be less natural screening at a time when many boats may be out of water. Whilst landscaping is proposed as mitigation measures this would need to be between the basin and south bank of the Nene to be effective. Tree planting it is noted is only permitted as an occasional specimen tree by the EA and not as continuous planting. Whilst emergent rush/sedge/grass species may grow up on the north bank of the marina and partially filter views across the basin in the growing season, however this will not obscure views of the southern bank of the basin where the 3 pontoons originate, or any structures or boats or machinery on the south bank.
- 7.49 Whilst views of the site from the north may be gained from certain viewpoints and whilst recognising that the appearance of the site will alter if the proposal is permitted, it is considered that the addition of some landscaping shall assist in providing some mitigation effects albeit this may be limited.
- 7.50 Planting is proposed along the north western boundaries and south eastern boundaries and detailed in the Ecological Management Plan. It is noted that planting of hedgerows will assist in mitigating views from the Great North Road, views may be gained from the residential receptors into the western section however these visual impacts are not considered to be unacceptable.
- 7.51 It is acknowledged that the existing hedgerows shall provide some screening of views into the site, and details regarding additional planting on site can be secured by condition to ensure that sufficient landscape and visual mitigation is provided.
- 7.52 Whilst recognising that the development will have an impact on the Nene Valley landscape, both in the short term whilst works are carried out and in the longer term, these effects can be mitigated against in the longer term by appropriate planting. Whilst the addition of a marina in this location will change the local landscape character it is considered an appropriate land use in the river flood plain.
- 7.53 In terms of views from Sibson Manor no intervening landscaping is proposed between the marina. However improvements to the appearance of the existing buildings on site may be seen as a benefit to the landscaping setting. The impacts on Sibson Manor are not considered to be unacceptable.
- 7.54 Subject to securing appropriate mitigation measures by condition, the proposal is considered to comply with policy En25 of the Local plan, policy CS1 of the Adopted Core Strategy, Draft Policy LP13 of the Local Plan to 2036: Stage 3, CS33 and CS34 of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy 2011 and the Huntingdonshire Landscape and Townscape Assessment. These policies are consistent with the emphasis in the National Planning Policy Framework on the importance of good design, and the

protection of local distinctiveness, particularly paragraphs 17, 58, and 60. However, policies within the emerging Local Plan may be subject to change and therefore limited weight can be attributed to policy LP13.

Hydrology, hydrogeology and flood risk

- 7.55 Borehole data shows Grantham Formation (Silt, dark grey, laminated, clayey with carbonaceous remains) overlain by approximately 3 metres of River Gravel (First Terrace) sandy gravel, overlain by Alluvium (Clay, brown and blue-grey, sandy, silty Peat, clayey with wood fragments) with approximately 0.2 metres of topsoil.
- 7.56 It is proposed to excavate the marina basin in the alluvial sand and gravel. The basin will be excavated progressively north to south in a series of approximately 15 m wide strips parallel to the River Nene. It is intended to excavate the basin under dry conditions. Due to the saturated thickness of the sand and gravels and location of the site immediately adjacent to the river, dewatering will be required during excavation to lower groundwater to allow the sand and gravel to be worked dry. Any excavation below ground water level it likely to collect water rapidly.
- 7.57 The marina basin will be excavated to a depth of 4-5 m below original ground level (4.5-3.5 m AOD) and the removed material temporarily stored in parallel, 2-3 m high bunds, orientated east/west. The alluvium, will drain naturally and on-site processing is not proposed. It is anticipated that the extraction to create the basin will take 12-months. The overall working period will depend on the duration of any flooding as extraction will not be possible if the site is flooded.
- 7.58 Dewatering would be undertaken by sump pumping as a first option and if excessive groundwater is encountered, by installation of well-points along the river frontage of the basin and extended along its sides until lower permeability alluvium is found.
- 7.59 Discharge from dewatering will need to be free from sediment before it is discharged into the river and as set out in the Hydrogeological Impact Assessment it must be passed through one or more settlement tanks of sufficient capacity before discharge off-site. The Environment Agency may require periodic sampling and analysis of discharge water to demonstrate that it is of acceptable quality. They may also require monitoring of groundwater levels beyond the dewatering scheme to examine any impacts on surrounding water levels.
- 7.60 In order that no silt enters the river, the final connection would not be created until after the completion of basin construction.

Flood Risk:

- 7.61 The site lies in Flood Zones 1 to 3 as shown on the Environment Agency's Flood Zone Maps. It lies within the 1 in 20 Year , 1 in 100 Year, 1 in 100 Year with climate change allowance and 1 in 1000 Year Flood Extents in the District Council's Strategic Flood Risk Assessment.

- 7.62 The area proposed for the marina is identified as being relatively flat 8.9 to 9.1 AOD. Sources of flood risk are identified as fluvial, ground water and pluvial run off. Modelling information identifies that the majority of the site is low lying and will be affected by the lower return periods (2-10 year) the modelled Flood Levels of these periods is 8.91 AOD and 9.14 AOD
- 7.63 Marina development is deemed water compatible although it is recognised that suitable mitigation measures are required.
- 7.64 As part of the proposal the ditch present at the foot of the embankment is to be infilled, this is located adjacent the proposed boat storage. Investigation on site by the applicant's consultant showed that the ditch is a blind ditch with no real catchment or outfall. The principle of filling in the ditch has been agreed with the Environment Agency
- 7.65 The development has been designed to ensure that there will be no increase in flood risk off site. No new solid wall buildings are being constructed, the proposed wet dock will have the lowest wall level set above the flood level for the 100 year with climate change event so as not to impede flood flows (9.69AOD). Winter boat storage will be on a raised platform above the 1 in 100 yr with climate change flood level, boats in storage will be placed as far from the main channel as possible. Floating pontoons are proposed which will rise and fall with the water levels. The amenity block is located close to the vehicular entrance in Flood Zone 1 and the new access route set at 8.80 AOD
- 7.66 The creation of the marina will essentially make more space for flood water and reduce the volume in the river in the vicinity and may serve to improve flood risk downstream by attenuating some flood flows. There will be safe access and egress due to the raised access route.
- 7.67 The FRA has been reviewed by the EA. It is noted that it refers to PPS25 which was superseded by the NPPF in 2012. The EA advises that the development will meet the requirements of the NPPF if the mitigation measures as detailed in the FRA, (BWB NTW/143/FRA Revision D dated 14/04/2011) are implemented and secured by way of planning conditions.

Assessment:

- 7.68 Subject to the imposition of appropriate conditions the development is not considered to increase the risk of flooding and the hydrological impacts are acceptable.
- 7.69 A Water Framework Directive Statement has been provided at the request of the EA which requires proposals to demonstrate that any impacts on water quality, water resources, channel morphology, species diversity and ecological condition have been fully considered. The statement is acceptable.
- 7.70 The proposal satisfies policy CS9 of the Local Plan, policy CS1 of the Core Strategy and LP6 of the Draft Local Plan to 2036 and CS39 of the Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy. These policies are considered to be consistent with paragraphs 100 and 103 of the NPPF which seeks

to ensure that inappropriate development in areas of flood risk is avoided and that flood risk is not increased elsewhere.

Heritage

- 7.71 Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that in considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.
- 7.72 The Environmental Statement identifies 11 listed buildings within 400 metres of the boundary of the application site. Those listed buildings lying adjacent the site include the boundary post to the east of No. 33 Great North Road, the Granary south of Sibson Manor House, Sibson Manor House and the Cottage to the north west, Sibson House Hotel and three barns and 29 Old Great North Road.
- 7.73 As part of the proposal it is intended to convert the stone former granary building on site to a chandlery. The submission includes a structural survey. The building is identified as being in poor / reasonable structural condition. A statement of intent and description of proposed works have been provided. There is no objection to the principle of the proposed conversion however this would require listed building consent.
- 7.74 The proposed development will alter the character and appearance of the land adjacent to Sibson Manor House and the Granary. A well designed marina in the form proposed will preserve by leaving unharmed the setting of the adjacent listed buildings.
- 7.75 Paragraph 131 of the NPPF states that local planning authorities should take account of:
- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
 - the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
 - the desirability of new development making a positive contribution to local character and distinctiveness.
- 7.76 This proposal seeks to alter the former granary to a form more sympathetic than its current appearance and this proposal will facilitate its reuse. The development is considered to result in less than substantial harm to the adjacent listed buildings. In accordance with paragraph 134 it is necessary to weigh this harm against the public benefits of the development, these are considered to be the generation of income to upkeep Sibson Manor historic structures and the overall development's support for the economy.
- 7.77 The assessment also considers potential impact on surrounding Conservation Areas, nearest being Sutton (out of the District) and Scheduled Ancient Monuments (nearest being a Roman Villa north east of Sibson Hollow). By virtue of the existing topography, distance and vegetation the proposed development will not impact on the

setting of this Conservation Area or any individual listed buildings within it with no direct impact on any Scheduled Ancient Monument.

- 7.78 The proposal appropriately considers the impact on the setting of the adjacent listed buildings and fulfils the requirements under Sections 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990. The proposal is considered to comply with policies En2, and En25 of the Local Plan, policy CS1 of the Adopted Core Strategy, policy HL5 of the Local Plan Alteration and draft Policies LP15 and LP31 of the Local Plan to 2036: Stage 3, the Design Guide and the Landscape and Townscape Assessment. These policies are consistent with the emphasis in the National Planning Policy Framework on the importance of good design, the protection of local distinctiveness and conserving and enhancing the historic environment, particularly paragraphs 7, 17, 56, 58, 60, 131, 132 and 134.

Archaeology

- 7.79 An Archaeological Desktop Assessment has been submitted. The assessment concludes that the site is within a known archaeological and historical environment where there is evidence of activity from the Neolithic period to present. The number of Roman sites, artefacts and archaeological features in the area suggests that it was densely occupied and utilised during this period although the extent of activity has not yet been determined neither has the extent of the nature and extent of the medieval village at Sibson. It is concluded that there is a high probability of encountering archaeological features and artefacts. The submission acknowledges that the development would severely impact on any archaeology in situ and proposes mitigation measures in the form of , preservation in situ or, where this is not practical, recording prior to construction.
- 7.80 The submission has been reviewed by the County Council and they advise that should the development be permitted there should be a programme of archaeological investigation prior to development.
- 7.81 Paragraph 139 of the NPPF states that 'Non-designated heritage assets of archaeological interest that are demonstrably of equivalent significance to scheduled monuments, should be considered subject to the policies for designated heritage assets'. As the County Council is satisfied that a programme of archaeological investigation can be secured by condition, the proposal is considered to comply with paragraph 139 and it is not necessary to consider the proposal in relation to the policies for designated heritage assets. The proposal would comply with policy En12 of the Local Plan, and Draft Local Plan policy LP31 and policy CS36 of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy 2011 subject to the imposition of appropriate conditions. These policies are consistent with the NPPF paragraph 17 which seeks to conserve heritage assets.

Dust

- 7.82 The extraction of minerals from the site has the potential to cause dust. Dust particles from mineral workings are generally large (over 30 micrometers) and largely deposited within 100metres of the

source. Operations which are likely to give rise to dust are: soil stripping and replacement, bund formation, haulage, excavation and loading of materials.

- 7.83 The nearest dust sensitive locations include Sibson Manor situated approximately 6 metres from the site boundary and a little over 110 metres west of the edge of the excavation and Sibson House Hotel, approximately 75 metres from the site boundary and a little over 120 metres south of the edge of the excavation.
- 7.84 The dust assessment has been reviewed by the Council's Environmental Protection Officer and no objections have been raised, a number of mitigation measures have been proposed which should be included in a dust management plan to be secured by condition.
- 7.85 Subject to the imposition of a planning condition there are no objections to the proposal on the grounds of potential dust impacts.

Noise

- 7.86 Noise measurements were taken on site. Computer modelling was used to calculate noise levels and three construction stage scenarios were set up, including night time operation of the dewatering pump. Construction works will generate noise from excavation plant and HCV movements. The noise generated by the pump will be significant at night unless mitigated by screening such that it is not more than 5dB above background noise levels.
- 7.87 HCV movements will also generate noise but this will be during the daytime only when there already is significant similar noise from traffic
- 7.88 With appropriate noise conditions the proposal is considered to comply with policy LP15 of the Draft Local Plan to 2036 and CS34 of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy 2011. This local plan policy is considered to be consistent with the core planning principle in the National Planning Policy Framework (paragraph 17) of securing a good standard of amenity for all existing and future occupants of land and buildings.

Transport and Traffic

- 7.89 Access to the development will be taken from the Old Great North Road close to where it has a poorly configured junction with the A1 southbound carriageway. All-ways access to the A1 can be gained via a modern grade separated junction nearer to the village of Stibbington, on the opposite side of the Nene Valley Railway which crosses the Old Great North Road at a level crossing.
- 7.90 During the construction phase it is anticipated given the volume of material to be removed from the site that 27 loads would leave the site per day during the 12 months of excavation. Construction traffic will be required by a routing agreement to use the northern access to the A1. The application indicates that work will only take place Monday to Friday to avoid the majority of events held at the Nene Valley Railway which also generates additional traffic in the area.

- 7.91 The site access has been designed to direct traffic towards the northern access to the A1. This will be backed up by signage.
- 7.92 British Waterways data has been used to estimate traffic generation and parking for the operation of the marina. The anticipated peak hour traffic flow during the week is 6 vehicles per hour and 9 vehicles per hour at the weekend. The original proposal indicated that 58 parking spaces were to be provided but this has been reduced to 38 in line with the British Waterways ratio for visiting and moored boats.
- 7.93 The assessment is that that the development will result in a negligible increase in traffic and will not materially affect the existing operation of the A1 or junctions within the local area. Local roads do not have a significant accident record. Wheel cleaning facilities will be installed to prevent debris being brought out onto the highway during the construction phase.
- 7.94 The proposal indicates that sustainable travel information would be made available, however given the nature of this development it is probable that not many trips to the marina would be made by sustainable means.
- 7.95 Parish Council concerns over the potential wear and tear of the roads are noted. This however cannot be controlled by the Planning Authority and would be a matter for the Highway Authority.
- 7.96 The proposal therefore accords with policies LP17 and LP18 of the Draft Huntingdonshire Local Plan to 2036: Stage 3 (2013) and CS32 of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy 2011. These policies are consistent with the NPPF paragraph 32 that requires safe and suitable access to the site for all people.

Crime reduction

- 7.97 The application includes a number of measures to reduce crime including elements such as gated access, lighting and provisions of CCTV. The Police Architectural Liaison Officer has reviewed the submission and has recommended further measures to ensure crime reduction. A condition can be imposed to secure these measures.
- 7.98 The lighting proposal has been reviewed by the Council's Lighting Engineer and there are no objections to this detail providing the lighting scheme is carried out in accordance with the submitted details. This can be controlled via the imposition of a planning condition.

Neighbour comments not already considered in this report

- 7.99 Concern over air pollution from lorry fumes - It is recognised that there will be an increase in lorries in the area for a period of time whilst construction work takes place. It is not however considered that this will result in a significant rise in air pollution.
- Upgrade the A1 access, make Old Great North Road a safe cul de sac or residents only - These measures are not necessary given the modest traffic which will be generated.

- Concern development may not be completed following extraction - and question what powers the LPA have to address this situation - This point is noted and an update to this point will provided
- Preventing foul sewage being discharged into the river - the applicant intend to use best practice Pollution Prevention Control - this would not be monitored by the Local Planning Authority
- Concerns about residential occupation of boats at other marinas - these will be investigated by the Council's Enforcement team. Conditions will be imposed limiting the use of the marina berths and requiring the operator to provide information about berth holders to the LPA on a regular basis.
- Hours of proposed construction work - The proposed construction phase working hours are considered to be reasonable for a construction project of this scale and duration.
- Traffic and parking conflicts with events at the Nene valley Railway - Restricting construction phase working to Monday to Friday should ensure that there are no significant conflicts.

Conclusion

- 7.100 The principle of the development is supported by planning policy, which seeks to support economic development and tourism and leisure development, the extraction of minerals is acceptable in this instance, with mitigation. The hydrological and flooding impacts of the development are acceptable, ecological and biodiversity impacts of the development are acceptable subject to mitigating measures, with mitigation the noise and dust impacts of the development are acceptable, with conditions, an archaeological scheme is required, with mitigation the landscape impacts of the development are acceptable, with mitigation the highway and transportation impacts of the development are acceptable and crime reduction measures can be secured through a condition.
- 7.101 Taking national and local planning policies into account, and having regard for all relevant material considerations, it is recommended that planning permission be granted, subject to the imposition of appropriate conditions
- 8. RECOMMENDATION - APPROVAL** subject to conditions to include the following

- Time limit
- Approved plans
- Time limit for mineral extraction
- Location of spoil and height
- Hours of operation soil stripping and mineral extraction
- Details of connection to river
- No on-site processing of minerals
- Scheme for off-site processing
- Contract for mineral extraction
- Directional signs for traffic
- No residential boats permitted
- Details of berth holders to be provided
- Material details
- Crime reduction scheme

- Development to be in accordance with FRA
- Details of rise and fall moorings
- Gates to be set back
- Parking to be laid out in accordance with approved plan
- Temporary facilities shall be provided on site for construction vehicles
- Access details
- Drainage details
- Metaled surface to be provided and details of wheel washing
- Details of traffic routing
- Ecological management plan and implementation
- Biodiversity Surveys
- Tree protection
- Landscaping details
- Archaeological scheme
- Lighting details
- Details of water plant
- Noise limit night time plant
- Dust mitigation scheme

If you would like a translation of this document, a large text version or an audio version, please contact us on 01480 388388 and we will try to accommodate your needs.

CONTACT OFFICER:

Enquiries about this report to **Michelle Nash Development Management Officer 01480 388405**

To: Nash, Michelle (Planning)[Michelle.Nash@huntingdonshire.gov.uk];
Flag Status: 0x00000000
Subject: Planning Application 1300384FUL - Marina
From: wendy gray
Sent: Tue 5/13/2014 3:54:04 PM

Good afternoon Michelle

Please ignore previous email, I have been unable to call back - the Parish Council would like to report as follows:

See below our previous comments forwarded from our Parish Council Meeting held in April 2013 re this application concerning traffic and tonnage to be removed from this site.

In retrospect we are not now minded to approve this application.

We would also like to underline the effect it will have on the surrounding village, roads and intrusion for residents.

We also believe the question should be asked "is this site the correct one for a marina of the proposed size?"

It was felt that the application had been put together in a professional manner.

The Parish Council were minded to approve the application but with the following provisos which they felt must be adhered to:

a) Wear and tear on the road – if they damage the road it must be repaired immediately.

b) Cleaning of the road – they ensure and undertake that the road is kept clean.

c) Route from Site – it is ensured and undertaken that all drivers leave the site by the correct route agreed by highways, and that this should be monitored by the contractor.

Wendy Gray

Parish Clerk

Sibson-cum-Stibbington

To: DevelopmentControl[/O=HUNTS DISTRICT
COUNCIL/OU=HDC/CN=RECIPIENTS/CN=DEVELOPMENTCONTROL];
Subject: Planning Application 1300384FUL - Creation of New Marina
Sent: Tue 4/23/2013 1:39:38 PM
From: Wendy Gray
Importance: High

F.A.O. Andy Brand

Dear Andy

Above planning application was discussed at an extraordinary meeting on the 17th April 2013.

The Parish Council's response is as follows:

It was felt that the application had been put together in a professional manner.

The Parish Council were minded to approve the application but with the following provisos which they felt must be adhered to:

- a) **Wear and tear on the road – if they damage the road it must be repaired immediately.**

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Wendy Gray

Parish Clerk

on behalf of Sibson-cum-Stibbington Parish Council

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Wendy Gray

Parish Clerk

on behalf of Sibson-cum-Stibbington Parish Council

Development Management Panel

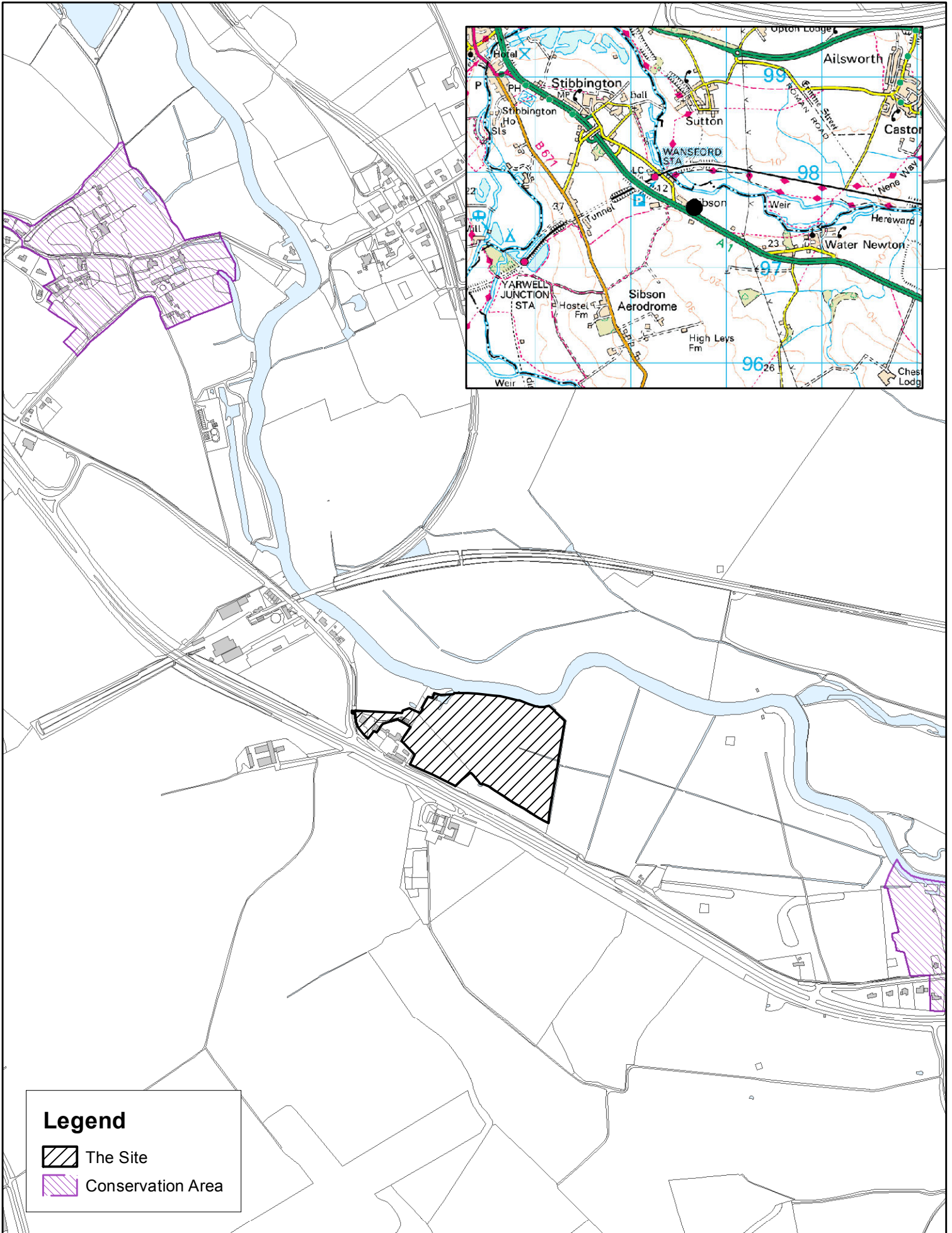


Scale =1:10,000

Application Ref: 1300384FUL

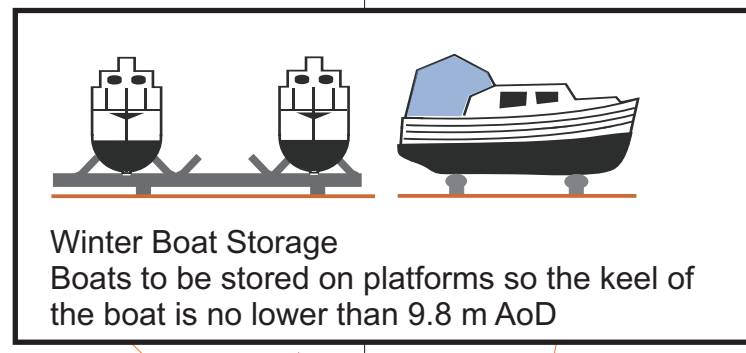
Date Created: 06/07/2015

Location: Sibson-cum-Stibbington

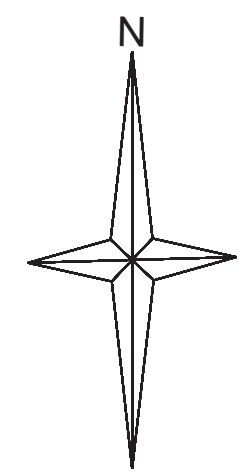
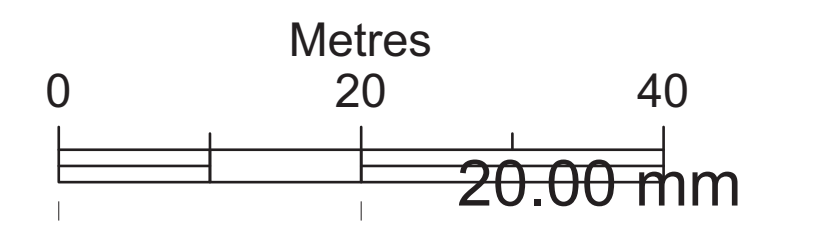




ALL VEHICLES TO TURN RIGHT



Flood level 1:200 flood event 9.66m aod
Normal river level approx 8.2 m aod



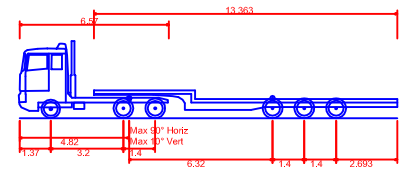
 Plot Road Farm, Willingham, Cambridge, CB23 2JW Phone: 01954 265338	Project	Proposed Marina, Sibson Manor, Sibson cum Stibington	
	Drawing Title	Block Plan	Date January 2013
	Drawing number	CP/PD/SIB/03 rev A	Scale 1:500 at A0



Old Great North Road

River Nene

DO NOT SCALE: CONTRACTOR TO CHECK ALL DIMENSIONS AND REPORT ANY OMISSIONS OR ERRORS



Low Loader
 Overall Length 16.633m
 Overall Width 2.500m
 Overall Body Height 3.396m
 Min Body Ground Clearance 0.320m
 Max Track Width 2.500m
 Lock to Lock Time 6.00s
 Kerb to Kerb Turning Radius 6.790m



A	BACKGROUND REVISED TO LATEST MASTERPLAN (CP/PD/SIB/03 REV A)	ED	RJH	ASG	16/12/13
REV	DESCRIPTION	BY	CHK	APP	DATE

Client:
CLOVER PLANNING

EXECUTIVE PARK
 AVALON WAY
 ANSTEY
 LEICESTER
 LE7 7GR
 TEL: +44 (0)116 234 8000
 FAX: +44 (0)116 234 8001
 e-mail: leicester@wyg.com

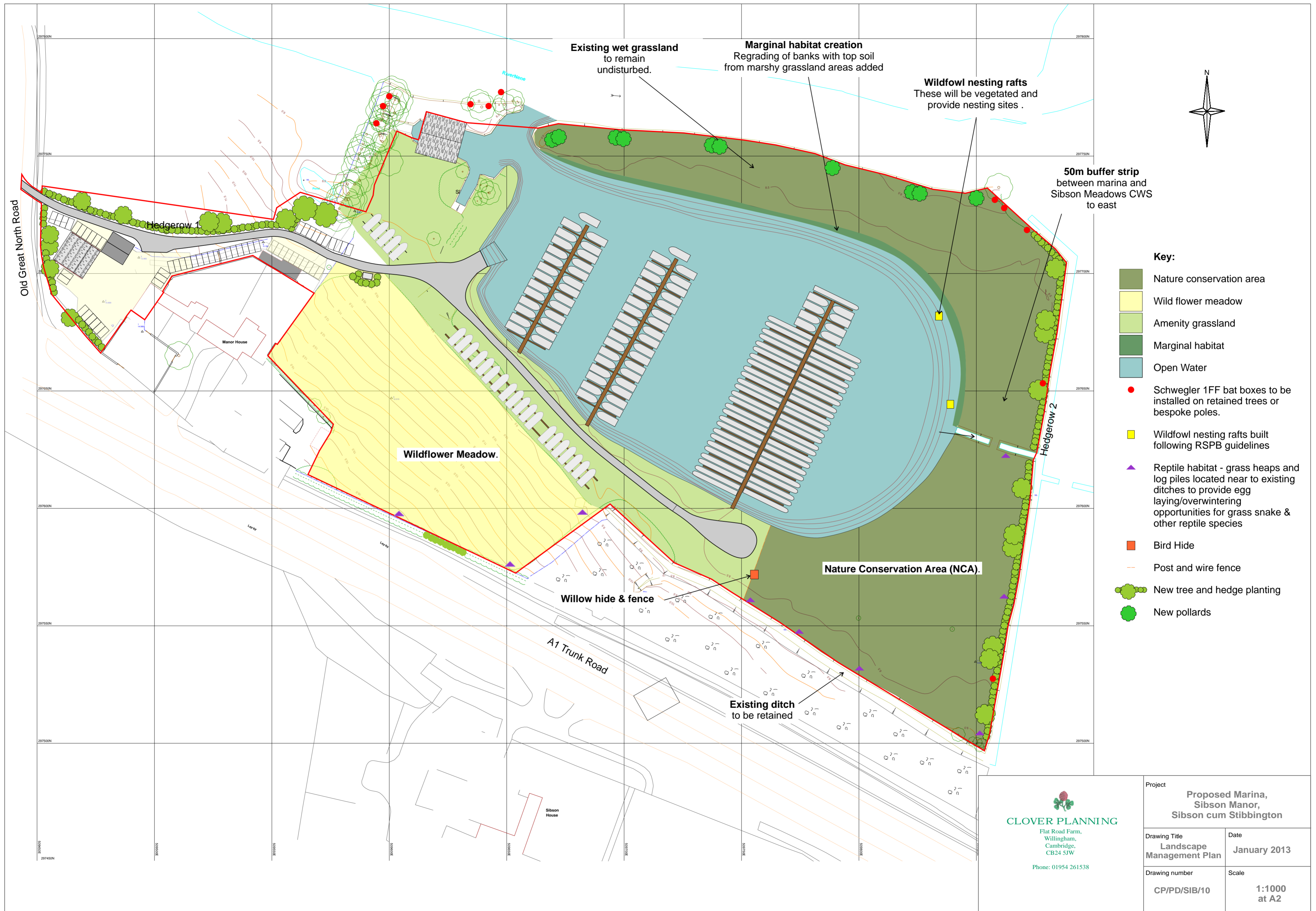


Project:
STIBBINGTON MARINA

Drawing Title:
**SWEPT PATH ASSESSMENT
 LOW LOADER**

Scale @ A3	Drawn	Date	Checked	Date	Approved	Date
NTS	ED	21/06/13	RJH	21/06/13	ASG	21/06/13
Project No.	Office	Type	Drawing No.		Revision	
A060894-1	35	18	A060894-1-002		A	

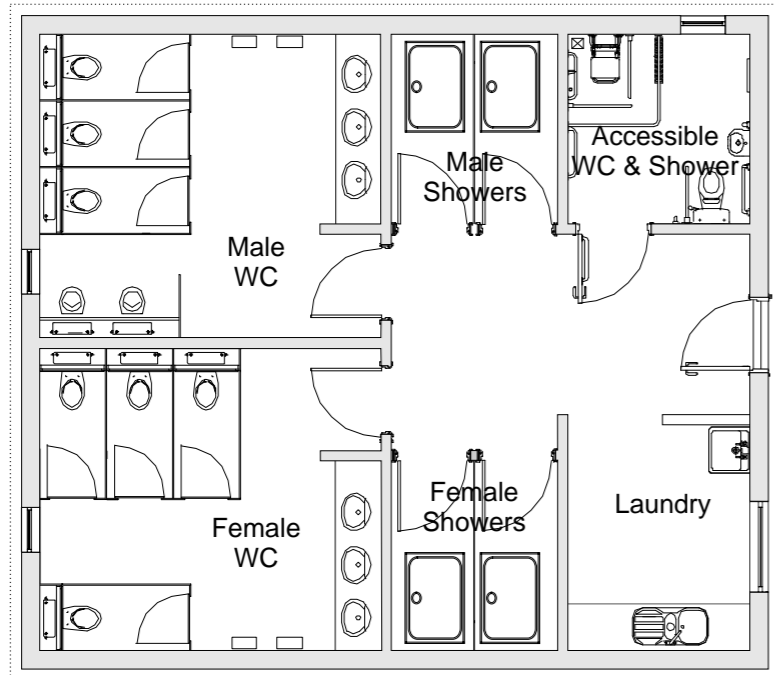
FILENAME : \\LEICESTER\13501\DATA\PROJECTS\TRAFFIC\A060894-1-STIBBINGTON MARINA\ACAD\DWGS\A060894-1-35-18-0028003_REVA_SWEEP_PATHS.DWG | PLOTTED BY : ROBERT HOLLAND | PLOTTED DATE : 19 December 2013 12:10:53



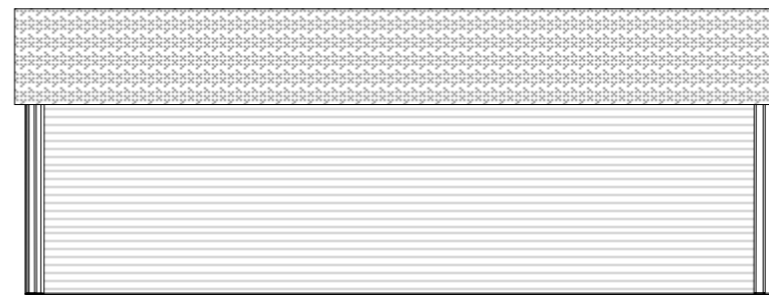
- Key:**
- Nature conservation area
 - Wild flower meadow
 - Amenity grassland
 - Marginal habitat
 - Open Water
 - Schwegler 1FF bat boxes to be installed on retained trees or bespoke poles.
 - Wildfowl nesting rafts built following RSPB guidelines
 - Reptile habitat - grass heaps and log piles located near to existing ditches to provide egg laying/overwintering opportunities for grass snake & other reptile species
 - Bird Hide
 - Post and wire fence
 - New tree and hedge planting
 - New pollards


CLOVER PLANNING
 Flat Road Farm,
 Willingham,
 Cambridge,
 CB24 5JW
 Phone: 01954 261538

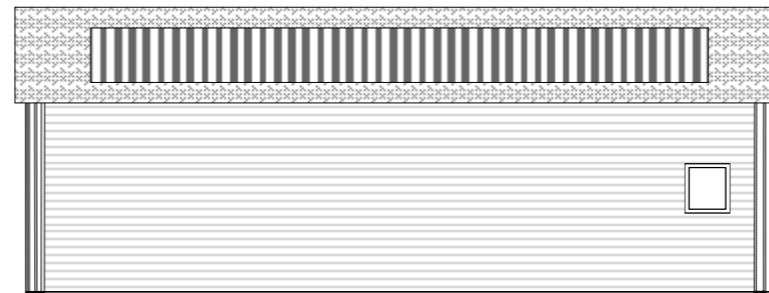
Project		Proposed Marina, Sibson Manor, Sibson cum Stibbington	
Drawing Title	Date	January 2013	
Landscape Management Plan			
Drawing number	Scale	1:1000 at A2	
CP/PD/SIB/10			



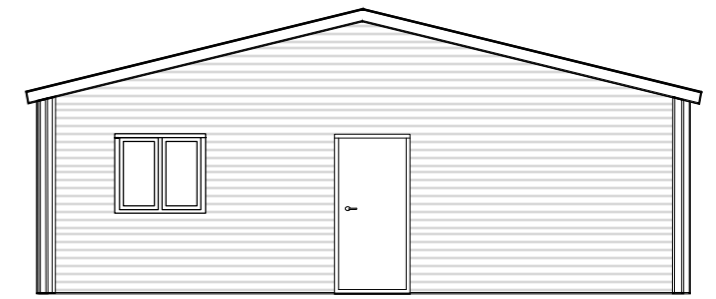
Floor Plan



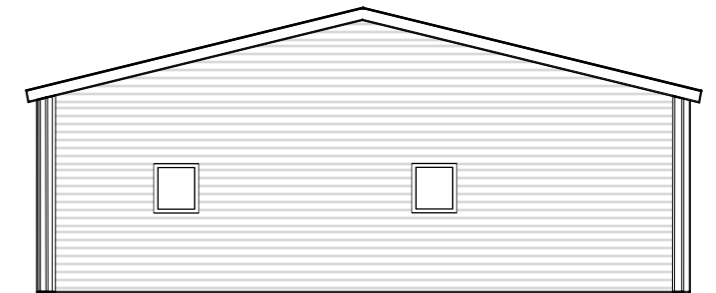
Northern Elevation



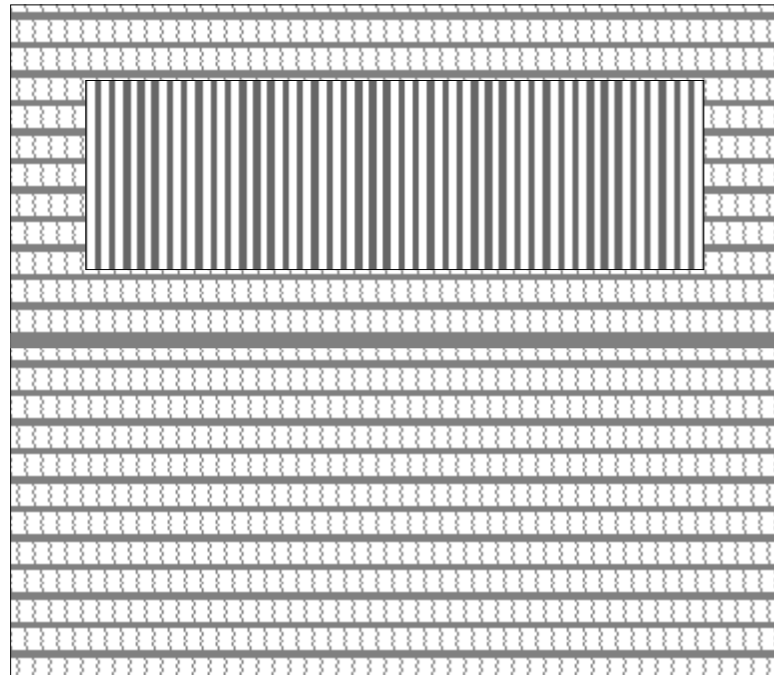
Southern Elevation



Western Elevation



Eastern Elevation



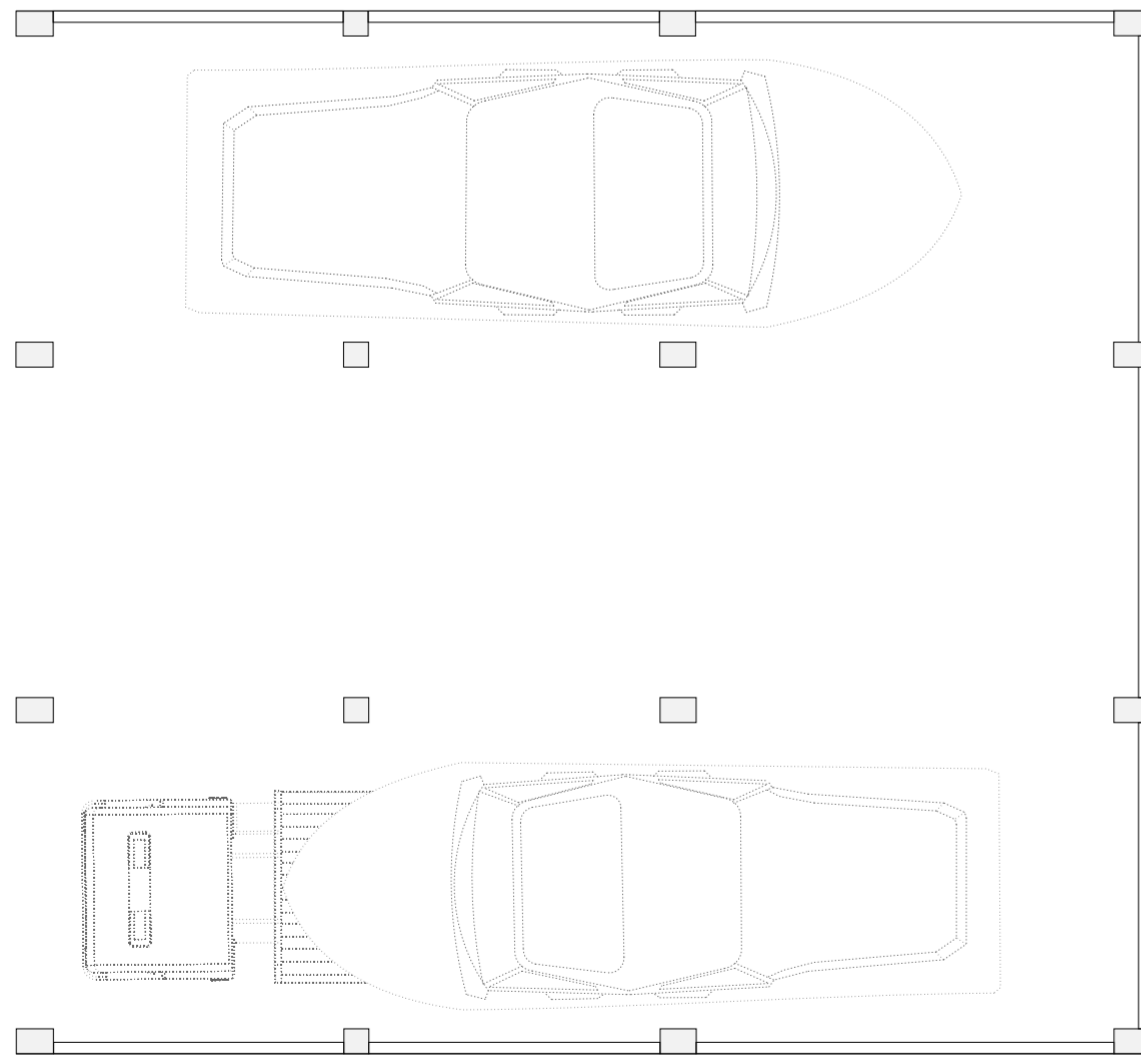
Materials
 Walls - Wooden weatherboard stained black
 Roof - buff peg tile
 Windows - Painted wood colour white
 Doors - Painted wood colour white
 Rainwater goods - black plastic


CLOVER PLANNING
 Flat Road Farm,
 Willingham,
 Cambridge,
 CB24 5JW
 Phone: 01954 261538

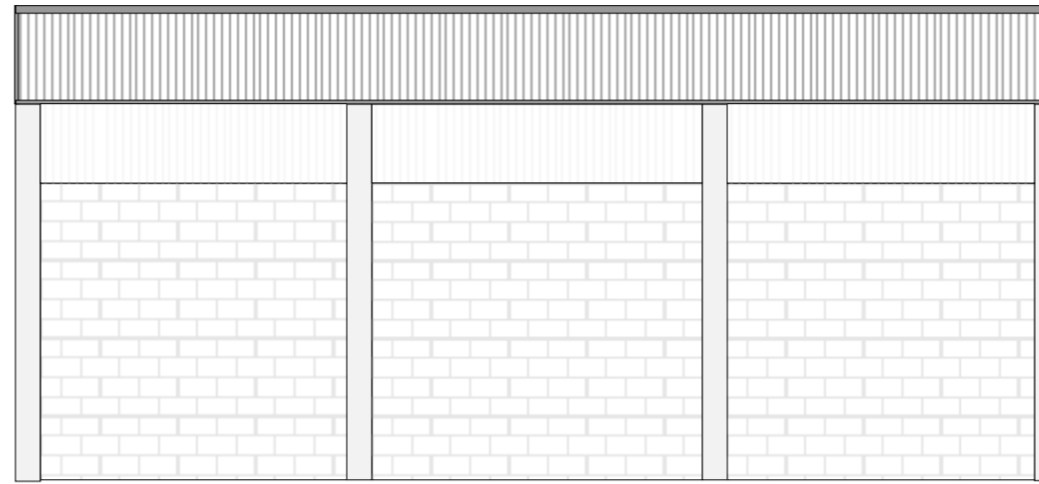
Project		Proposed Marina, Sibson Manor, Sibson cum Stibbington
Drawing Title	Date	
Amenity Block	January 2013	
Drawing number	Scale	
CP/PD/SIB/04	1:100 at A3	



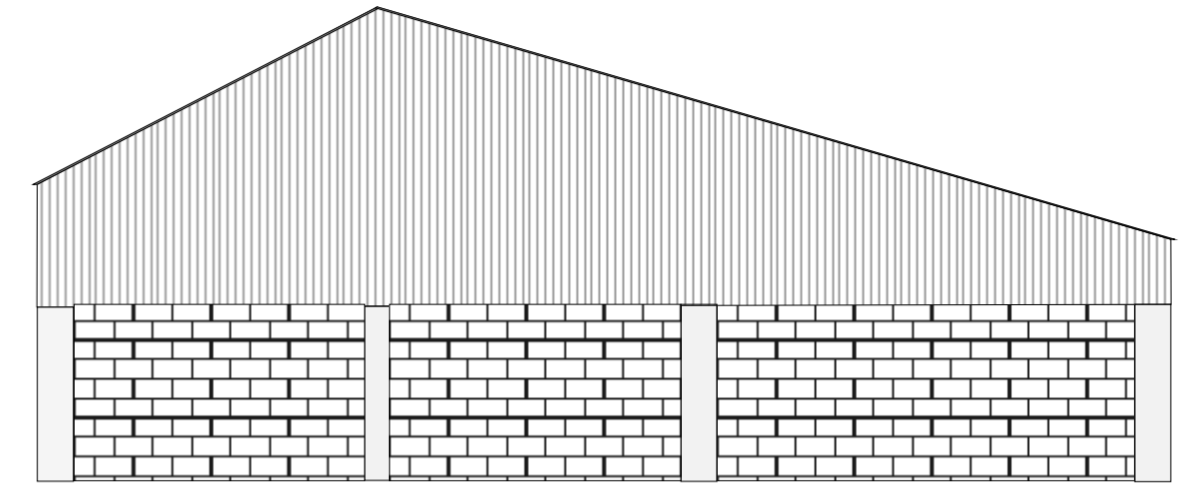
Roof Plan
Existing and Proposed



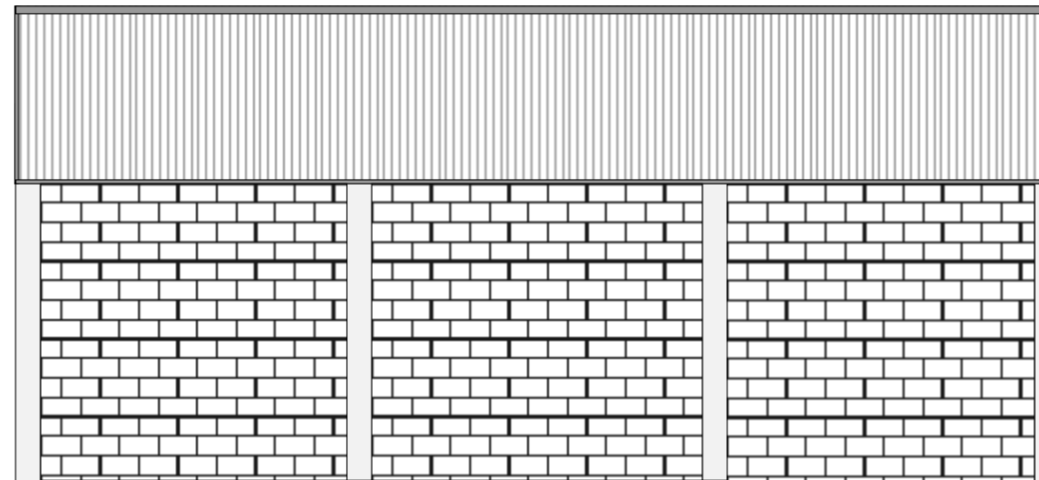
Existing Floor Plan
(Boats added to show building in proposed use)



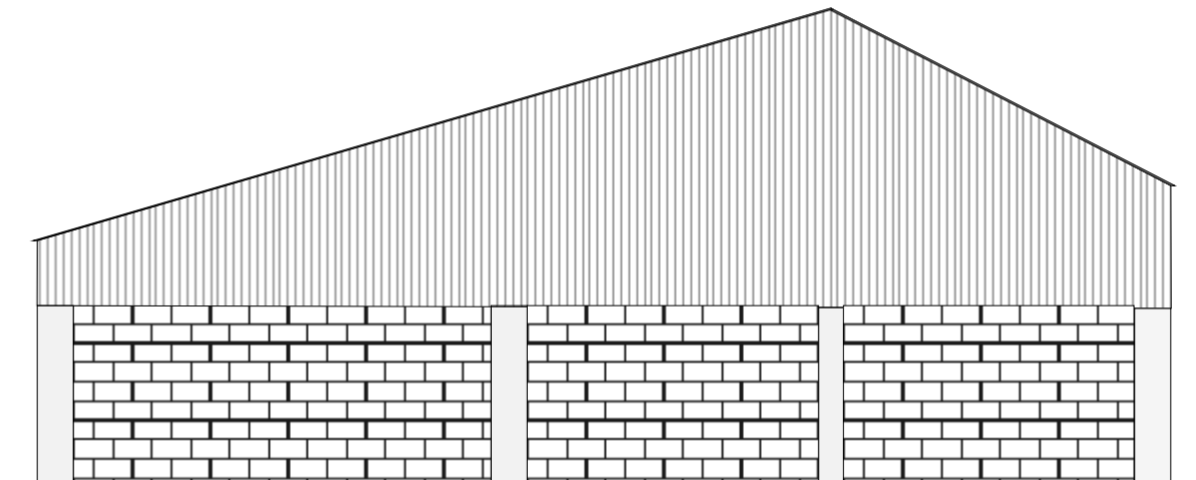
South East Elevation
Existing and Proposed



North East Elevation
Existing and Proposed



North West Elevation
Existing and Proposed

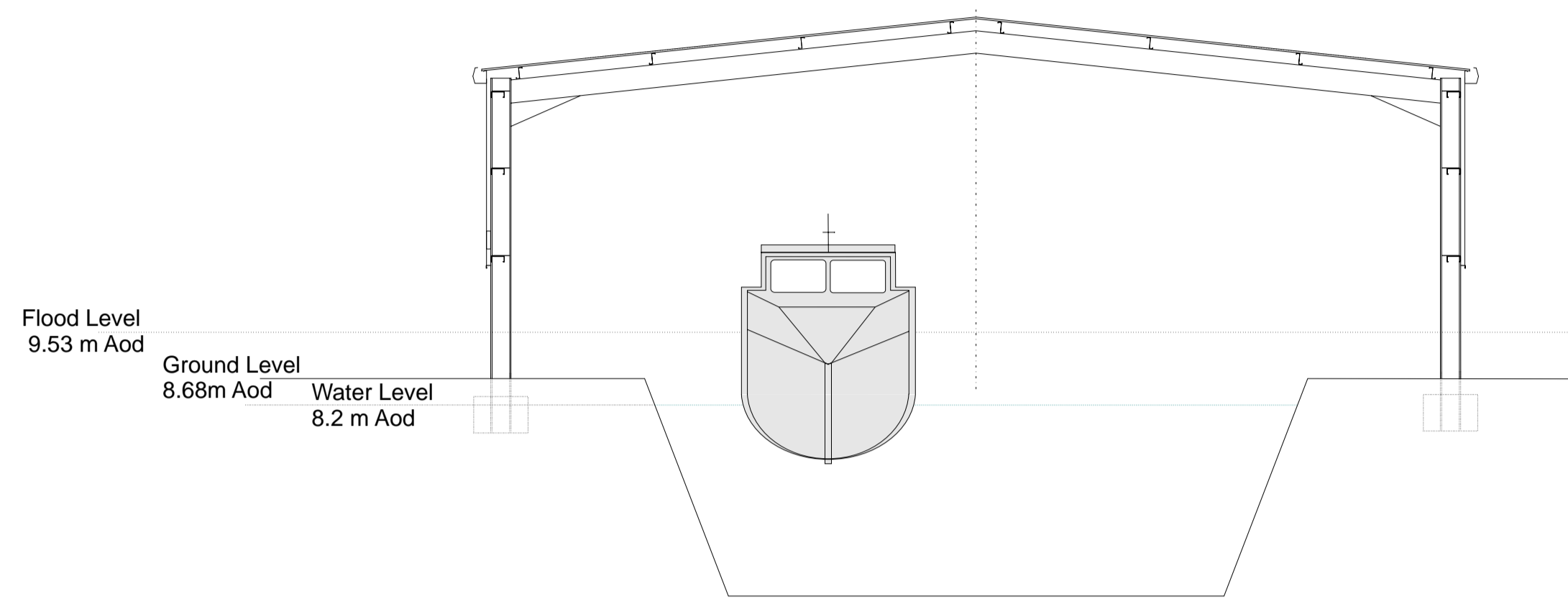


North West Elevation
Existing and Proposed

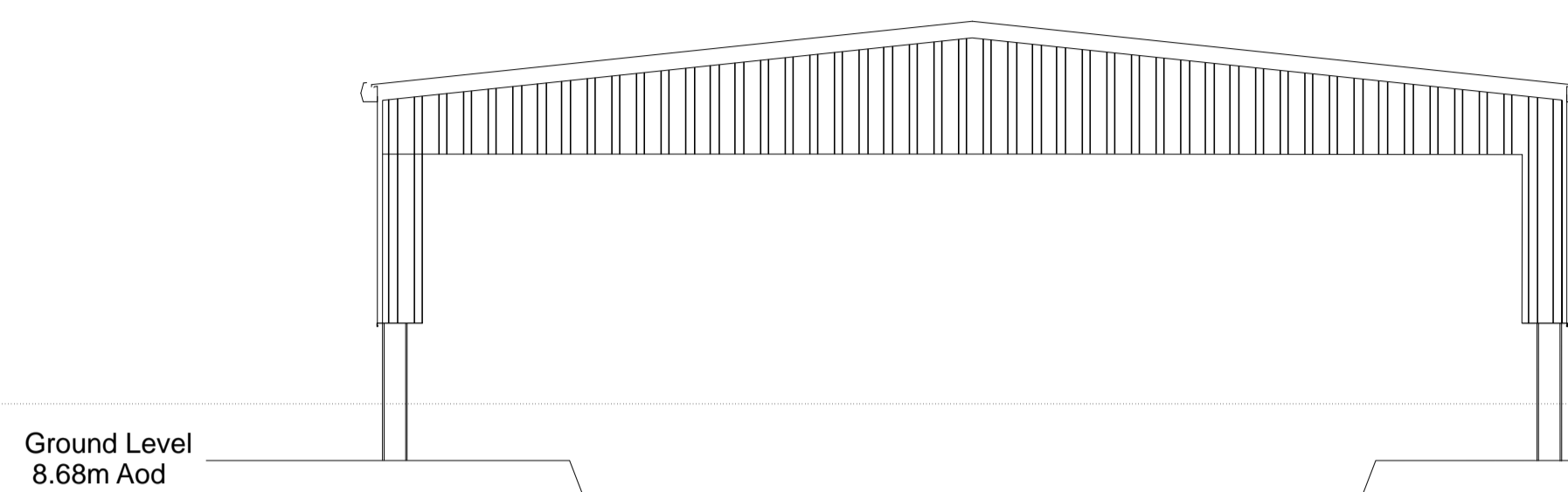
Materials – no change to existing
Walls - Concrete block, concrete portal frame,
fibre cement sheet cladding
Roof - Fibre cement sheet cladding



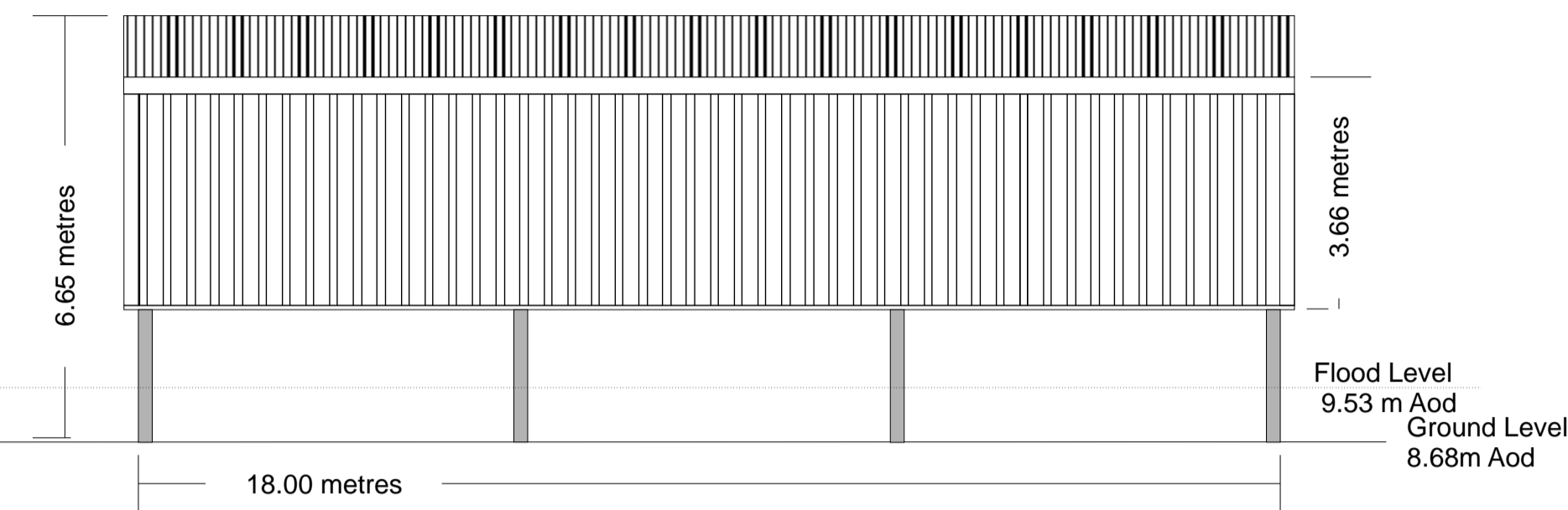
Project		Proposed Marina, Sibson Manor, Sibson cum Stibbington
Drawing Title	Date	
Workshop	January 2013	
Drawing number	Scale	
CP/PD/SIB/05	1:100 at A2	



Cross Section



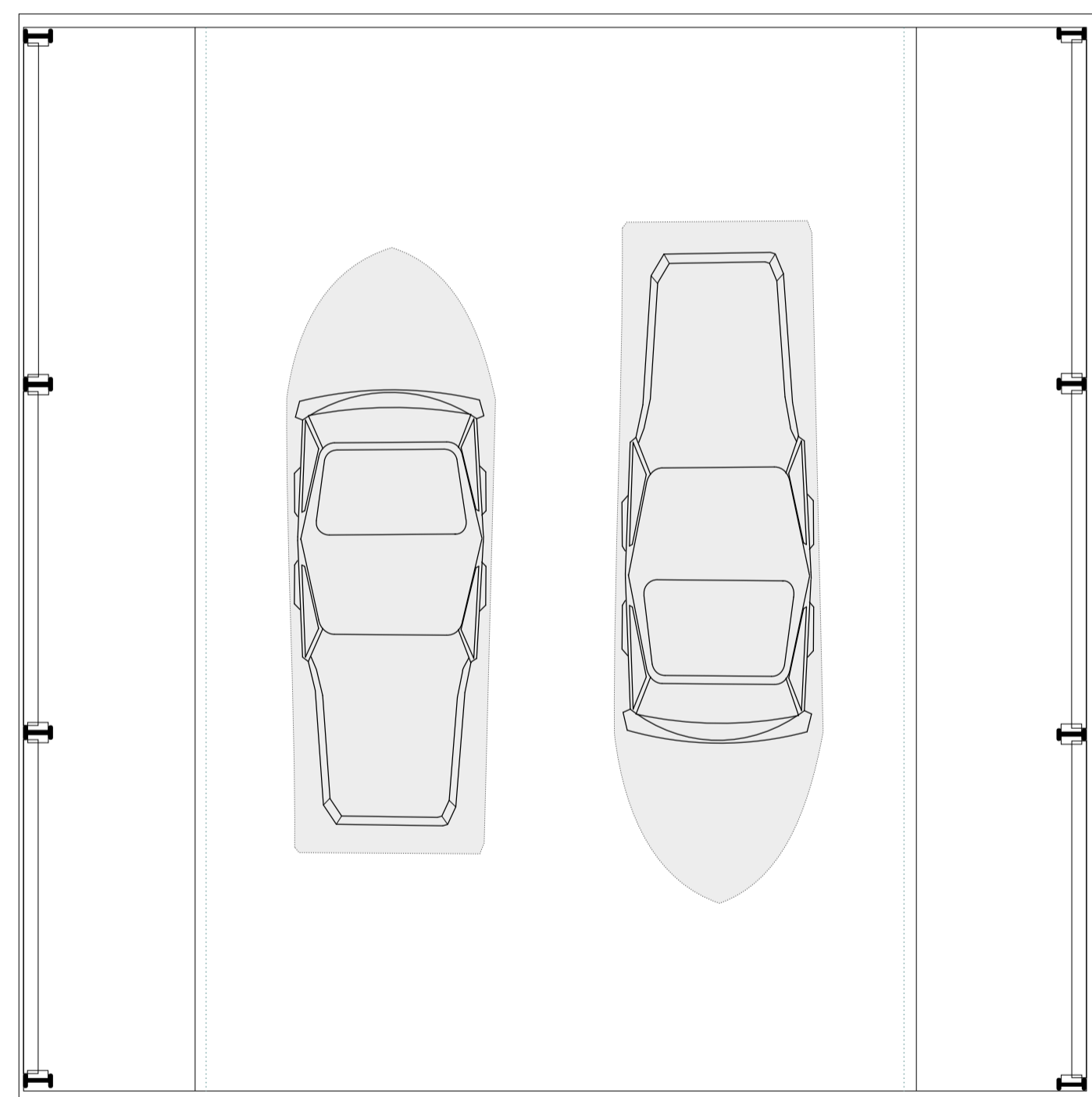
End Elevation



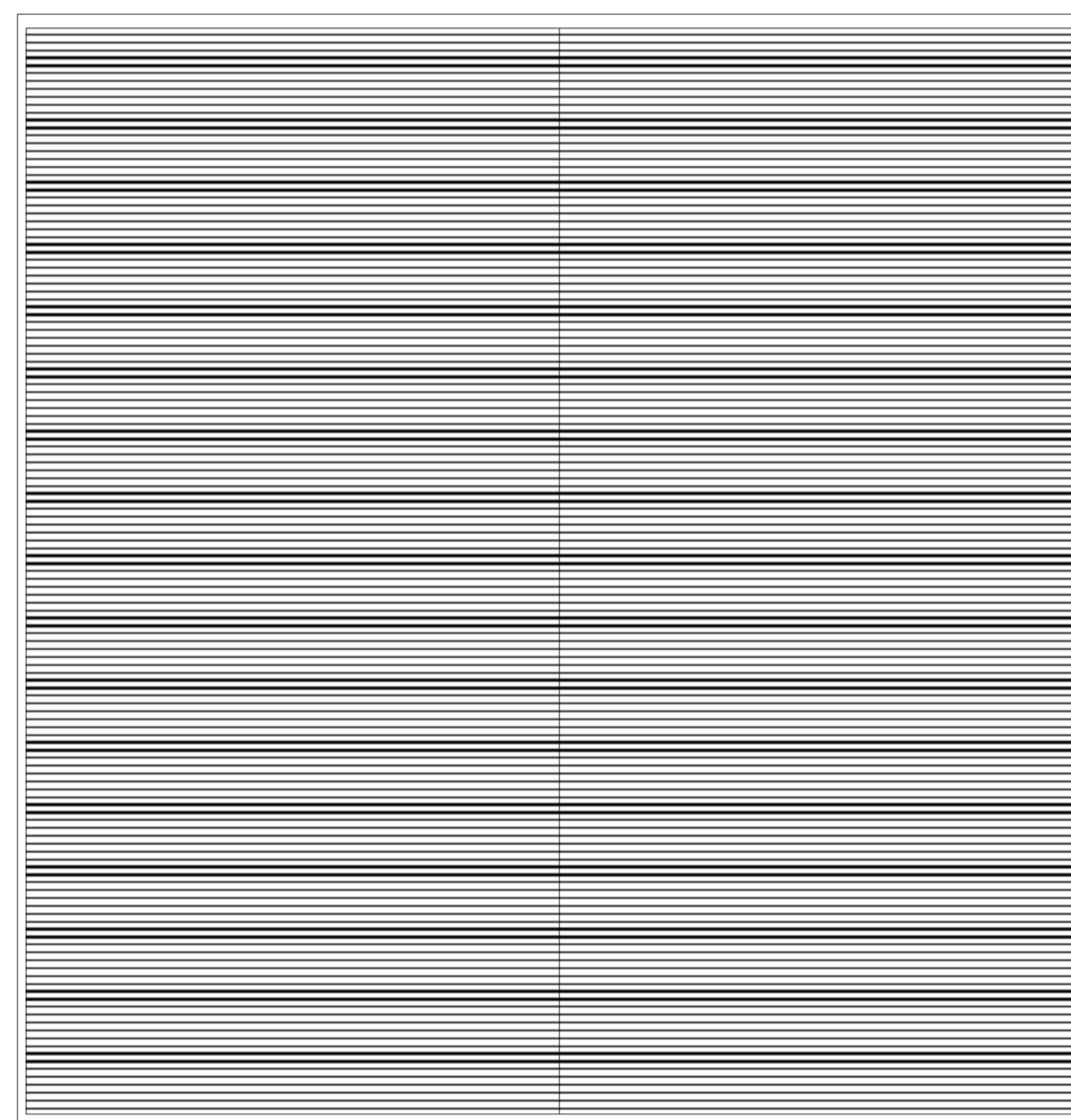
Side Elevation

Materials

Frame: Steel Portal Frame. Colour: Galvanised
 Walls: Plastic coated profiled galvanised steel sheet Colour: Juniper Green 12B29
 Roof: Bonded fibre cement sheet Colour: Light grey
 Floor: Bare earth/water



Floor Plan

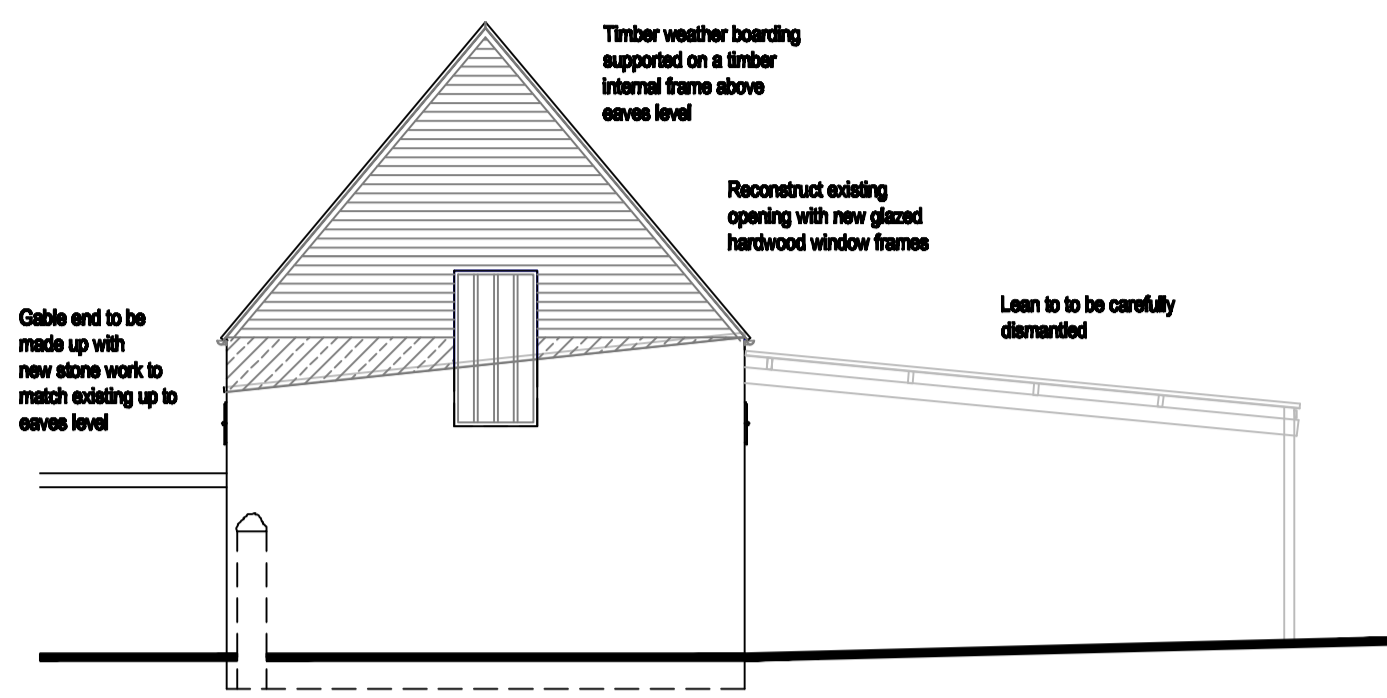


Roof Plan

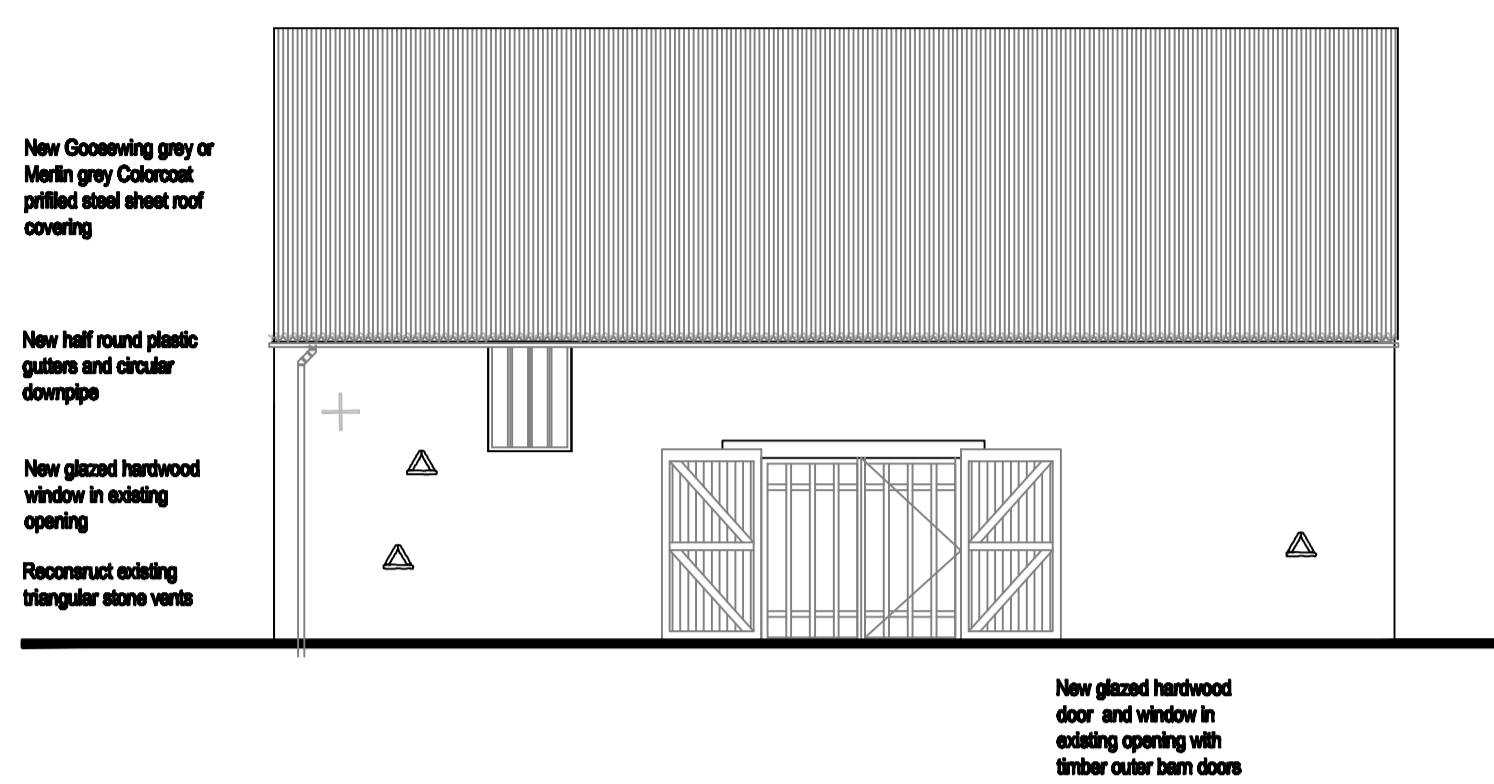
Materials
 Walls - Profiled steel sheet colour olive green, steel portal frame
 Roof - Profiled steel sheet colour grey



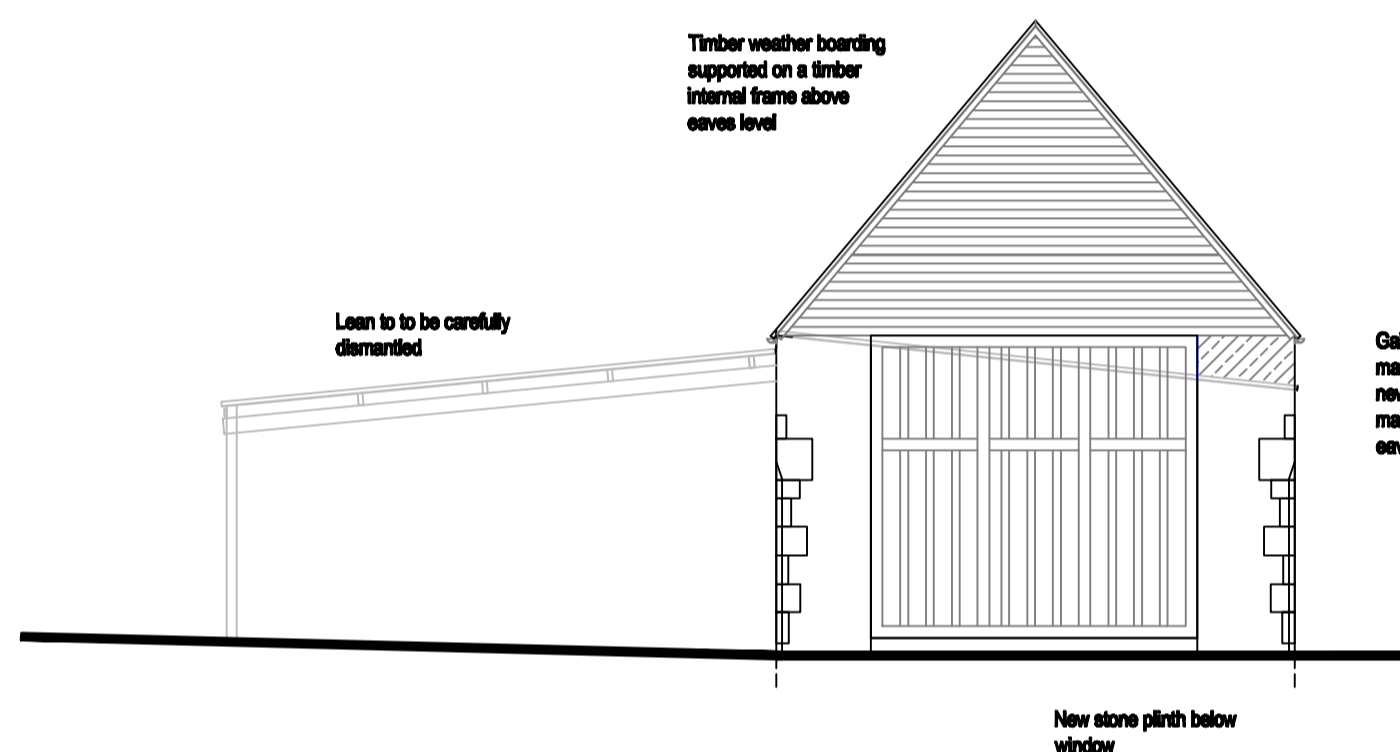
Project		Proposed Marina, Sibson Manor, Sibson cum Stibington	
Drawing Title	Wet Dock	Date	January 2013
Drawing number	CP/PD/SIB/06	Scale	1:100 at A1



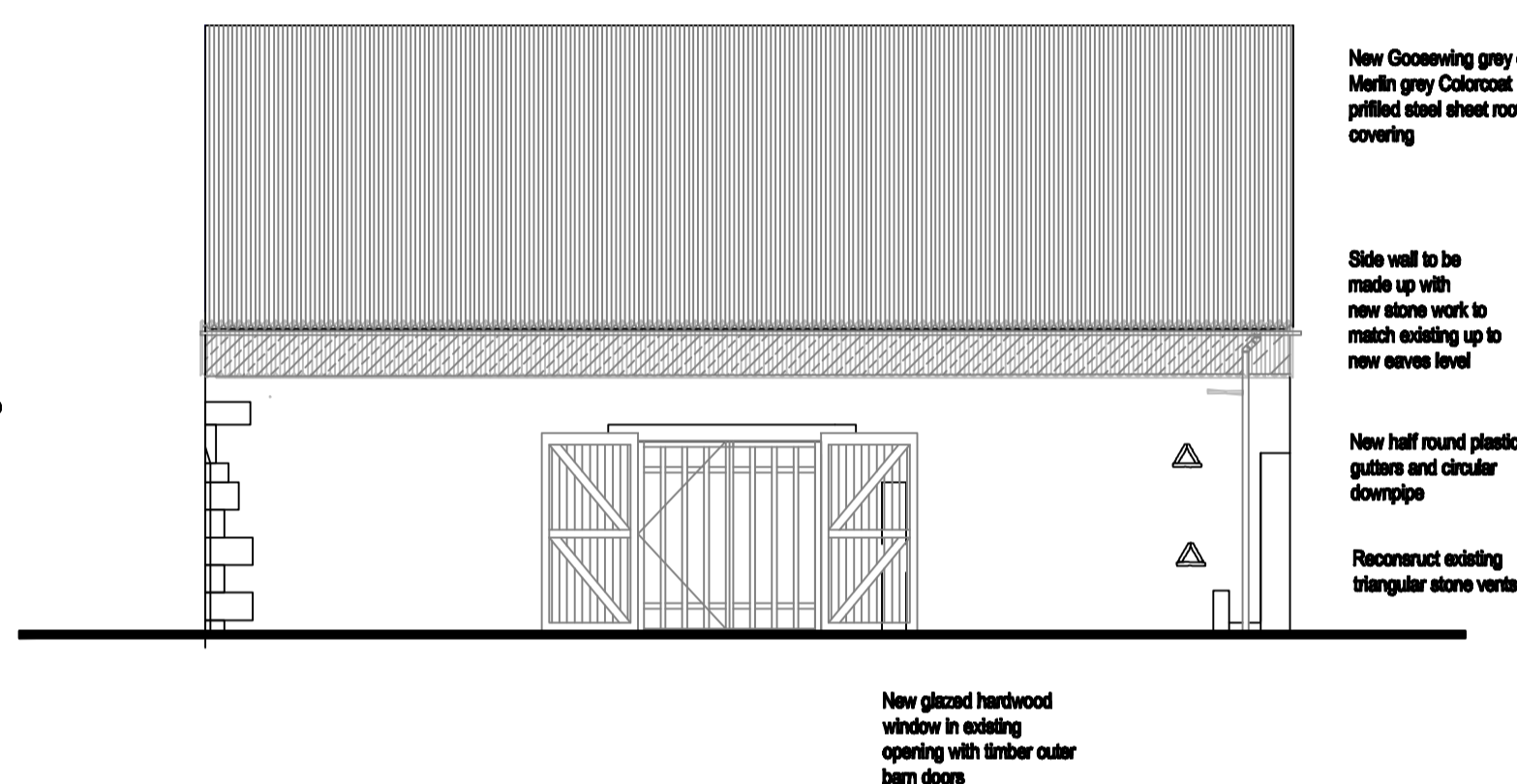
North East Elevation



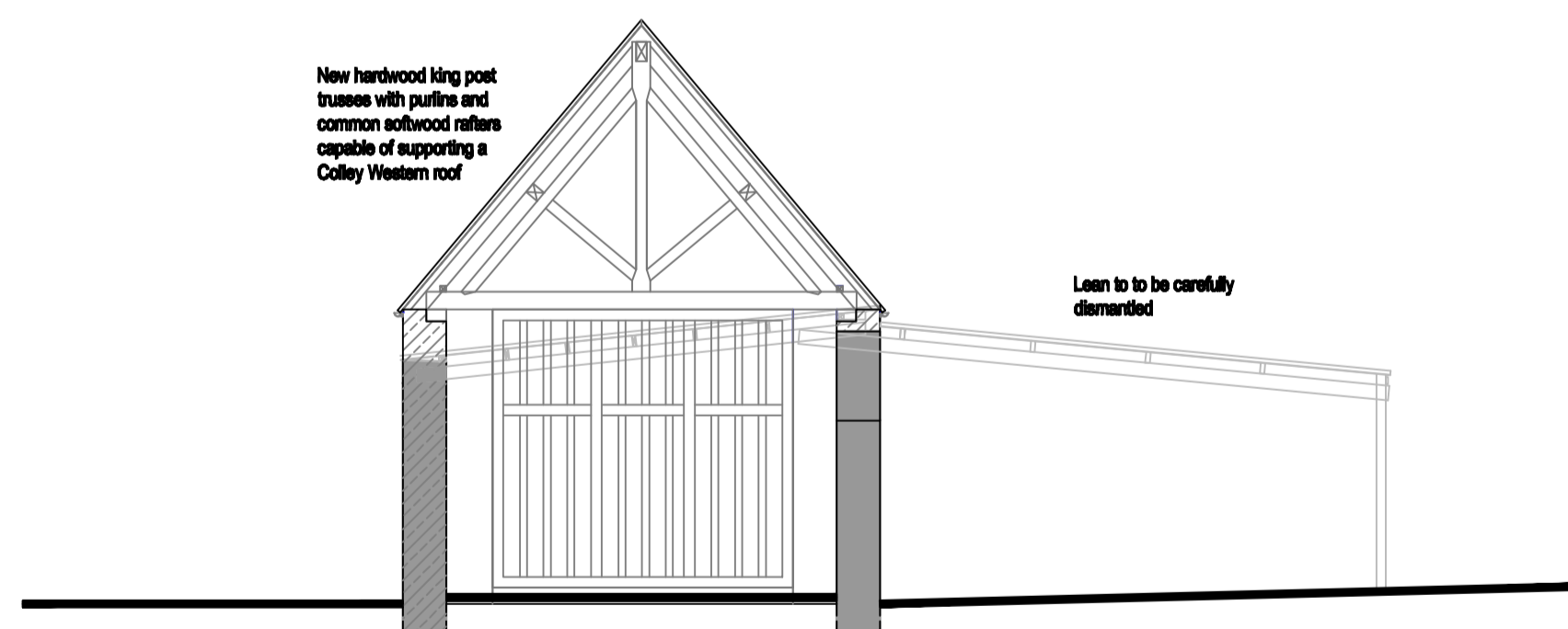
North West Elevation



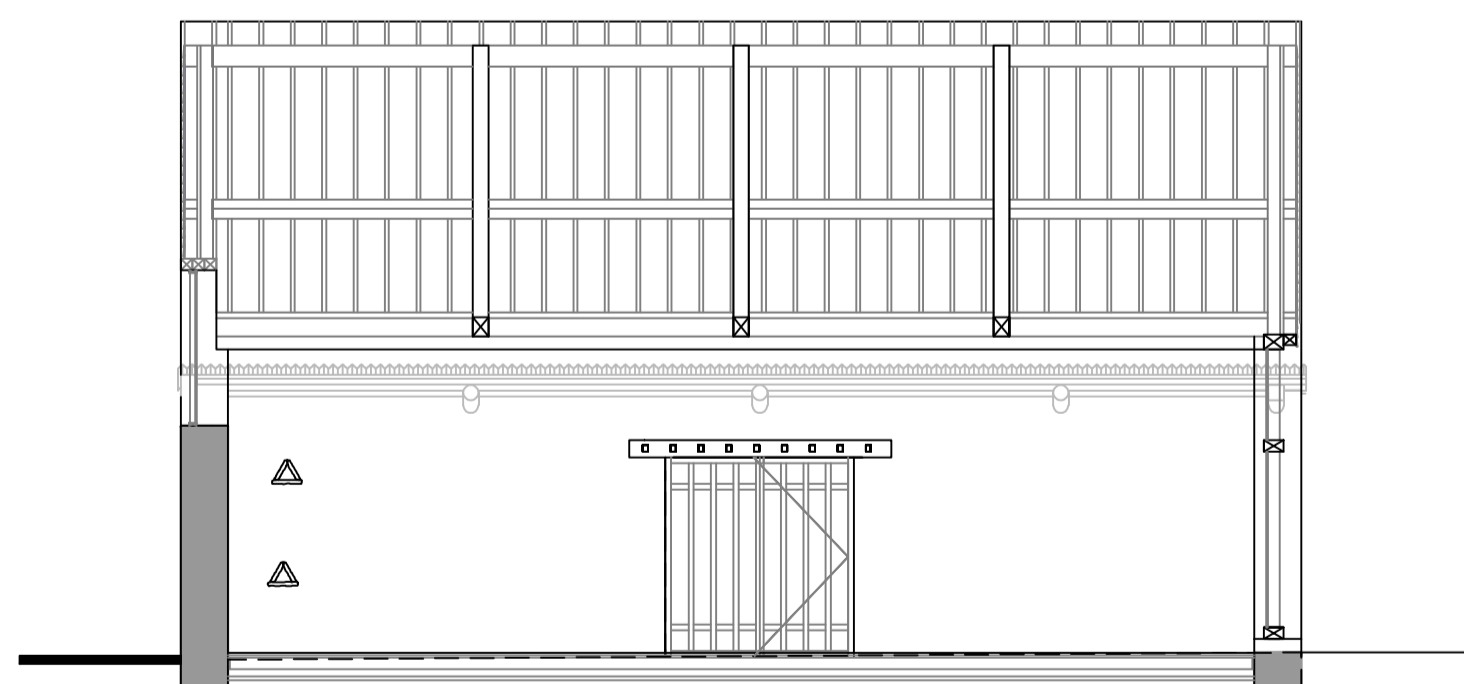
South West Elevation



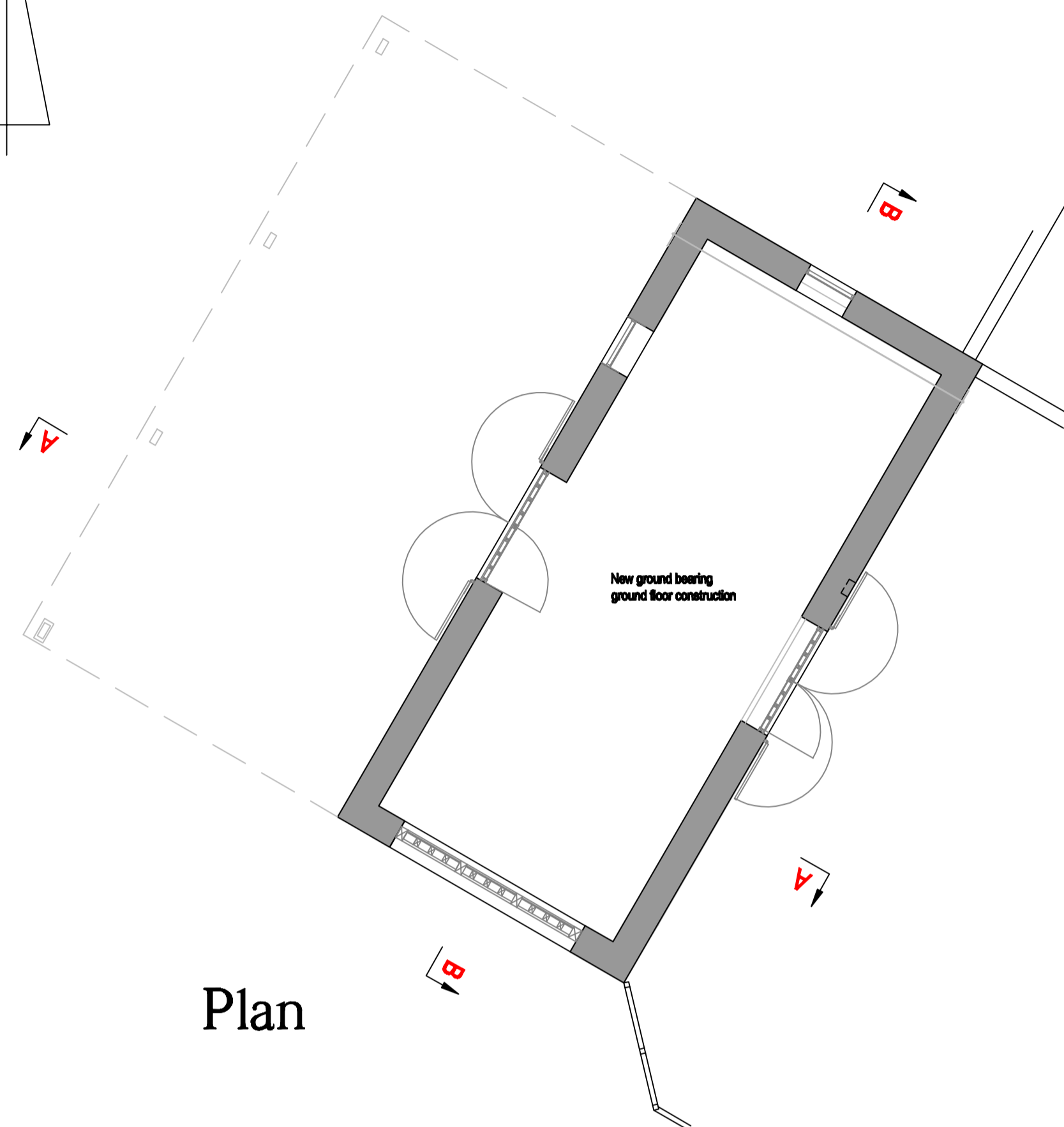
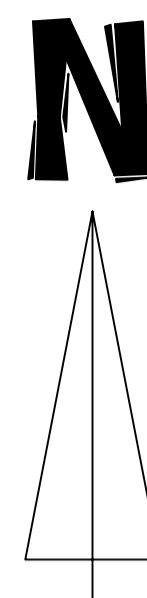
South East Elevation



Section A A



Section B B



Plan

NOT FOR CONSTRUCTION
ISSUED FOR PLANNING ONLY

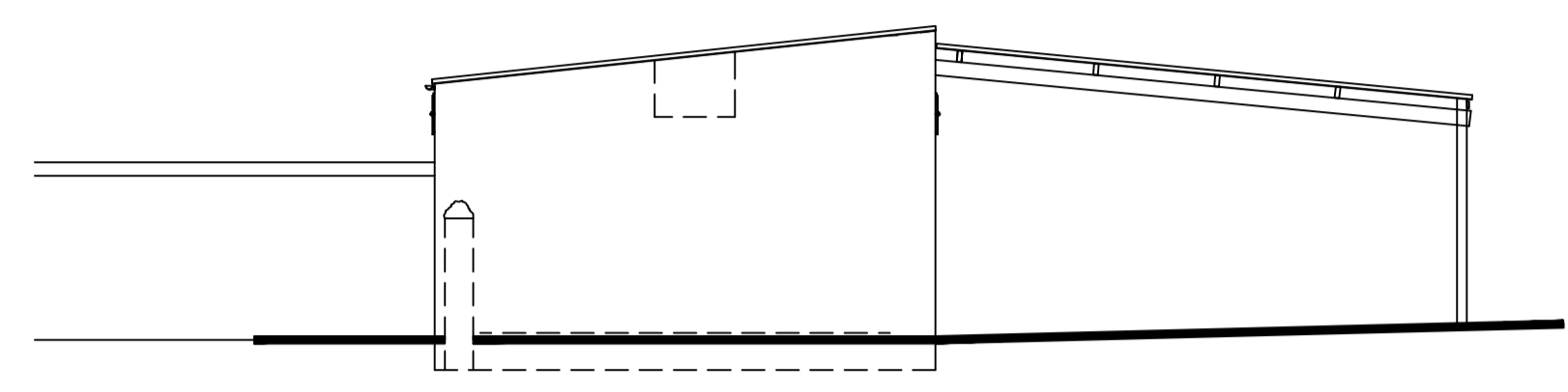
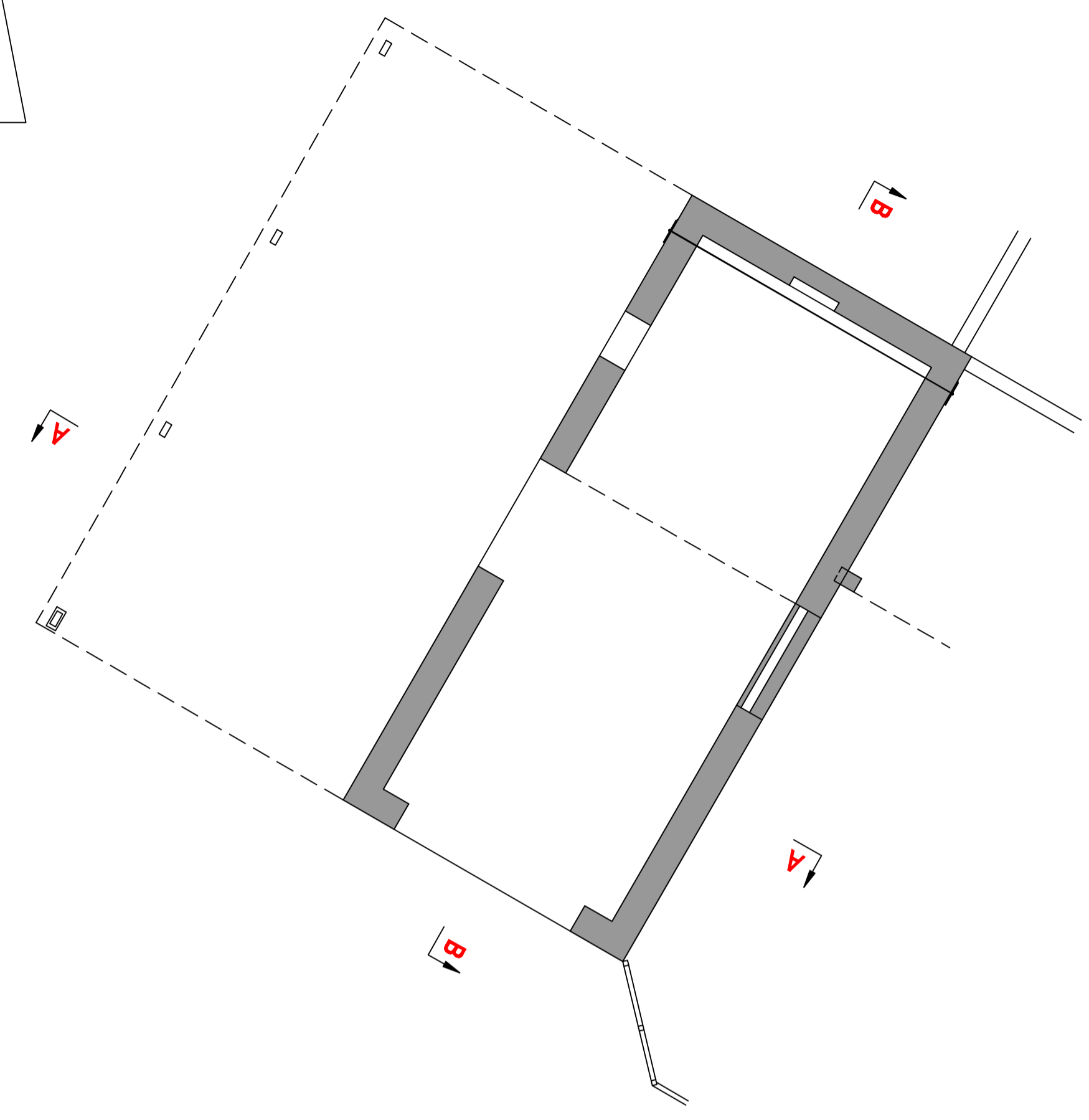
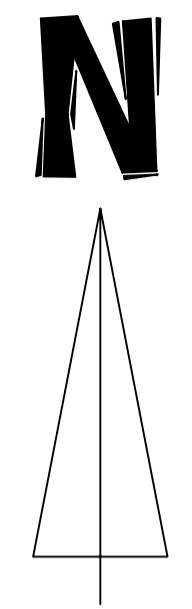
REV.	DATE	DESCRIPTION	CHKD BY

White S.C. Ltd.
White Structural Consulting Ltd.
Consulting Engineers
1 Park View, Thurby, Bourne,
Lincolnshire PE10 0EL
Tel: 01778 382888 Fax: 01778 382884
Email: kwhite@whitescd.com

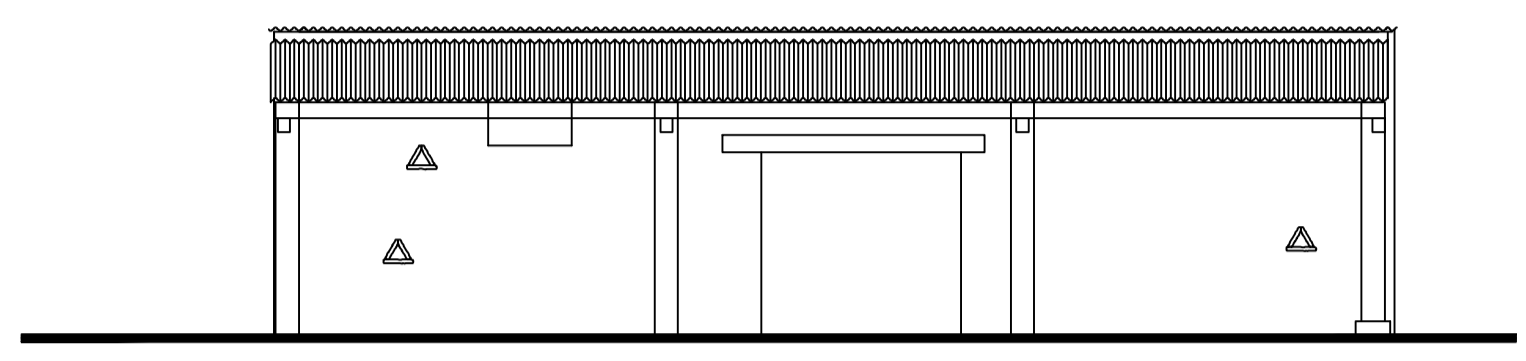
PROJECT:
**PROPOSED MARINA
SIBSON MANOR
STIBBINGTON**

TITLE:
**ANCILLARY BARN
CHANDLERY
PROPOSED**

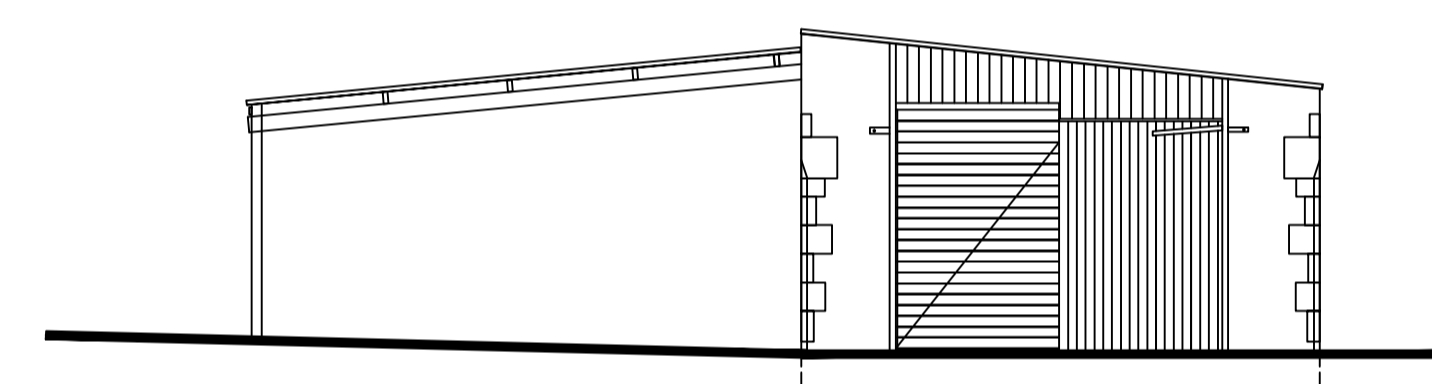
SCALE: A1 1:100	DATE: SEP 2013	DRAWN BY: K.P.W.	CHECKED BY: -
JOB No: 259/03	DRAWING No: 259/03/002	REVISION No. -	



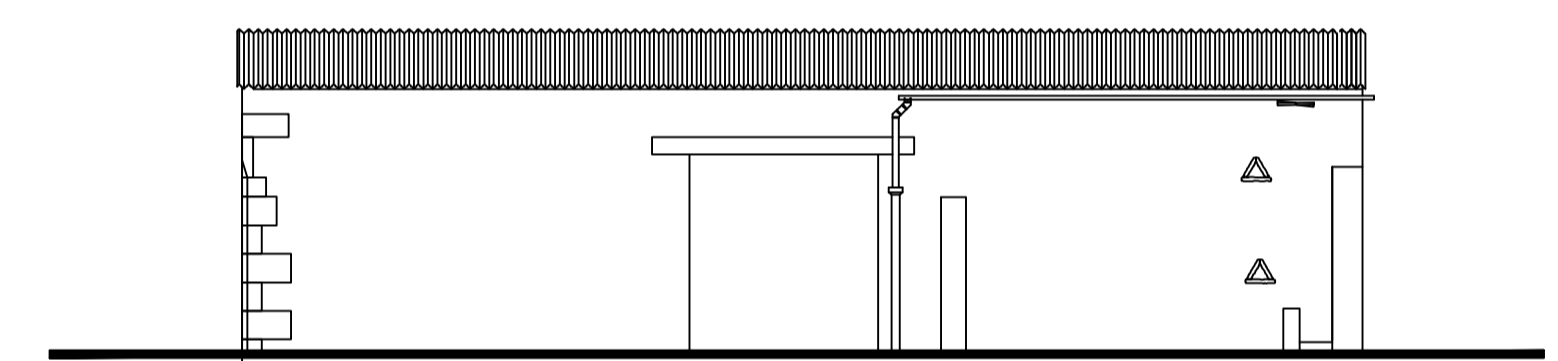
North East Elevation



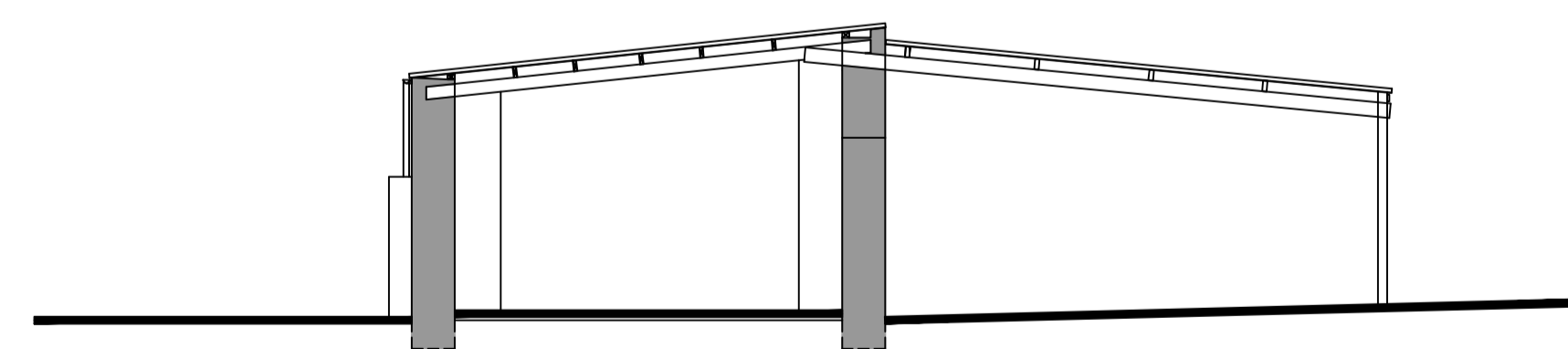
North West Elevation



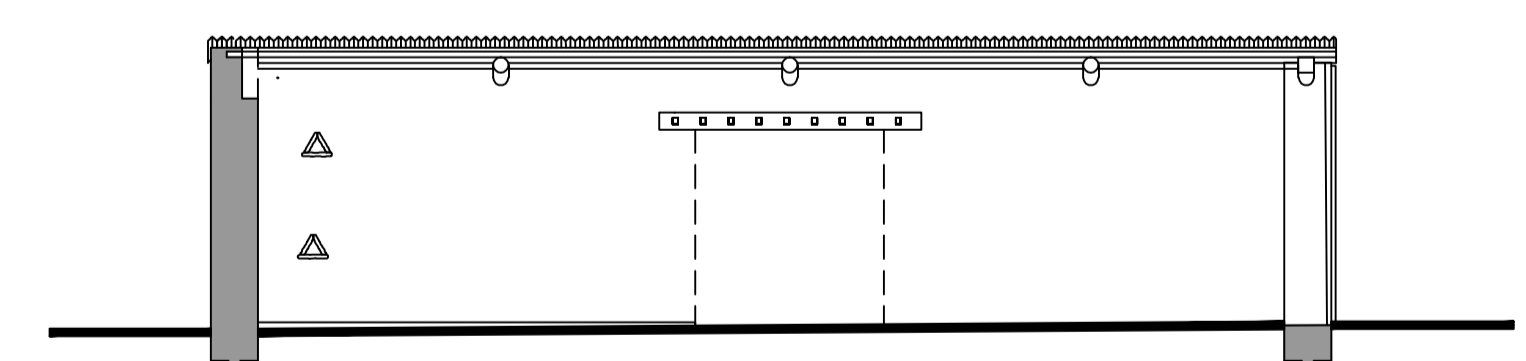
South West Elevation



South East Elevation



Section A A



Section B B

NOT FOR CONSTRUCTION
ISSUED FOR PLANNING ONLY

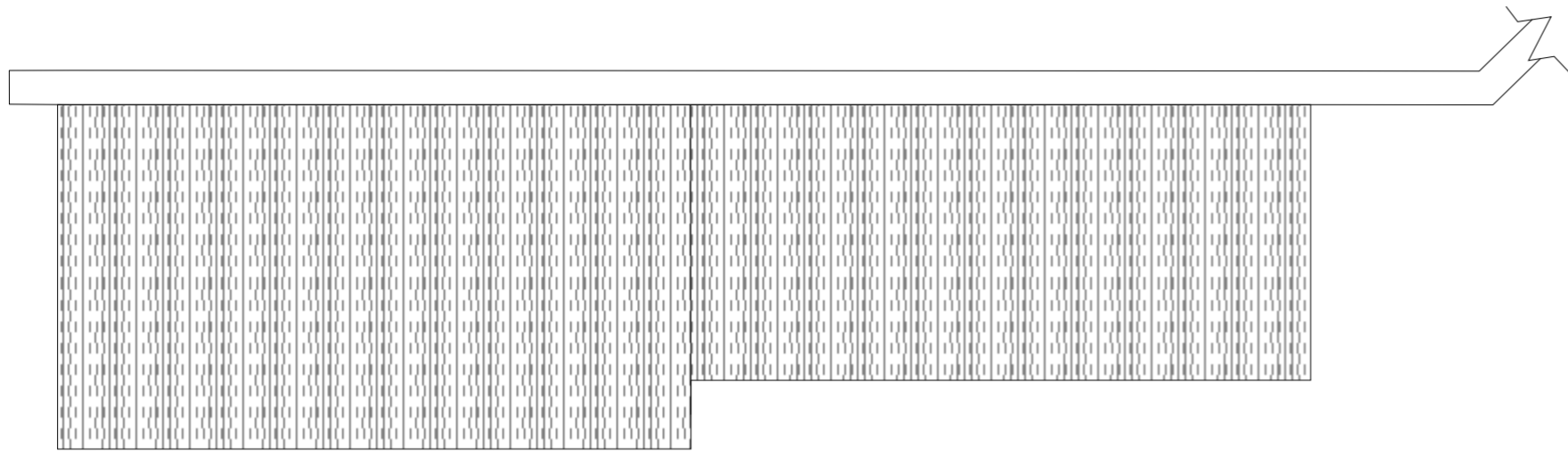
REV.	DATE	DESCRIPTION	CHD BY

White S.C. Ltd.
 White Structural Consulting Ltd.
 Consulting Engineers
 1 Park View, Thurby, Bourne,
 Lincolnshire PE10 0EL
 Tel: 01778 382888 Fax: 01778 382884
 Email: kwhite@whitescd.com

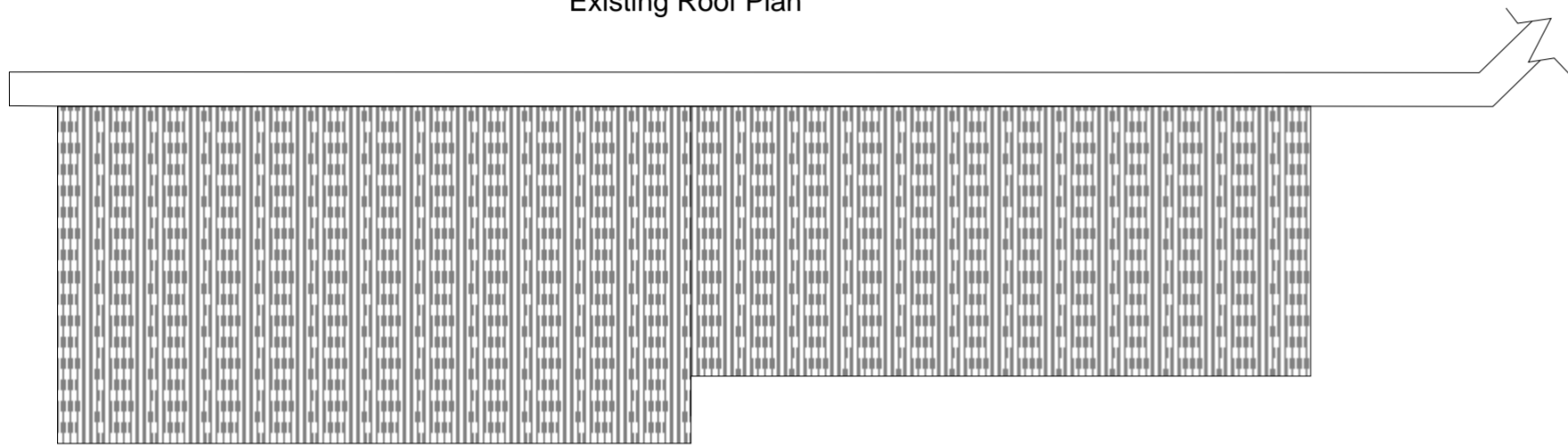
PROJECT:
**PROPOSED MARINA
 SIBSON MANOR
 STIBBINGTON**

TITLE:
**ANCILLARY BARN
 EXISTING**

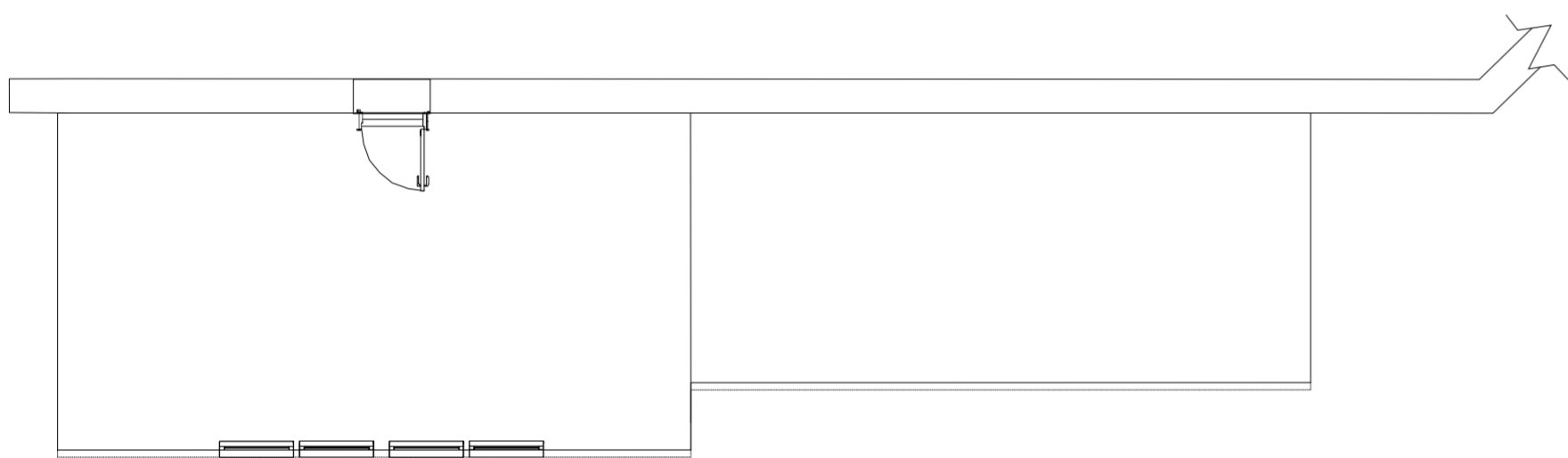
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JOB No: 259/03	DRAWING No: 259/03/001		REVISION No: -



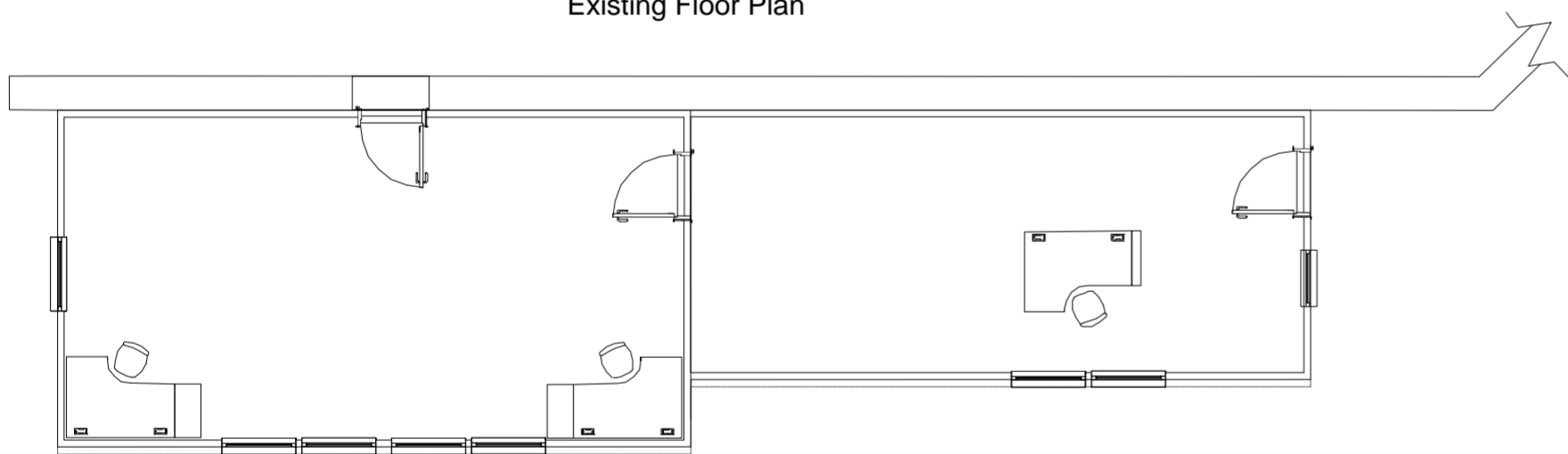
Existing Roof Plan



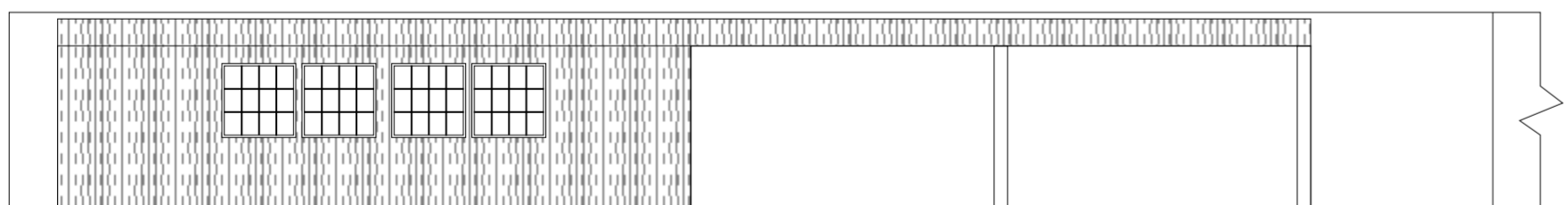
Proposed Roof Plan



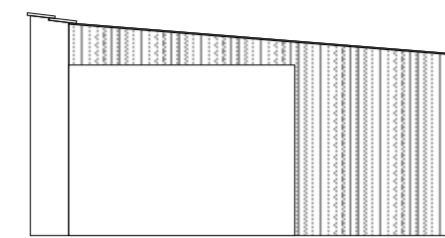
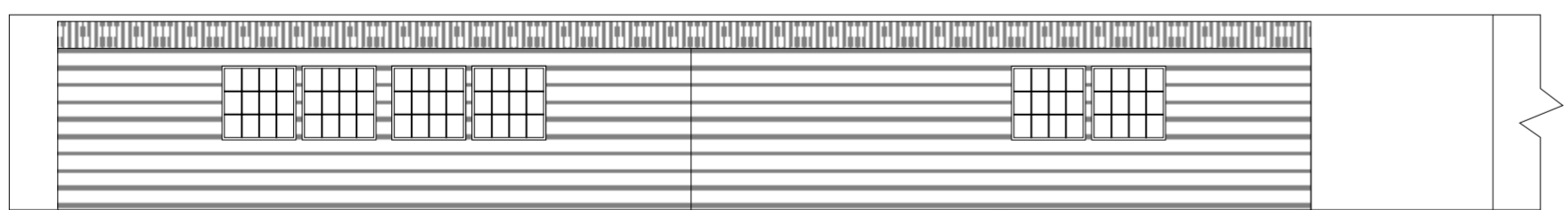
Existing Floor Plan



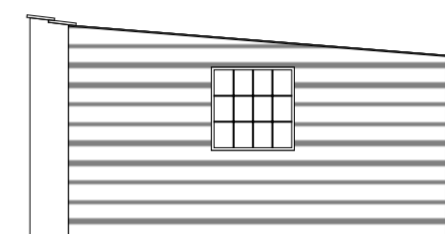
Proposed Floor Plan



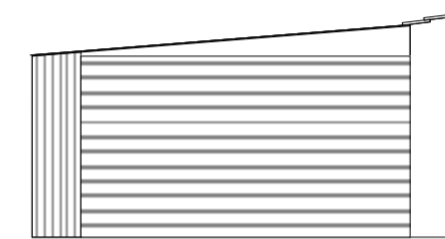
Existing Northern Elevation



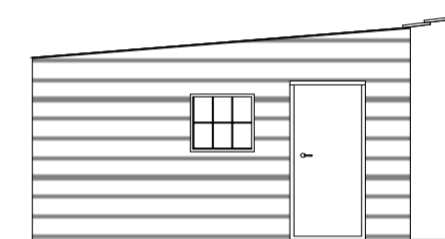
Existing Eastern Elevation



Proposed Eastern Elevation



Existing Western Elevation



Proposed Western Elevation

Walls - Wooden weatherboard
 Roof - Profiled steel sheet Colour grey
 Windows and Doors - Painted wood
 Rainwater goods - black plastic

CLOVER PLANNING
 Flat Road Farm,
 Willingham,
 Cambridge,
 CB24 5JW
 Phone: 01954 261538

Project Proposed Marina, Sibson Manor, Sibson cum Stibbington	
Drawing Title Office Block	Date January 2013
Drawing number CP/PD/SIB/08	Scale 1:100 at A2