

**Applicant: Max Crowson
Seagate Homes Ltd**

**Agent : Mr Andrew Hodgson
Pegasus Group**

Land to the East of, Stow Lane, Wisbech, Cambridgeshire

Hybrid Application: 1. Outline application with matters committed in respect of access to erect of up to 200 x dwellings and associated infrastructure, and 2. Full application to erect 100 x dwellings with associated parking, landscaping, public open space, and a new access off Sandy Lane

Officer recommendation: Grant

Reason for Committee: Number of resident representations contrary to Officer recommendation

Government Planning Guarantee

Statutory Target Date for Determination: 17 October 2022

EOT in Place: Yes

EOT Expiry: 30 May 2025

Application Fee: £50161

Risk Statement:

This application must be determined by 30 May 2025 otherwise it will be out of time and therefore negatively affect the performance figures.

1 EXECUTIVE SUMMARY

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| <p>1.1 The site comprises an irregular parcel of land (approx. 13.8Ha) located to the east of Wisbech and forms an area of the east Wisbech strategic allocation, identified through policy LP8 of the Fenland Local Plan (2014) which seeks to deliver around 1450 dwellings (including 550 homes in the Kings Lynn and West Norfolk Borough Council area) and supporting infrastructure.</p> <p>1.2 Policy LP7 sets out that a Broad Concept Plan (BCP) for allocations must be agreed and for future proposals within the site conforming to the BCP. A BCP for this site allocation was approved by the Council in June 2023.</p> <p>1.3 The application has undergone several revisions following discussions with consultees to address matters mainly in respect of transport impacts and mitigation, drainage and biodiversity.</p> <p>1.4 The application is in hybrid comprising; a committed element for 100 dwellings (Full application) with associated parking, landscaping, public open space, and a new access off Sandy Lane, and; an Outline element with matters committed only in respect of access to serve up to 200 dwellings with associated</p> |
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infrastructure. The proposal overall is considered to broadly conform to the ambitions of the BCP.

- 1.5 A comprehensive package of mitigation has been agreed by the applicant, with a mixture of financial contributions and direct delivery of transport infrastructure.
- 1.6 It is recognised that the development will result in some unavoidable landscape harm, however this is localised and inevitable given the development plan allocation. Furthermore, due to known viability constraints with the district, the full amount of infrastructure contributions cannot be secured and only a small quantum of affordable housing is achievable.
- 1.7 However, it is considered that the proposal would, on balance, amount to sustainable development and would accord with the development plan taken as a whole. There are no material considerations worthy of sufficient weight that indicate that a decision should be made other than in accordance with the development plan.
- 1.8 The recommendation is to approve the application.

2 SITE DESCRIPTION

- 2.1 The site lies at the eastern edge of Wisbech and comprises approximately 13.8ha of fairly low-lying, flat scrubland and agricultural land, broadly subdivided into three separate fields. The northern field consists of scrubland with mature tree coverage, including orchard trees forming part of the former orchard. The two southern fields consist of arable agricultural land. The detailed ('FULL') element of this Hybrid Application covers the western section of the northern field (5.43ha), with the remaining site area (8.87ha) covered by the outline component.
- 2.2 Sandy Lane runs adjacent to the Site's northern boundary, and Stow Lane lies adjacent to the western boundary. A small section in the Site's south-western corner lies adjacent to a small triangular section of scrubland with Stow Lane positioned beyond this, to the east. The existing development edge of Wisbech is positioned to the west beyond Stow Lane. A former orchard is positioned to the north of Sandy Lane. Agricultural arable fields are positioned beyond the eastern boundaries along with Broadend Road and Green Lane, and various commercial, farm and residential buildings.
- 2.3 The eastern edge of the central and northern fields also forms the District and County boundaries with Kings Lynn and West Norfolk District Council (KLWNBC) and Norfolk County Council (NCC), respectively. The entire site is located within FDC and Cambridgeshire County Council (CCC). The southern boundary is bound by an internal drainage board (IDB) drain and a strip of scrubland with mature tree planting, with a number of TPO trees located across the site, notably a line of Oaks and an Ash tree at the eastern end of the Public Right of Way 'Walsoken Walk' a group of Crack Willow just south of right of way at the western end and two further oaks in the northern half of the site. The Meadowgate Academy (Secondary School) and an agricultural field are located further to the south. A series of field drains line the site boundaries, apart from a very small section in the northwestern corner of the southern field.

3 PROPOSAL

- 3.1 The application seeks planning permission for the development of the site for up to 300 homes. The application is a hybrid one comprising; a committed element for 100 dwellings (Full application) with associated parking, landscaping, public open space, and a new access off Sandy Lane, and; an Outline element with matters committed only in respect of access to serve up to 200 dwellings with associated infrastructure.
- 3.2 The Full element commits 100 dwellings (first phase) located at the northwestern corner of the site, with a new access formed along Sandy Lane. The access forms a spine road serving the committed development and the wider development parcel. A 2.3ha area of land to the east is safeguarded for a future 2FE (two form-entry) primary school. Sandy Lane itself is proposed to be enhanced with a footway/cycleway and realigned to curve into the site before heading northwards to the junction with Bush Lane/ Stow Lane.
- 3.3 The Full element is supported by an area of public open space including LEAP (locally equipped area of play) and community orchard to the south which straddles the existing public right of way connecting Orchard Drive to Green Lane. Adjacent to the south and west of this this, a surface water attenuation pond and pumping station are proposed.
- 3.4 The housing proposed comprises a mix of 1, 2, 3 and 4-bedroom properties, all of which are 2-storey.
- 3.5 An area of land at the site access at Sandy Lane is proposed to be safeguarded to allow for a potential roundabout to serve the northern part of the allocation, should this be required in the future.
- 3.6 The Outline element is anticipated to provide up to 200 dwellings and to be served by continuation of the spine road. The indicative masterplan indicates that the spine road effectively splits east to west to serve 2 parcels of units, with the majority leading south west, with provision for vehicular access to Orchard Drive, further attenuation features and a further foul and surface water pumping station. All but two of the TPO trees on site are proposed to be retained, with two semi-mature Oaks; one at the north adjacent to Sandy Lane; and, one at the centre-west side of the site proposed to be removed. Additional native hedgerow and shrub planting is proposed along the site boundaries to aid with screening and habitats.
- 3.7 The internal road network indicates potential vehicular connection points with land to the east, currently subject to an application for planning permission under F/YR22/1256/F and a wedge of land located at the south which falls outside of the applicant's control but which forms part of the allocation site.
- 3.8 A number of amendments and further information has been provided, mainly to address matters of highways and highway design, drainage and biodiversity.
- 3.9 The application is supported by the following supporting reports.
 - Design and Access Statement – Pegasus Group
 - Landscape Design– Pegasus Group
 - Flood Risk Assessment and Drainage Strategy – BHA Consulting

- Transport Assessment and Travel Plan- BSP Consulting
- Preliminary Ecological Appraisal- Hillier Ecology
- Arboricultural Implications Assessment, Method Statement and Tree Protection Plan – Andrew Belson
- Health Impact Assessment – Pegasus Group
- Air Quality Assessment – Tetra Tech
- Contamination survey – Geodyne
- Lighting Assessment – Tetra Tech
- House type pack
- Sandy Lane improvement plan
- Archaeology Report
- Ecology Surveys
- Biodiversity Impact Assessment
- Boundary Enclosures Plan
- Building Heights Plan
- Co-ordinated pedestrian /cycle & bus plan
- External Materials Plan
- Highway plans – tracking, access, junction design
- Landscape Masterplan & statement
- Masterplan rev H
- Parking Strategy plan
- Planning Statement
- Site Layout plan rev P

3.10 Full plans and associated documents for this application can be found at:
<https://www.publicaccess.fenland.gov.uk/publicaccess/>

4 SITE PLANNING HISTORY

Reference	Proposal	Decision
22/0035/PREAPP	Erect 300 dwellings	Advice provided
F/YR22/0514/SC	Screening Opinion: Erect up to 325 x dwellings and associated infrastructure	Screening Opinion issued 26.05.2022 Not EIA development
F/YR19/0199/SCOP	Scoping Opinion - Residential development with associated public open space, infrastructure, local centre and school	Scoping Opinion Issued: Further information required

5 CONSULTATIONS (Latest comments summarised)

5.1 Wisbech Town Council

Supports the proposal subject to the Local Highway Authority being satisfied.

5.2 Ward Councillor

No comments received

5.3 **Kings Lynn and West Norfolk Borough Council (KLWNBC)**

Raises no objection.

Provides observations on visitor parking, electric vehicle charging, bus enhancements, pedestrian and cycle links and the need for a travel plan to reduce car modes of travel and reduce air quality issues.

No objections subject to Broadend Rd Junc. vs. A47 mitigation in place prior to commencement of development.

5.4 **Cambridgeshire County Council Local Highway Authority (Transport)**

No objection subject to the following conditions/obligations (summarised);

- Provision of a residential Travel Plan pre-occupation
- Sandy Lane improvement works, as shown in principle on drawing 3739.SK05 Rev P10 to be delivered pre-occupation
- Orchard Drive access improvement works, as shown in principle on drawing 3739.SK006 Rev P5 to be delivered pre-occupation
- Prior to occupation safeguard the land required to deliver a roundabout on Sandy Lane as shown in principle on drawing 3739.SK05 Rev P2, in order for it to be transferred to a third party for delivery at a later date
- A footway connection between Orchard Drive and application site under F/YR22/1256/F to be provided prior to occupation
- The applicant shall construct any relevant roads and footways right up to the red line boundary of application F/YR22/1256/F and not leave any ransom strips. This is to allow the whole allocation to be developed.
- Prior to first occupation of any development, two new bus stops shall be delivered on the main spine road within the site. These works shall include but not be limited to, a bus shelter at Stow Lane, 2 behind the footway on third party land and maintained by a management company, standalone RTPI, flag, pole and bus timetable. Details to be submitted to and agreed in writing with the Local Planning Authority and works to be carried out by the developer.
- Prior to occupation of the 150th dwelling, the developer shall pay a S106 monetary sum of £483,600 (four hundred and eighty three thousand six hundred pounds) towards bus service enhancements within Wisbech.

5.5 **Cambridgeshire County Council Local Highway Authority (Development Management)**

- Content with the development (albeit the indicative portion of the site needs further refinement but it's a matter for a future RM application).

5.6 **CCC Definitive Mapping team**

Advises that Public Footpath 4, Wisbech, runs across the development site, with Public Byway 14 running alongside the west side of the site, and Public Byway 15 running along the southern site boundary.

Advises that there is no legally defined and recorded width for Public Footpath 4, Wisbech, nor for Public Byways 14 and 15. Where there is no legally defined width for a public right of way and the applicant therefore would proceed with any development that might affect the highway at their own risk.

The existing boundaries of Wisbech Footpath 4 must be off-set from the public footpath at a distance of 1.5 metres each side, as is established in our guidance for developers: Public Rights of Way - Guidance for Planners and Developers v4 (cambridgeshire.gov.uk)

5.7 Norfolk County Council Local Highway Authority

Advises that Norfolk County Council is responsible to the highway network to the east of the site including the eastern section of Sandy Lane and Broadend Road.

Notes the Seagate development is located adjacent to the Prosperity Homes development wherein the latter proposes a package of offsite highway improvement works on Broadend Road that includes proposals to widen the carriageway to 6m and to provide a continuous footway connection to the employment area east of the allocation.

Norfolk County Council considers that these works to Broadend Road are essential to support the increased number of vehicle and pedestrian trips on Broadend Road that are brought about by both this development, the adjacent Prosperity Homes development and further development associated with the wider allocation.

Notes that both this development and the adjacent Prosperity Homes Development are reliant on each other to provide the necessary highway improvements and deliver pedestrian and cycle links to the wider community. Considers that these applications along with their associated highway improvement works should be considered together as the measures are fundamental to allow the highway authority to support growth at this location.

Advises that Norfolk County Council Highways has no objection following demonstration of a suitable package of highway improvements on Broadend Road has now been proposed by Prosperity Homes.

Conditions recommended to secure highway upgrades with triggers set out.

5.8 National Highways

Acknowledges the applicant has provided an amended Transport Assessment further to previous comments, including an additional junction capacity assessment for the A47 / A1101 Elm High Road Roundabout. The junction capacity assessment for both this junction, and the A47/ Broadend Road junction operate with capacity in all scenarios tested.

The exception is, with the A47/ A1101 Elm High Road Roundabout is identified to be over the theoretical capacity of 0.85 RFC in the PM peak 2033 when both committed and development traffic flows are included. However, the impact of the development flows from the proposed development is considered unlikely to have a severe impact on the SRN (Strategic Road Network) to warrant recommending refusal or requiring additional mitigation on the SRN. In addition, the proposed development includes an outline Travel Plan identifying proposed measures to reduce car trips from the application site.

National Highways' requests a detailed Travel Plan to secure ongoing monitoring of the proposed measures to mitigate against a severe or unacceptable impact on the A47.

5.9 Anglian Water Services Ltd

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

Confirms that the foul drainage from this development is in the catchment of West Walton Water Recycling Centre that will have available capacity for these flows.

Notes that the preferred method of surface water disposal would be to a sustainable drainage system (SuDS) with connection to sewer seen as the last option. The proposed method of surface water management does not relate to Anglian Water operated assets. As such, we are unable to provide comments on the suitability of the surface water management.

Recommends that the Local Planning Authority should seek the advice of the Lead Local Flood Authority or the Internal Drainage Board. The Environment Agency should be consulted if the drainage system directly or indirectly involves the discharge of water into a watercourse.

5.10 Cambridgeshire County Council Lead Local Flood Authority

Raises no objection. Refers to the following documents:

- Flood Risk Assessment and Drainage Strategy, BHA Consulting Ltd, Ref: 3739 Version 3, Dated: 23 November 2022
- Response to LLFA Comments, BHA Consulting Ltd, Ref: 3739/KE/12-12-23, Dated: 12 December 2023
- Surface Water Drainage Maintenance and Management Plan, BHA Consulting Ltd, Ref: 3739 Version 2, Dated: 28 June 2022
- Drainage Strategy, BHA Consulting Ltd, Ref: 3739.SK002 Rev P09, Dated: 18 September 2024

Considers that the details demonstrate that surface water from the proposed development can be managed through the use of permeable paving over private and shared access and parking and attenuation provided within open basins. The water will be discharged through pumped outfalls into the adjacent ditch network at an agreed rate with the IDB of 4.2l/s in the southern catchment and 5l/s in the northern catchment.

The proposals in the northern catchment are subject to outline permission and, as discussed with the applicant, the drainage layout must account for the existing drainage infrastructure within the site.

Conditions recommended.

5.11 Kings Lynn & West Norfolk Internal Drainage Board

No objections following further discussion with the applicant.

Advises that the applicant has made contact with the Board regarding their concerns and that following discussions, the applicant has approached the Board to make applications for consent under Byelaw 3 and Section 23, which are currently under determination. Advises that the Board will impose its own conditions on any consent, if granted.

5.12 Environment Agency

No comments received

5.13 Cambridgeshire County Council Archaeology

Due to the archaeological potential of the site a further programme of investigation and recording is required in order to provide more information regarding the presence or absence, and condition, of surviving archaeological

remains within the development area, and to establish the need for archaeological mitigation of the development as necessary.

Pre-commencement archaeological condition required.

5.14 Cambridgeshire County Council Growth & Economy
Requests the following;

	Amount	Project	Trigger
Early Years	£531,970	New Early Years places in Wisbech	50% prior to commencement and remaining 50% prior to occupation of 50% of the scheme
Primary School	N/A		
Secondary School	£1,692,088	New secondary school	
Libraries	£44,250	Wisbech Library enhancements	100% prior to occupation of 50% of the scheme
Monitoring	£150.00		

Also requires the provision of 2.3ha of land to be reserved for a future primary school.

5.15 Cambridgeshire County Council Mineral & Waste Local Planning Authority
No comments received

5.16 Natural England
No objection. Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes.

[Natural England's generic advice on other natural environment issues is provided]

5.17 FDC Ecology
Comments provided further to previous comments and the submission of additional information and in respect of a Biodiversity net gain assessment.

Traditional Orchard

Accepts the results of the assessment of the remnant orchard trees on the site (ref. Enhanced Description of Group B and Consideration of What Constitutes a Traditional Orchard, Andrew Belson Arboriculture Consultant) that the orchard once present on the site has now largely been lost and does not fit the criteria necessary for designation as a Traditional Orchard Priority Habitat. Notwithstanding this, the ecology officer supports the recommendation made in the report that any detailed landscape scheme designed for the site should aim to reflect the former fruit production in the area by requiring fruit trees to be part of any tree planting proposals.

Invertebrates

Accepts that the site is unlikely to support a rare, unusual or exceptional assemblage of invertebrates.

Water Voles and Reptiles

Concludes that the site has low-negligible potential to support the specially protected species water vole or reptiles.

Biodiversity Enhancement

Advises that the proposals should at least aim to achieve a no net loss in biodiversity and should preferably achieve a gain. Notes the submission of a Biodiversity Metric which provides a measure of the current Biodiversity value of the site and an estimate of the post-development Biodiversity value. It is concluded that the development is unlikely to achieve no net loss on-site, and will require off-site habitat creation and/or enhancement. An area of land off-site has been identified which could accommodate sufficient habitat enhancement such that the proposals, when this off-site area is included, could achieve a small gain.

Acknowledges that the school reserve land would not form part of the development to be assessed against biodiversity loss, as this would form part of a separate submission.

Advises that the Council will need to consider the use of an S106 planning obligation to secure the off-site habitat creation and long-term management.

Protected species

Advises that surveys for badgers should be undertaken prior to any ground clearance works.

5.18 FDC Trees

No objections subject to protection methods as set out in the Arboricultural impact assessment and method statement.

5.19 FDC Housing Strategy

Acknowledging the Fenland Viability report (March 2020) the provision of 20% affordable housing provision is required. Expected tenure split for affordable housing in Fenland is 70% affordable rented tenure and 30% shared ownership.

5.20 FDC Sports & Leisure services

No comments received

5.21 Cambridgeshire Police Designing Out Crime Officers

Considers the proposed location to be of low risk to the vulnerability to crime

Provides advice and recommendations on the following;

- achieving visibility over private parking spaces for a number of plots
- Rear Footpaths/ Gates and side access security
- Parking space positioning
- External lighting
- Public footpath visibility/ surveillance
- Requirement for a management plan over the landscaping

5.22 Cambridgeshire Fire & Rescue Service

Requests that adequate provision be made for fire hydrants, by way of Section 106 agreement or a planning condition.

5.23 **FDC Environment & Health Services (FDC)**

No Objections to the proposed development. Considers it is unlikely to have a significant detrimental effect on air quality or the local noise climate.

Concludes that given the nature of the proposal and the application site having no recorded development history, contamination is unlikely to be an issue at this location.

5.24 **NHS England (East)**

The development is likely to have an impact on the services of the GP Practice operating within the vicinity of the application site Wisbech Practices: Trinity Practice, North Brink and Clarkson.

A contribution of £195,329.50 is requested for the provision of capacity to absorb the patient growth generated by this development.

5.25 **East Of England Ambulance Service NHS Trust**

A contribution £106,275 is requested for the redevelopment of Peterborough or King's Lynn Ambulance Hubs to increase capacity and EV charging infrastructure which will supply additional ambulance vehicles for use in Wisbech

5.26 **Local Residents/Interested Parties**

Objectors

Objections received from 8 households in the following areas;

- Oakley Close, Wisbech
- Stow Road, Wisbech
- Stow Lane, Wisbech
- Stow Gardens, Wisbech
- Linden Drive, Chatteris

Raising the following concerns

- Access
- Anti Social behaviour
- Noise
- Traffic or Highways
- Trees
- Wildlife Concerns
- Density/Over development
- Local services/schools, healthcare – over capacity
- Existing drains are poor/ unmanaged
- Lack of reference to Stow Lane
- Lack of public consultation
- Public objections not considered
- Character impacts
- Insufficient road widths
- Traffic impacts to Orchard Drive/ Stow Lane
- Construction impacts and Construction traffic
- Who is responsible for ongoing drainage maintenance?
- A47 junction and Elm Hall roundabout improvements required
- Broadend Road and Sandy Lane are too narrow
- Highway safety
- Residential amenity impacts from proposed trees

Supporters

None received

Representations neither objecting to nor supporting the proposal

2 representations received from Wisbech in;
Oakley Close and Chapel Road

Raising the following matters;

- Anti Social behaviour – along the Stow Lane right of way
- Drainage – are ditches to be piped
- Environmental Concerns
- Flooding
- Light Pollution
- Local services/schools - unable to cope
- Noise
- Traffic or Highways - impact to vehicle speeds along Sandy Lane
- Wildlife Concerns
- No consideration for pending application F/YR22/0802/PIP, in respect to frontage development and access on to Sandy Lane.
- Agrees with the principal of the development, providing it is in accord with the adopted BCP Master plan

6 STATUTORY DUTY

- 6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires a planning application to be determined in accordance with the Development Plan unless material planning considerations indicate otherwise. The Development Plan for the purposes of this application comprises the adopted Fenland Local Plan (2014) and the Cambridgeshire and Peterborough Minerals and Waste Local Plan (2021).

7 POLICY FRAMEWORK

7.1 National Planning Policy Framework (NPPF) 2024

Chapter 2 - Achieving sustainable development

Chapter 4 – Decision-making

Chapter 5 – Delivering a sufficient supply of homes

Chapter 6 – Building a strong, competitive economy

Chapter 7 – Ensuring the vitality of town centres

Chapter 8 – Promoting healthy and safe communities

Chapter 9 – Promoting sustainable transport

Chapter 11 – Making effective use of land

Chapter 12 – Achieving well-designed places

Chapter 14 – Meeting the challenge of climate change, flooding and coastal change

Chapter 15 – Conserving and enhancing the natural environment

7.2 National Planning Practice Guidance (NPPG)

Determining a Planning Application

7.3 National Design Guide 2021

Context

Identity

Built Form

Movement
Nature
Public Spaces
Uses
Homes and Buildings
Resources
Lifespan

7.4 Fenland Local Plan 2014

LP1 – A Presumption in Favour of Sustainable Development
LP2 – Facilitating Health and Wellbeing of Fenland Residents
LP3 – Spatial Strategy, the Settlement Hierarchy and the Countryside
LP4 – Housing
LP5 – Meeting Housing Need
LP7 – Urban Extensions
LP8 – Wisbech
LP13 – Supporting and Managing the Impact of a Growing District
LP14 – Responding to Climate Change and Managing the Risk of Flooding in Fenland
LP15 – Facilitating the Creation of a More Sustainable Transport Network in Fenland
LP16 – Delivering and Protecting High Quality Environments across the District
LP17 – Community Safety
LP18 – Historic Environment
LP19 – The Natural Environment

7.5 Cambridgeshire and Peterborough Minerals and Waste Local Plan 2021

Policy 5: Mineral Safeguarding Areas
Policy 10: Waste Management Areas (WMAs)
Policy 14: Waste management needs arising from residential and commercial Development
Policy 16: -Consultation Areas (CAS)

7.6 Delivering and Protecting High Quality Environments in Fenland SPD 2014

DM2 – Natural Features and Landscaping Schemes
DM3 – Making a Positive Contribution to Local Distinctiveness and character of the Area
DM4 – Waste and Recycling Facilities
DM6 – Mitigating Against Harmful Effects

7.7 Developer Contributions SPD 2015

7.8 Cambridgeshire Flood and Water SPD 2016

7.9 Emerging Local Plan

The Draft Fenland Local Plan (2022) was published for consultation between 25th August 2022 and 19 October 2022, all comments received will be reviewed and any changes arising from the consultation will be made to the draft Local Plan. Given the very early stage which the Plan is therefore at, it is considered, in accordance with Paragraph 49 of the NPPF, that the policies of this should carry extremely limited weight in decision making. Of relevance to this application are policies:

LP1: Settlement Hierarchy
 LP2: Spatial Strategy for the Location of Residential Development
 LP4: Securing Fenland's Future
 LP5: Health and Wellbeing
 LP6: Renewable and Low Carbon Energy Infrastructure
 LP7: Design
 LP8: Amenity Provision
 LP9: Residential Annexes
 LP11: Community Safety
 LP12: Meeting Housing Needs
 LP17: Culture, Leisure, Tourism and Community Facilities
 LP18: Development in the Countryside
 LP19: Strategic Infrastructure
 LP20: Accessibility and Transport
 LP21: Public Rights of Way
 LP22: Parking Provision
 LP23: Historic Environment
 LP24: Natural Environment
 LP25: Biodiversity Net Gain
 LP26: Carbon Sinks and Carbon Sequestration
 LP27: Trees and Planting
 LP28: Landscape
 LP29: Green Infrastructure
 LP30: Local Green Spaces and Other Existing Open Spaces
 LP31: Open Space and Recreational Facilities
 LP32: Flood and Water Management
 LP33: Development on Land Affected by Contamination
 LP34: Air Quality
 LP35: Regeneration of Wisbech
 LP36: Residential Site Allocations for Wisbech
 LP45: An aspirational community

7.10 **Other documents of material relevance**
 East Wisbech Broad Concept Plan (2018)

8 KEY ISSUES

- **Principle of Development**
- **Access, Highways and Transport Impacts**
- **Design, Visual Amenity and the impact upon the Character of the Area**
- **Housing Mix**
- **Flood Risk & Drainage**
- **Air quality**
- **Biodiversity (including BNG)**
- **Trees and Landscaping**
- **Residential Amenity**
- **S106/ Community Infrastructure**
- **Archaeology & Historic Environment**

9 BACKGROUND

9.1 *Environmental Impact Assessment*

As set out in the history section, this application has been screened under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. It is considered that while the development may result in localised impacts to the settlement and surroundings, the development, in combination with other committed developments would not result in significant environmental effects for the purposes of EIA development.

9.2 *East Wisbech Strategic Allocation*

The site comprises an area of land set within the strategic allocation of east Wisbech. This allocation shares some of its delivery with Kings Lynn and West Norfolk Borough Council (KLWNBC) and a joint Broad Concept Plan was agreed with KLWNBC and adopted by the LPA in 2018. The entirety of this particular site falls outside of the KLWNBC area and is therefore to be determined under the policies of the adopted Fenland Local Plan 2014.

9.3 *Pre-application*

The proposed development was subject to pre-application discussions with both Fenland District Council and Cambridgeshire County Council (Highways, Drainage and Education) in February – March 2022. Main design principles presented were;

- 100 dwellings in the north-western section (Phase 1) proposed via a Full Application. The remaining circa 200 dwellings (Parcels 2-6) via an Outline Application;
- A mix of housing types and tenures to reflect local housing needs, including housing for first-time buyers, family homes, homes for downsizers and potential for bungalows, and Affordable Housing;
- Vehicle and pedestrian access from Sandy Lane to the north, and Stow Lane and Orchard Drive to the west respectively along with junction improvements;
- Significant area of open space (2.65ha) in the approximate centre of the site, offering play space and a 'green corridor' to protect the 'Walsoken Walk';
- The landscaping and planting scheme to assist in the proposal meeting biodiversity net gain targets;
- A sustainable urban drainage system to manage drainage water; and
- Allocation of land towards a 'Community Hub' (i.e. primary school, local centre, park, formal pitches or a parkland) in the north-eastern corner.
- A subsequent Planning Statement would need to clearly demonstrate conformity with the East Wisbech Broad Concept Plan (BCP). It was recognised that there might be some divergence from the specific BCP layout (subject to planning justification), but the core principles would need to remain.
- The Housing Officer responded and outlined that either a policy-compliant affordable housing scheme would need to be provided or a viability assessment submitted to demonstrate reduced or no affordable housing provision.
- CCC Highways responded and confirmed that the highways consultant had demonstrated sufficient existing capacity to accommodate the development and that any highways works would not prejudice the delivery of the wider site allocation.
- CCC confirmed that the standalone 300-unit scheme would not require the delivery of a school.

10 ASSESSMENT

Principle of Development

- 10.1 Policy LP8 of the Fenland Local Plan designates the 'East Wisbech (strategic allocation)' area, a cross-boundary growth site allocated jointly by both Fenland District Council and Kings Lynn and West Norfolk Borough Council ('KLWNBC') within which this application site lies.
- 10.2 The allocation identifies the land primarily for housing growth with supporting infrastructure. The allocation in its entirety covers approximately 72Ha comprising around 48Ha within the Fenland district, wherein approximately 900 homes are envisaged, with around 550 homes to come forward within the KLWNBC area.
- 10.3 Local Plan policy LP8 sets out that the proposed access(es) to serve the development must ensure that there is no unacceptably net adverse impact on the local and strategic highway network and on existing residential amenity, setting out a significant upgrade to the junction of the A47 with Broad End Road (within the KLWNBC area), probably in the form of a new roundabout, with the arrangements for delivering such upgrade being agreed as part of the broad concept plan for the allocation.
- 10.4 Furthermore, existing areas of high-quality woodland, including some mature orchards, and the disused railway should be retained and enhanced to serve as multifunctional public open space areas with amenity, biodiversity and community food value.
- 10.5 Fenland Local Plan Policy LP7, amongst other things, sets out that a Broad Concept Plan (BCP) for allocations must be agreed and for future proposals within the site to conform to the BCP.

The BCP

- 10.6 A BCP was jointly produced and adopted by FDC and KLWNBC in 2018. In summary, the BCP (Main Diagram) denotes housing across the allocation but supported by key infrastructure such as a community hub comprising a primary school, local centre, parkland and sports pitch provision, which is mainly located around the centre of the allocation, with a belt of existing woodland at the far south to be retained, existing rights of way to be enhanced and a number of access points along its perimeter to provide good links to the wider settlement. The BCP also envisages a loop road system, with the closure of Sandy Lane to through traffic, as well as the necessity to provide for large areas of surface water attenuation.

Alignment with the BCP

- 10.7 This application is considered alongside proposed development of adjacent land to the east (Fenland DC application reference; F/YR22/1256/F) submitted by Prosperity Wealth & Development Ltd ('Prosperity') which commits details for 300 dwellings and outlines a proposal for a 60-bed care accommodation, community hub, and supporting infrastructure. Cumulatively, the developments accommodate around 52% of the allocation and would complete a substantial part of the southern element (south of Sandy Lane) securing upgrades to key rights of way leading east to west across the site, a community hub including small retail, land reserved for a new primary school and highway upgrades to

Sandy Lane and Broadend Road. Furthermore, both schemes make provision for inter-connectivity, to enable a loop road from Sandy Lane, into and across both parcels before exiting back onto Sandy Lane.

- 10.8 It is considered that cumulatively across both of these parcels, the scheme broadly aligns with the vision of the BCP. It is noted however that at this time, there is no proposal for sports pitch provision, as the sites are already constrained by the need to deliver school land, the community hub, significant drainage attenuation features and upgrade to PROW. As such, sports pitches would be expected to come forward through future parcels immediately north of Sandy Lane in order to accord with the broader BCP vision.
- 10.9 Furthermore, this application proposes to upgrade Sandy Lane and reconfigure its alignment where it meets Stow Road, essentially directing Sandy Lane briefly south, into the site before looping northwards where it meets Stow Road. The BCP vision is to close Sandy Lane to through traffic, with the rationale being to reduce rat-running from the eastern side (A47) through Sandy Lane and onto Stow Road/ Bush Lane etc., and instead to disperse traffic routing at various points along the western boundary (subject to appropriate highway design). Therefore, whilst the scheme doesn't entirely align with the BCP vision and will allow through traffic along Sandy Lane, the applicant has advised that the design follows significant discussion with the Local Highway Authority who have raised no objection to the proposed scheme and/or traffic impacts of the development. Furthermore, the applicant notes that at this time, there are no other significant developments committed north of Sandy Lane which would enable a viable option to close off Sandy Lane and allow a looped road system, with multiple punch points along the western boundary, as envisioned.
- 10.10 As set out in the BCP document, the overall allocation site is divided into multiple landownerships – with approximately 26 different parcels, with no guarantee that a holistic development proposal of the entire allocation would be achievable at once. In this regard, there is a risk that pursuing the Sandy Lane closure at this time, that the allocation as a whole may not be viable to come forward. This, combined with Local Highway Authority comfort that the development would not result in significant issues in transport terms indicates that whilst the development does depart slightly from the broader BCP vision, there are mitigating circumstances which makes this an acceptable alternative. Notwithstanding, it would be expected that future parcels to the north of Sandy Lane would make provision for further exit points along the eastern and western boundaries, to improve overall traffic dispersal and reduce reliance on Sandy Lane in the longer term.
- 10.11 In respect of the application therefore, it is considered that the proposal broadly follows the BCP vision. In this regard, the principle of the development is acceptable as it aligns with the ambitions of the relevant allocations policies and the adopted BCP for this site, subject to detailed assessments of impacts.

Layout

FULL element (phase 1)

- 10.12 The first 100 homes are a committed part of the application and lie to the northwestern corner of the site and are proposed to be accessed via Sandy Lane, supported by a 6m wide main spine road from Sandy Lane which leads to the housing via junction points onto narrower 5m wide secondary roads. Small

pockets of homes are served by narrower private drives but with most served by adoptable standard streets served by continuous pedestrian footways. Vehicular access is also proposed to be provided onto Orchard Drive in the second phase of development, with precise details to be committed under future reserved matters. Notwithstanding, the first committed phase does provide for pedestrian and cycle access onto Orchard Drive and Sandy Lane, with the public right of way leading east to west through the centre of the overall site being protected.

- 10.13 Adjacent to the PROW, an area of public open space is proposed which incorporates an area of equipped play space. This is considered to be sufficient to support the proposal and appropriately located either side of the PROW which will enhance this network and its useability. Further details of the open space and long-term management and any alterations/ enhancements to the public right of way can be secured through the s106 legal agreement.
- 10.14 The 2.3ha of reserved school/community land is located alongside the northwestern part of the site. No detail of the design and layout of the school is yet provided, as this will be a matter to be considered under a separate application for planning permission should it be required by the education authority in the future. Notwithstanding, its position relative to Sandy Lane, the proposed housing and the adjacent development proposed to the east (which includes the local centre) is a logical one and no concerns are raised in this regard. Again, the S106 agreement would secure the precise details of how this land will be reserved and maintained until such time that it is adopted for school development, or how it will be used in the event that the site is not ultimately required for a new school for example as community land or sports pitches.
- 10.15 In respect of the housing; appropriate on-site parking and manoeuvrability is proposed commensurate to the quantum required under Local Plan policy LP15 and associated parking standards. Whilst the garages are shorter than the 7m depth required under Local Plan, they would be adequate to accommodate an average vehicle in terms of length. It is understood that the length required by Policy LP15 is to ensure the garages can accommodate a reasonably sized car and some storage e.g., cycles. Therefore, given the shorter lengths of the garages it is necessary to ensure that each property is served by a secure cycle shed (which would otherwise be stored in the garage), to ensure that future occupiers have a secure means to store cycles and to enhance options for sustainable travel modes, as well as a garage to accommodate a reasonable sized car. This detail can be reasonably secured through planning condition. The gardens proposed for the developments are considered to generally accord with requirements set out in policy LP16 and the provision of a cycle store would not impact on the usability of the space or the capacity of the private amenity area in meeting the outdoor needs of the future occupiers of the dwellings.
- 10.16 Whilst a majority of the development is located on adoptable streets, thereby enabling residents to present their wheeled bins for collection at the kerbside, there a small number of private streets, whereby the Council's refuse team would not normally access unless by prior agreement and indemnity policy. Notwithstanding, these private streets incorporate bin collection points with suitable carrying distances for both residents and waste operatives, in accordance with the RECAP guidance set out under Policy 14 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan 2021.

- 10.17 No concerns are raised in respect of the general layout of this first phase, which provides adequate manoeuvrability e.g., in respect of parking, waste collection, emergency vehicle access and logical pedestrian and cycle manoeuvrability. Furthermore, the general layout of housing and density of this first phase is considered acceptable.

Outline element

- 10.18 The outline element of this application seeks permission for up to 200 homes, likely as two subsequent phases. The indicative layout provided details appropriate connections to the first phase, vehicular connection to Orchard Drive and to the eastern prosperity parcel, through multiple vehicular and pedestrian/ cycle connections
- 10.19 The indicative layout denotes a logical extension to the initial Phase 1 element and would be supported by suitable drainage infrastructure and could achieve effective connectivity to existing development to the west and the proposed development to the east. It is necessary to ensure amongst other things that a detailed drainage strategy and design is secured with future reserved matters which may ultimately inform the layout and quantum of deliverable units on site. Notwithstanding, there is nothing at this stage to indicate that the quantum of homes sought would not be achievable.
- 10.20 In summary it is considered that the layout for both the committed development and the indicative phases align with the aims of the development plan and the BCP.

Access, Highways and Transport Impacts

- 10.21 Local Plan policy LP15 and Chapter 9 of the NPPF seek to ensure amongst other things that development is served by well designed, safe and convenient access for all, giving priority to the needs of pedestrians, cyclists, people with impaired mobility and users of public transport by providing a network of pedestrian and cycle routes and green corridors including habitat connectivity (linking to existing routes where opportunities exist) that give easy access and permeability to adjacent areas.
- 10.22 The application is supported by a Transport Assessment and framework Travel Plan which, through review by the Local Highways Authorities and National Highways is considered acceptable, subject to mitigation secured through conditions and S106 contributions, including a Full Travel Plan.
- 10.23 Sandy Lane is proposed to be upgraded with the aforementioned realignment and includes a continuous footway/ cycleway along its southern extent, linking with the proposed Prosperity development to the east and Stow Road to the north west. A 2m wide footway with crossing point is also proposed to be formed partly along the northern western extent of Sandy Lane where it meets Stow Road. Furthermore, following a request by Cambridgeshire Highway Authority, land has been reserved within the site for a potential roundabout along Sandy Lane, should this be deemed necessary in the future, as the wider allocation comes forward. The reservation of land to serve this infrastructure would be secured through a S106 legal agreement.
- 10.24 The development relies on a point of access to the west of Sandy Lane. This access point leads onto a 6.5m wide spine road which runs southward, incorporating a 3m wide footway/ cycleway along its western extent, and a 2m

wide footway on the eastern side – but separated from the spine road by a tree lined verge. The spine road incorporates raised tables for speed reduction measures and makes provision for bus stops. It is envisaged that the 2.3Ha reserved school site to the east of the spine road would be accessed along this extent. The spine road continues south where it is proposed to then lead east and west through latter phases of the development, to serve the remaining c.200 units.

- 10.25 As noted, with the exception of a small number of private drives, all roads serving the first phase are proposed to be adopted and whilst the adoption process falls outside of the planning process, the Local Highway Authority has indicated their agreement to the highway elements of the first phase. Notwithstanding, a condition requiring details of their long-term management and maintenance until such time as adoption takes place is considered necessary, as well as ensuring that all roads are bought up to binder course level prior to occupation.
- 10.26 The indicative layout of the outline scheme denotes a continuation of footway/ cycleways which will ultimately mean that users will be able to travel through the development and onto adjacent developments at relative ease and safety via foot or cycle, providing an attractive place to walk and cycle with a clear priority given to pedestrian and cycle movements throughout the development, thereby helping to increase the use of non-car modes of travel. Furthermore, the existing rights of way are proposed to be incorporated into the scheme to enable their continuous use.
- 10.27 Whilst the first FULL phase will provide pedestrian and cycle connectivity to Orchard Drive, subsequent phases would also secure a vehicular link to Orchard Drive to the west, as well as vehicular links to the proposed development to the east. This latter phasing would provide a loop road across both developments which is considered by the Local Highway Authority to be appropriate, particularly in respect of securing future bus travel within the site, which relies on a looped road and as envisioned in the BCP. This looped road system will also provide for multiple routes through the developments with exists onto established highways, to enable a variety of egress/ ingress points to reduce pressure on any one particular junction point. Concerns have been raised over the adequacy of using Orchard Drive as a thoroughfare, with issues of on-street parking and obstruction being cited. Whilst a future phase proposes vehicular connection to Orchard Drive, this is not anticipated to be the primary point of access and would likely only serve a small number of users, with the majority heading onto Sandy Lane to access Wisbech or eastwards to Broadend Road and Burretgate Road, with upgrades to Broadend Road also required to accommodate traffic flows.
- 10.28 In this regard, the adjacent developer, Prosperity has offered a scheme of enhancements to Broadend Road where it meets Sandy Lane which would secure a widened highway, lighting and continuous footway to the industrial units to the east. The scheme also includes for direct access from the development site onto Broadend Road which will relieve some pressure on Sandy Lane. Norfolk County Council Highways has agreed to the scheme and has requested that the improvements are delivered prior to 100 dwellings from each development (i.e., a cumulative total of 200 dwellings across both developments) being occupied. However, it must be noted that these alterations and improvements are not within the gift of the Applicant to deliver. It is considered that for the current application, if built out on its own, to function effectively would require some highway improvements to Broadend Road. Therefore, it is considered reasonable to

impose a restriction requiring highway improvements to mitigate the impacts from this development beyond the first 100 homes. It should be noted that the requirement can be drafted to ensure that it would automatically be complied with if the proposal by Prosperity, or a similar one, was to come forward in advance.

- 10.29 The framework travel plan aims to increase not only pedestrian and cycle use but also bus travel, which cumulatively aims to reduce the need to travel by car for basic trips, thereby relieving pressure on the local road network. The full and outline proposals incorporate bus stops along the internal roads and as noted, will ultimately incorporate a loop road with the adjacent development. It is envisaged that the early phases of the development would be unlikely to be viable for a regular bus route. As such, Cambridgeshire Highways has requested a contribution toward funding a future demand-responsive bus service, similar to the FACT bus that operates across the district. It's likely that this would be on-stream at latter phases of the developments. The applicant has agreed to a contribution toward this which would secure around 3 years' service initially, whilst the development grows sufficient enough to potentially secure a regular service.
- 10.30 National Highways initially raised concerns over the development, with particular reference to impacts on the A47/A1101 Elm High Road roundabout which is known to be already over capacity. The Wisbech Access Strategy identifies requirements to upgrade this junction as well as others along the A47 route, including the junction with Broadend Road. However, National Highways subsequently removed their objection following updates to the transport assessment and framework travel plan which demonstrated that likely impacts could be managed through encouraging alternative travel modes. Both National Highways and the Local Highway Authorities have requested a detailed travel plan with a long-term monitoring and action plan.
- 10.31 Concerns have also been raised by a number of contributors over the current condition of the Broadend Road/ A47 junction citing concerns over safety and capacity. Local Plan policy LP8 and the BCP also includes reference to this junction needing to be upgraded to accommodate the additional vehicles, envisaging a new roundabout at this junction. This infrastructure would need to be led by National Highways given it will be on the network under their jurisdiction and therefore any contributions toward a capital project or direct delivery by developers would need to be requested by them with in-principle designs costed and agreed in advance.
- 10.32 Paragraph 116 of the NPPF sets out that "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."
- 10.33 National Highways have not made any such requests for an improvement scheme at the Broadend Road junction for this development or for the adjacent Prosperity scheme, with their response to both being satisfied with the principles of the framework travel plans and future monitoring and, if necessary, further mitigation to manage impacts. Officers have ensured that National Highways were made aware that both schemes were coming forward at this time.
- 10.34 Paragraph 118 of the NPPF sets out that "All developments that will generate significant amounts of movement should be required to provide a travel plan, and

the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.”

- 10.35 The application is accompanied by a framework Travel Plan which has been agreed by the relevant highway authorities, with the development deemed acceptable subject to a Full Travel Plan with long-term monitoring measures and therefore complies with the requirements of NPPF para. 118. Whilst concerns in respect of the lack of physical improvement to the Broadend Road/ A47 junction are noted, there is no concern raised by any highway body to indicate that this development, in combination with the proposed adjacent development would result in an unacceptable impact on highway safety, or severe cumulative impacts on the road network, following mitigation. In this regard, the NPPF at para. 116 is clear; that development should not be prevented or refused on highway grounds.
- 10.36 In conclusion, the development would secure an acceptable transport approach which would encourage sustainable modes of travel where possible and where the residual transport impacts would be acceptable. As such, the development is considered to accord with both local and national transport policies.

Design, Visual Amenity and the impact upon the Character of the Area

- 10.37 Policy LP16 requires developments to make positive contributions to the local distinctiveness and character of the area, enhancing local setting and responding to the character of the local built environment. Schemes should not adversely impact, either in design or scale, upon the street scene, settlement pattern of the landscape character of the surrounding area.
- 10.38 Maintaining Fenland landscapes forms a key part of the Council's Local Plan objective (in particular, policies LP3, LP12 and LP16). The Plan seeks to preserve landscapes which are designated or locally valued and retain the distinctive character of Fenland's landscapes. That said, it is inevitable that some of the district's landscape will alter within the plan period, in order to meet the Council's growth aspirations including housing delivery requirements and therefore that some character harm will occur.
- 10.39 The submitted Masterplan provides a framework for the development and is read in conjunction with the Landscape Masterplan, as well as with the detailed plans associated with the first Phase of the development.
- 10.40 A landscape Statement was prepared as part of the site assessment. The report included a Visual Effect assessment to establish the extent to which the site is visible from its surroundings. The site is not subject to any statutory landscape designations and does not contain any rare, valued landscape features. The character of the site is generally atypical of both the surrounding countryside (flat arable farmland, defined by hedgerows with heavy mature hedgerow tree coverage, tree belts and managed orchards) and developed area of Walsoken (defined by dense built form).
- 10.41 The local landscape character is assessed as medium value: in close proximity to the developed extent of Walsoken, due to the poor quality of the unmanaged landscape. Based on this analysis, the sensitivity of the immediate local landscape to the proposed development is assessed as being low. Landscape character assessment of the site itself suggests that the proposed development would result in high magnitude of change of land use from arable land and

unmanaged orchard to residential use. With the low sensitivity and high magnitude of change, the proposals would result in moderate neutral effect on the landscape character of the site. The proposed mitigation and enhancement planting measures once matured would help reinforce the character of the well-treed local landscape.

- 10.42 The first phase occupies the northwestern section of the site where the housing has been set back into the site, behind a line of drainage swales and tree planting, providing a green buffer which will soften its impact on the streetscene. All dwellings are 2-storey and deemed appropriate in scale for this area.
- 10.43 A green buffer along the western boundary will separate the development from Stow Lane, again helping to reduce its impact, albeit it is acknowledged that outlook from existing properties along this section and those travelling along Stow Lane will unavoidably alter as a result of the development. The remainder of the first phase will incorporate substantial tree planting, particularly along the spine road to create an attractive space and again, soften its urban appearance. Furthermore, the linear green corridor along the existing public Right of Way 'Walsoken Way' incorporates existing hedgerows and tree planting alongside new landscaped areas, as well as formal and informal children's play facilities and a community orchard. This landscaped area therefore forms a core amenity feature within the scheme, facilitating an attractive recreation space, in addition to being a key pedestrian route, whilst incorporating new and existing natural features. In additions, the attenuation pond at the southern extent of the first phase is proposed to be soft landscaped, incorporating native hedgerow and trees and will therefore assimilate well into the backdrop of the aforementioned open space area.

Existing Trees

- 10.44 An Arboricultural Implications Assessment was prepared by Andrew Belson in April 2022 in support of the hybrid planning application. The Assessment's aim was to survey the trees on or adjoining the site, in line with the recommendations of BS5837: 2012, and to provide a plan of Arboricultural constraints to inform design. This survey took place on 15th December 2021 but is still considered to be adequate as an evidence base.
- 10.45 The trees inspected are growing both within the site and on adjoining land. The main findings of the assessment are as follows:
- The site incorporates land formerly used as tree nursery and conifer plantation. Although the trees in the conifer plantations can be seen from local roads, they are by nature, transient features in the landscape because they have been grown as a crop;
 - There is a partially-managed feature of two hedges that lie either side of the public footpath: 'Walsoken Walk';
 - Several Oak trees and a Field Maple also lie on the east-west public footpath. These trees are in good condition and are included in the TPO; and
 - In general, the natural generation of trees and the plant nursery remnant growth is not suitable for retention.
- 10.46 The scheme proposes to retain all but two TPO trees. These are identified as being semi-mature oak trees, circa 6 to 8m in height and category B1 value (T07 and T08) and are not considered by the applicant's or Council's tree experts to be of any significant value and their loss is considered acceptable in this instance.

The Council's tree officer has reviewed the arboricultural implications of the development and has concluded that the arboricultural impact assessment is suitable, identifies how the trees are likely to be affected and indicates that protection measures will be needed to ensure the trees shown to remain are adequately protected. A separate tree protection method statement will be required, detailing site supervision schedule, clearly outlining if and where ground protection, hand digging etc is required.

- 10.47 The tree officer notes that the survey date of the tree report was December 2021 and the report written in April 2022 and advises that the condition of the trees could have changed since the surveys were undertaken. As such, they have recommended that a current assessment of the trees is undertaken before works commence on site. This ensures for example, that if the condition of a tree has declined since last survey, this can be highlighted and not mistaken as having been damaged through the construction process.
- 10.48 It is considered that the landscape impact of the development, whilst unavoidable given the growth ambitions for this land, would be relatively low given the topography of the site, the proposal to retain some key natural features and to enhance in other areas and the overall scales proposed.
- 10.49 In respect of streetscape, whilst a majority of the development is in outline, the landscape masterplan indicates that the development could successfully integrate into this site whilst respecting some of the key landscape features e.g., through retention and enhancement of natural features. In respect of the first FULL phase, the development incorporates a strong frontage along the main streets and incorporates housing fronting onto Sandy Lane which is considered characteristic to the area. Furthermore, the scale and design of dwellings is relatively traditional and congruous to existing development. It is considered that the detailed phase would be appropriate and would accord with the design and character requirements of the development plan and Chapter 12 of the NPPF.
- 10.50 In conclusion, despite the inevitable adverse effects of built development upon the local landscape character and on a limited number of visual receptors immediately adjacent or overlooking the site, it is considered that there would be no unacceptable adverse effects that should preclude a sensitively designed proposed development in landscape and visual terms. The proposals are therefore in accordance with development plan policies LP16.

Housing mix

- 10.51 The housing mix proposed for the initial phase of the development comprises the following;
- 7 x 1 bed (7%)
 - 22 x 2 bed (22%)
 - 45 x 3-bed (45%)
 - 26 x 4 bed (26%)
- 10.52 All homes are 2-storey in the first phase. Due to viability pressures, the applicant is proposing to provide 5% affordable housing, which would equate to 15 homes across the entire development of 300 dwellings. In such circumstances and based on current understanding, the affordable unit provision is unlikely to be viable for an affordable housing provider to take the stock on and it is recommended that an off-site contribution is instead secured against this

development. As such the focus on housing mix expectations should be of market homes.

- 10.53 The Council's latest housing needs assessment for the Fenland area (Housing Needs of Specific Groups GL Hearn, October 2021) broadly identifies the following preferred mix;

1-bed: 0-10%
2-bed: 25-35%
3-bed: 40-50%
4+bed: 15-25%

- 10.54 Having regard to the mix proposed, it broadly aligns with the recommendations as set out in the GL Hearn report. Whilst there are slight differences to the provision of 2 and 4-bedroom units in comparison to the report, these are not significant and it is acknowledged that the report captures the district as a whole and does not specifically set out mixes for Wisbech. In this regard, the housing mix is considered on balance to be acceptable for the first phase of development and will secure a good number of smaller, more affordable homes – a specific area identified as being in need within the GL Hearn report.
- 10.55 The Housing mix for the remainder of the site is to be agreed as part of future reserved matters and a condition securing this detail can be reasonably imposed.
- 10.56 In summary, the first phase of the development will provide a good range of property sizes aiding to secure a balanced community in accordance with the broad aims of the Fenland Local Plan.

Residential Amenity

- 10.57 Local Plan Policies LP2 and LP16 seek to secure high quality living environments for both future users and existing residents, avoiding adverse impacts such as loss of light, overbearing and loss of privacy.
- 10.58 The general residential use of the land is not anticipated to result in significant acoustic changes once completed, with the use compatible with surrounding uses. Concerns have been raised as to the potential impacts on residential amenity. These include general concerns over pollution e.g., noise, light, odour and construction nuisance. In this regard, a Construction Management Plan (CMP) is necessary and should be submitted prior to works commencing – for all phases. The CMP should also secure details of construction compounds and means to ensure that local highways are kept free of construction debris e.g., through an on-site wheel wash facility. The CMP can be reasonably secured via planning condition.
- 10.59 The first phase of 100 dwellings is fully committed and residential amenity impacts have therefore been considered. In this regard, owing to the scale of proposed dwellings and their separation from existing properties; with distances ranging from at least 20m to 30m, there are not anticipated to be any adverse impacts by way of overlooking, overshadowing or visual dominance. Likewise, whilst concerns have been raised regarding the location of tree planting along the western boundary, these features are considered to be important to assimilate the development into the area and act as a softening from the otherwise hard urban edge of the development. Again, the tree planting, proposed to be adjacent to Stow Lane is not anticipated to encroach into neighbouring amenity with set

distances of at around 20m from existing properties. Matters of layout, scale, appearance and landscaping and any impacts on residential amenity are to be fully assessed at later reserved matters stages under the Outline element. However, it is considered that the future development can be designed to ensure that the application does not have a materially detrimental impact on the amenity of adjoining neighbours or the future occupiers of the dwellings in matters such as overlooking, domination or overshadowing.

- 10.60 Concerns have also been raised over potential crime and fear of crime and risk of Anti-social Behaviour (ASB). The police's designing out crime team has considered the application and conclude that the site falls within an area of low risk to the vulnerability to crime and has offered advice in respect of tackling potential risks of crime through design. Notwithstanding, it would be expected that, through the introduction of housing at the site, resulting in more movement and potentially greater surveillance, this may assuage any intensification of ASB in this location.
- 10.61 The Police's recommendations centre mainly around reducing potential risk of crime to future occupiers of the development, with advice provided specifically in respect of plots where boundary treatments could be amended to improve surveillance over the rear parking areas, for example by lowering solid wall/ fence heights and introducing trellis or hit and miss fencing to the upper part, to enable views through into the parking areas. A condition requiring detailed design of these areas can be reasonably secured through planning condition. In addition, details of secure gated access serving rear gardens is also recommended to be provided.
- 10.62 Furthermore, a detailed lighting strategy is required to be secured across the development, to ensure that streets are adequately lit. This needs to be carefully balanced with the need to protect nocturnal creatures e.g., bats.
- 10.63 In respect of residential amenity for future occupiers, again dwellings have been laid out to avoid any undue overlooking or overbearing/ overshadowing impacts, with good separation and careful orientation. As noted above, occupiers will be supported by good pedestrian cycle links to enable and encourage active travel and access to areas of landscaped open space.
- 10.64 In conclusion, it is considered that the development, subject to conditions and appropriate design for future phases is not anticipated to result in any adverse impacts to residential amenity in accordance with Local Plan policies LP2, LP16 and LP17.

Flood Risk & Drainage

- 10.65 The majority of the site lies in an area at low flood risk from fluvial flooding (Flood Zone 1) and generally at low risk of surface water flooding, having regard to the Environment Agency's latest flood maps.

Surface Water Strategy

- 10.66 Infiltration testing was carried out on-site, to understand what opportunities might exist for filtration, rather than other means of disposal. However, the testing concluded that ground conditions were not viable for infiltration drainage methods at this site. As such, it is necessary to attenuate surface water on site, reduce flows before discharging to watercourses around the site.

- 10.67 The first phase commits a SuDS (Sustainable drainage systems) basin at the south of the development to support at least the first 100 units, along with swales located at the far north of the development. Further SuDS are proposed at the southernmost part of the application site to come forward with remaining outline proposals serving up to 200 units.
- 10.68 Amendments and clarification have been sought by both the LLFA and Internal Drainage Board during assessment of the application, with both parties now satisfied that the strategies are acceptable and that discharge consents can be managed and granted. One such matter that has been addressed is the need to ensure that watercourses are accessible for maintenance by a single body, rather than split across multiple households as originally proposed. The strategy now includes maintenance buffers and details of long-term management of these can be secured via condition. The stagey also proposes to clean out and regrade existing watercourses where these have been neglected and become blocked or ineffective.
- 10.69 In summary and subject to conditions securing; detailed design of the drainage measures; details of how construction drainage will be appropriately managed; and, a mechanism to ensure that the completed drainage measures are inspected and effectively 'signed off', the surface water management and disposal of the development is considered acceptable and accords with Local Plan policy LP14.

Foul Drainage

- 10.70 The incumbent sewerage provider for the area is Anglian Water Services Ltd. Foul sewage will be discharged to the foul sewer in Orchard Drive via pumps located adjacent to the open space for the first and some future phases, with a further pump at the far south western corner supporting some of the future phases.
- 10.71 Anglian Water has raised no concerns to the proposal. Whilst they have not recommended any planning conditions, it is considered necessary to secure final foul drainage details with future reserved matters associated with the outline element of this application.
- 10.72 In summary the drainage proposals are deemed appropriate for the development and accord with the aims of policies LP2 and LP14 of the Fenland Local Plan.

Biodiversity (including BNG)

- 10.73 Local Plan Policy LP16 seeks to protect and enhance biodiversity on and surrounding the proposal site and seeks to retain and incorporate natural and historic features of the site such as trees, hedgerows, field patterns, drains and water bodies. Policy LP19 seeks to take opportunities to incorporate beneficial features for biodiversity in new developments, including, where possible, the creation of new habitats that will contribute to a viable ecological network extending beyond the District into the rest of Cambridgeshire and Peterborough, and other adjoining areas. It also sets out that permission should be refused for development that would cause demonstrable harm to a protected habitat or species, unless the need for and public benefits of the development clearly outweigh the harm and mitigation and/or compensation measures can be secured to offset the harm and achieve, where possible, a net gain for biodiversity.

- 10.74 Chapter 15 of the NPPF amongst other things, broadly sets out that development should seek to take opportunities for secure net gain in biodiversity and as a minimum should not result in net loss. This approach has changed in recent months with the introduction of statutory 10% biodiversity net gain, however for this application which was submitted prior to this change, the baseline aim is in essence to achieve biodiversity net gain where possible but a minimum no net loss.
- 10.75 Throughout the assessment of the application, the Council's Ecologist has sought clarification on the ecological impacts and proposed mitigation measures. This has led to the applicant providing further ecology surveys and assessments, with amended mitigation proposals particularly in respect to impacts on invertebrates, Water Voles and Reptiles, birds and bats. The latest biodiversity metric indicates that development as a whole will likely result in a net loss of biodiversity value on the site, owing mainly to the loss of dense bramble scrub. To manage this, the applicant has identified an area of land located approximately 750m east of the site, beyond the strategic allocation which measures approximately 0.47ha. Enhancement of this area of land would achieve the necessary habitat units to offset any loss on site, resulting in no overall net loss to biodiversity in accordance with Local Plan policy LP19 and the NPPF.
- 10.76 The Council's ecology officer has requested a comprehensive biodiversity enhancement plan is secured, which provides details of measures to be implemented to ensure no net loss of biodiversity and long-term management plan for the offsite mitigation. In addition, and CEMP (Construction Ecological Management Plan) is required to ensure that on-site habitats are protected in accordance with the agreed ecology strategies. Furthermore, a landscape creation and management plan and lighting design scheme are recommended to be secured, to ensure that landscaping is delivered and managed appropriately and that streetlighting accords with the recommendations set out in the submitted lighting impact assessment, with particular regard to nocturnal animals. Finally, the Council's ecologist has recommended that Badger surveys should be undertaken prior to any ground clearance, in the event new habitats have formed.

Archaeology & Historic Environment

- 10.77 The Archaeology team at the County Council have assessed the site location and consider it necessary to secure a written scheme of investigation to ensure that the site is fully evaluated for potential historic value prior to intrusive ground works commencing. This can be reasonably secured via planning condition for both the Full and Outline elements.
- 10.78 There are no designated or non-designated buildings within or near to the site, with the closest being the grade II listed, 4 Burretgate Road (Austin House) which is set approximately 660m north of Sandy Lane in the KLWNBC district. It is considered that given the separation distances involved, the significance of the setting of this building will not be harmed.

S106/ Community Infrastructure

- 10.79 Local Plan policy LP13 sets out that planning permission will only be granted if it can be demonstrated that there is, or will be, sufficient infrastructure capacity to support and meet all the requirements arising from the proposed development.

- 10.80 Conditions or a planning obligation are likely to be required for many proposals to ensure that new development meets this principle. Developers will either make direct provision or will contribute towards the provision of local and strategic infrastructure required by the development either alone or cumulatively with other developments. Where a planning obligation is required, in order to meet the above principles of infrastructure provision, this will be negotiated on a site-by site basis. This will be required in addition to the affordable housing requirement as set out in Policy LP5.
- 10.81 Statutory tests set out in the Community Infrastructure Regulations 2010 (Regulation 122) requires that S106 planning obligations must be necessary to make the development acceptable in planning terms, directly related to the development and fairly and reasonable related in scale and kind to the development. S106 obligations are intended to make development acceptable which would otherwise be unacceptable in planning terms.
- 10.82 Having regard to the scale and nature of the proposal and further to consultation with statutory (and non-statutory) bodies to establish infrastructure requirements, in summary the following should be sought through this development;
- Affordable Housing
 - Healthcare
 - Education & Libraries
 - Sports provision
 - Open Space
 - Transport Infrastructure
- 10.83 The BCP identifies likely viability constraints at early delivery phases of the allocation. Indeed, provision of 2.3 ha of land for primary school, upgrades to Sandy Lane and provision of utilities to a greenfield site form a significant up-front outlay, required before any homes can be occupied. In this regard, the applicant has undertaken a viability appraisal, setting out that contributions in respect of £600,000 and a 5% provision of affordable housing would be achievable. This is significant short of the total contributions and affordable housing as set out in local plan policy. The viability assessment has been reviewed by the Council's appointed consultant and concluded to be a reasonable evaluation of the development constraints.

Affordable Housing

- 10.84 As set out by the Council's Housing Team, on-site affordable housing scheme would be expected to provide 70% (affordable rented units and 30% shared ownership units which would align with the Council's current housing tenure demands. As noted however, due to the overall low quantum of affordable dwellings achievable (15 across the development) it is unlikely, based on current understanding, that an affordable housing provider would be able to commit to taking on the stock. In this instance therefore, a commuted sum commensurate to 15 affordable dwellings is likely to be secured, albeit the necessary S106 agreement would build in an 'on-site first' approach as is standard.
- 10.85 The specific mix would be expected to be secured as part of the agreed scheme and phasing of the development. Subject to this, the scheme would accord with the requirements of Local Plan policy LP5.

Healthcare

- 10.86 Requests for financial contributions have been received from both NHS and East of England Ambulance service, to provide upgraded surgery facilities (total £195,329.50) and enhancements to Peterborough ambulance hub (total £106,275) respectively.

Education & Libraries

- 10.87 Cambridgeshire County Council as the education and libraries authority seek contributions towards;

- Early Years (£531,970),
- Primary school (Nil),
- Secondary school (£1,692,088) and,
- Libraries (£44,250)

- 10.88 In addition, due to the anticipated need to provide for a new primary school in the future, 2.3ha of land is requested to be safeguarded.

Sports Pitches

- 10.89 As noted above, the BCP envisages the provision of sports pitches within the core of the site and these would be expected to come forward under future phase, north of Sandy Lane. Notwithstanding, it is possible that the school land may incorporate publicly accessible pitch provision, subject to agreement by the relevant education authority operating the school in the future. In view of this, it is not considered necessary to secure contributions toward outdoor sports at this time.

Open Space

- 10.90 The scheme will be expected to provide a variety of formal and informal open spaces throughout the site. The Council is not currently seeking to adopt such areas and it would therefore be expected that unless the Town Council wish to take on future management of these spaces, a long-term management and maintenance scheme would be provided by the developer. Given the scale of the site and the ability to deliver a wide range of open spaces, including equipped areas of play, it is not considered necessary to seek off-site contributions in this instance.

Transport Infrastructure

- 10.91 The application has undergone significant discussion with regards to transport mitigation and general requirements. The following key infrastructure is required to be secured;

- Provision of two on-site bus stops including Real Time Passenger Information (RTPI) signs
- Contribution of £290,160 towards a demand responsive bus service (funding for a 3-year period)

- 10.92 The Transport financial contributions equate to £290,160 plus the cost of the off-site direct delivery works at Sandy Lane. These contributions and works are deemed necessary to make the development acceptable in transport terms. The Local Highway Authority initially requested a 5-year equivalent contribution of bus service (total £483,600). However, given the impact this would have on being able to meet other community infrastructure requests, the LHA has agreed to a

reduced 3-year provision on this occasion and hopes that as the wider allocation develops a more regular bus service will become viable.

- 10.93 Following the deduction of the £311,160 bus related contributions from the overall sum of £600,000, this leaves a residual amount of £288,840 to share across the education and healthcare requirements (which total £2,569,912) on a proportionate, pro-rata basis, which would work out as follows, based on a quantum of 300 dwellings;

Provider	% of Total contributions	Amount proposed based on 300 dwellings
NHS Estates	8	£ 21,954
EEAST (Ambulance)	4	£ 11,945
Early Years	21	£ 59,790
Secondary school	66	£ 190,179
Libraries	2	£ 4,973
Total		£ 288,840

- 10.94 It is acknowledged that this will not meet the whole needs of these services, however viability is a material consideration in decision making. It is an accepted point that the District has issues regarding viability and that this constraint has resulted in other sites, that have been granted planning permission, providing limited financial contributions. The shortfall in financial contributions will result in an additional burden on the existing facilities. However, the site is allocated within the current local plan and bringing forward the site results in benefits including the delivery of housing, facilities and amenities and affordable housing.
- 10.95 The Council's viability consultant has recommended that a review mechanism is included in the S106, with a review trigger at 80% occupations, to establish whether the predicted costs and returns align with the assumptions as set in the viability appraisal. This would mean that should the review yield any returns above expected profit levels, this additionality could be secured by the LPA and channelled toward assisting with deficiencies in the above the community infrastructure
- 10.96 In summary, it is concluded that the above infrastructure requirements are necessary to make the development acceptable and would meet the tests of CIL regulations in that they are, i) necessary to make the development acceptable in planning terms; ii) directly related to the development; and, iii) fairly and reasonably related in scale and kind to the development.

Other comments

Other Development proposals

- 10.97 One representation made relates to consideration of an approved Permission in Principle ('PiP') application (F/YR22/0802/PIP) for a development of up to 9 dwellings immediately north of the application site, within the BCP area.
- 10.98 A PiP approval does not constitute the grant of planning permission only an agreement in principle to development, taking into account the amount, use and location of the development. Whilst this has been agreed in principle, assessment of an application for planning permission would need to follow. The PiP application was agreed prior to the submission of the Seagate application.

- 10.99 Further to PiP approval, the LPA is in receipt of an Outline application with access committed for up to 9 dwellings at the same site (application reference: F/YR23/0985/O) and detailed design of the serving road and drainage infrastructure. The submission of application F/YR23/0985/O post-dates the submission of the Seagate application.
- 10.100 Whilst this latter application is yet to be determined, without prejudice the indicative layout does suggest that the land proposed to be reserved for the future roundabout on Sandy Lane may conflict with a number of the 9 plots proposed. This is a material consideration as there may be conflict with the ability to secure the roundabout if developed on. Local Plan Policy LP7 sets out that development of an urban extension (i.e. the specific locations for growth identified in Policies LP8-LP11) must be planned and implemented in a coordinated way. Without prejudice to the final determination of the 9-dwelling scheme, it may be consequential to the delivery of the broader vision for at least the southern extent of the allocation, in particular the application for 300 dwellings currently being considered here. In this regard, there is clearly great benefit in securing a scheme for 300 dwellings within an allocated site, plus ensuring that adequate highway infrastructure serves the remainder of the allocation, in this case through reserved land for a potential roundabout. As such, given the current proposals, it can be reasonably concluded that the 9-house scheme could likely prejudice the wider allocation to come forward, contrary to policy LP7 and would not amount to a co-ordinated development as currently indicatively shown.

Lack of Community Consultation

- 10.101 Concerns have been raised regarding the lack of community consultation undertaken through this application. It is uncertain whether the concerns raised relate to the statutory duties of the LPA, or whether this refers to an expected level of consultation undertaken by the applicant. In respect of the LPA's duties, an advertisement for the application was placed in the Fenland Citizen on 10 August 2022 and numerous site notices were erected around the site on 7 September 2022. A total of 39 residents who either reside immediately adjacent to the site or are located opposite key accesses were sent postal notifications of the application on 3 August 2022. In summary, the LPA is considered to have fulfilled its statutory duties in respect to consultations.
- 10.102 In respect of the applicant's consultation approach, the Design and Access Statement sets out that public consultation was carried out in March and April 2022 to engage with community and key stakeholder, in order to inform the proposals for land at Sandy Lane, this involved a leaflet distribution to circa 2,250 addresses within the immediate local area.

11 CONCLUSIONS

- 11.1 The policies in the NPPF when taken as a whole constitute the Government's view of what sustainable development means. Paragraph 8 of the NPPF lists the three dimensions to sustainable development; the economic, social and environment objectives, and sets out that these roles should not be undertaken in isolation. Therefore, to achieve sustainable development a proposed development should jointly and simultaneously deliver net gains across each of these key objectives.

- 11.2 To be sustainable, development must strike a satisfactory balance between the applicable economic, environmental and the social considerations.
- 11.3 It is recognised that the development will result in some unavoidable landscape harm, however this is localised and inevitable given the development plan allocation. Furthermore, due to known viability constraints with the district, the full amount of infrastructure contributions cannot be secured. These matters are afforded moderate negative weight.
- 11.4 However, subject to the satisfactory completion of a S106 agreement, to ensure necessary infrastructure is secured to support this development, it is considered that:
- the principle of development is acceptable in this location and compliant with the Development Plan and the NPPF,
 - the proposed parameters of development are acceptable and demonstrate the site can appropriately accommodate the development as described,
 - the proposed development will contribute to the creation of a mixed community,
 - it will promote healthy, active lifestyle through green space and recreation facilities,
 - it will maximise opportunities for use of public transport, walking and cycling
 - it will minimise pollution,
 - it will manage flood risk and drainage effectively,
 - it will result in no significant harm to heritage assets,
 - it will have no significant adverse impacts on features of landscape or ecological value, with opportunities identified to offset biodiversity loss through the development,
 - it will provide appropriate infrastructure to meet the needs generated by the development.
- 11.5 Having regard to national and local planning policies, and all comments received, and subject to the resolution of the S106 agreement, it is considered that the proposal would amount to sustainable development and would accord with the development plan taken as a whole. There are no material considerations worthy of sufficient weight that indicate that a decision should be made other than in accordance with the development plan. Accordingly, the development should be approved.

12 RECOMMENDATION

- 12.1 Members are recommended to APPROVE the application in accordance with the following terms;
1. The Committee delegates authority to finalise the terms and completion of the S.106 legal agreement and planning conditions to the Head of Planning; and,
 2. Following the completion of the S.106, application F/YR22/0844/O be approved subject to the draft planning conditions set out Appendix 1; or,
 3. The Committee delegates authority to refuse the application in the event that the Applicant does not agree any necessary extensions to the determination period to enable the completion of the S106 legal agreement or on the grounds that the applicant is unwilling to complete the obligation necessary to

make the development acceptable, or that the applicant is unwilling to agree to any necessary pre-commencement conditions associated with the FULL element of the permission, as per the requirements of S100ZA of the Act.

Appendix 1 - Proposed Draft Conditions to include the following;

FULL Application Conditions	
1	<p><i>Commencement</i></p> <p>The development permitted shall be begun before the expiration of 3 years from the date of this permission.</p> <p>Reason: To ensure compliance with Section 51 of the Planning and Compulsory Purchase Act 2004.</p>
2	<p><i>Archaeology</i></p> <p>No development shall commence in any phase until the applicant, or their agents or successors in title, has implemented a programme of archaeological work for that phase, that has been secured in accordance with a Written Scheme of Investigation (WSI) that has been submitted to and approved by the Local Planning Authority in writing. For land that is included within the WSI, no development shall take place other than under the provisions of the agreed WSI, which shall include:</p> <ul style="list-style-type: none"> a. the statement of significance and research objectives; b. The programme and methodology of investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works; c. The timetable for the field investigation as part of the development programme; d. The programme and timetable for the analysis, publication & dissemination, and deposition of resulting material and digital archives. <p>Reason: To safeguard archaeological assets within the approved development boundary from impacts relating to any demolitions or groundworks associated with the development scheme and to ensure the proper and timely preservation and/or investigation, recording, reporting, archiving and presentation of archaeological assets affected by this development, in accordance with national policies contained in the National Planning Policy Framework (MHCLG 2019) and policy LP18 of the Fenland Local Plan, 2014.</p>
3	<p><i>Ecology Survey</i></p> <p>Prior to any works including any site clearance, the development phase shall be subject to an updated Ecology survey to be undertaken by a qualified Ecologist. The findings and any recommendations of the survey shall be submitted to and approved in writing by the Local Planning Authority before works begin. The works shall thereafter be carried out in accordance with the recommendations as agreed in the survey report.</p> <p>Reason: To ensure biodiversity is protected and enhanced in accordance with policies LP16 and LP19 of the Fenland Local Plan, 2014.</p>
4	<p><i>CEMP (biodiversity)</i></p> <p>No development shall take place (including demolition, ground works and vegetation clearance) until a Construction Ecological Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority.</p> <p>The CEMP shall incorporate recommendations of the Ecological Impact Assessment and must include the following:</p> <ul style="list-style-type: none"> a) Risk assessment of potentially damaging construction activities. b) Identification of 'biodiversity protection zones'. c) Practical measures (both physical measures and sensitive working practices) to

	<p>avoid or reduce impacts during construction (may be provided as a set of method statements)</p> <p>d) The location and timings of sensitive works to avoid harm to biodiversity features.</p> <p>e) The times during which construction when specialist ecologists need to be present on site to oversee works.</p> <p>f) Responsible persons and lines of communication.</p> <p>g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.</p> <p>h) Use of protective fences, exclusion barriers and warning signs if applicable.</p> <p>The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.</p> <p>Reason: To ensure biodiversity is protected in accordance with policies LP16 of the Fenland Local Plan, 2014.</p>
5	<p><i>Arboricultural Assessment</i></p> <p>Prior to any works, including clearance works commencing, an updated arboricultural impact assessment and arboricultural method statement shall be submitted to and approved in writing. The works shall thereafter be undertaken in accordance with the approved arboricultural method statement.</p> <p>Reason: In the interests of visual amenity and biodiversity protection in accordance with policies LP16 of the Fenland Local Plan, 2014.</p>
6	<p><i>CMP</i></p> <p>No development shall commence until a Construction Management Plan (CMP) has been submitted to and approved in writing by the Local Planning Authority. The CMP shall include the consideration of the following aspects of construction:</p> <p>a) Construction programme;</p> <p>b) Contractors' access arrangements for vehicles, plant and personnel including the location of construction traffic routes to, from and within the site, details of their signing, monitoring and enforcement measures;</p> <p>c) Details of a temporary facilities area clear of the public highway for the parking, turning, loading and unloading of all vehicles visiting the site during the period of construction;</p> <p>d) Details of restricted Construction hours;</p> <p>e) Details of restricted Delivery times and collections;</p> <p>f) Noise impact assessment methodology, mitigation measures, noise monitoring and recording statements in accordance with the provisions of BS 5228-1:2009+A1:2014 Code of Practice for noise and vibration control on construction and open sites;</p> <p>h) Vibration impact assessment methodology, mitigation measures, monitoring and recording statements in accordance with the provisions of BS 5228-2:2009+A1:2014 Code of Practice for noise and vibration control on construction and open sites. Details of any piling construction methods / options, as appropriate;</p> <p>i) Dust mitigation, management / monitoring and wheel washing measures in accordance with the provisions of Control of dust and emissions during construction and demolition, and road sweepers to address depositing of mud on immediate highways;</p> <p>j) Use of concrete crushers;</p> <p>k) Prohibition of the burning of waste on site during demolition/construction;</p> <p>l) Site artificial lighting including hours of operation, position and impact on neighbouring properties;</p> <p>m) Drainage control measures including the use of settling tanks, oil interceptors and bunds.</p> <p>n) Screening and hoarding details;</p>

	<p>o) Access and protection arrangements around the site for pedestrians, cyclists and other road users;</p> <p>p) Procedures for interference with public highways, including permanent and temporary realignment, diversions and road closures;</p> <p>q) External safety and information signing and notices;</p> <p>r) Implementation of a Stakeholder Engagement/Residents Communication Plan, Complaints procedures, including complaints response procedures; and</p> <p>The approved CMP shall be adhered to throughout the construction period and must demonstrate the adoption of best practice.</p> <p>Reason: In the interests of protecting highway safety and residential amenity in accordance with policies LP2, LP15 and LP16 of the Fenland Local Plan, 2014.</p>
7	<p><i>Foul Drainage</i></p> <p>Prior to the commencement of development, a scheme and timetable for the provision and implementation of foul water drainage shall be submitted and approved in writing by the Local Planning Authority. The works/scheme shall be constructed and completed in accordance with the approved plans/specification at such time(s) as may be specified in the approved scheme and thereafter retained in perpetuity.</p> <p>Reason: To prevent environmental and amenity problems arising from flooding and to provide a satisfactory means of sanitation in accordance with Policies LP2, LP14 and LP16 of the Fenland Local Plan, 2014.</p>
8	<p><i>Surface Water Drainage strategy</i></p> <p>No works shall commence until a detailed design of the surface water drainage and future management has been submitted to and approved in writing by the Local Planning Authority. Those elements of the surface water drainage system not adopted by a statutory undertaker shall thereafter be maintained and managed in accordance with the approved management and maintenance plan.</p> <p>The scheme shall be based upon the principles within the agreed Flood Risk Assessment and Drainage Strategy prepared by Woods Hardwick (ref: 19196/FRA and DS/Rev E) dated 29 November 2023 and shall also include:</p> <p>a) Full calculations detailing the existing surface water runoff rates for the QBAR, 3.3% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) storm events;</p> <p>b) Full results of the proposed drainage system modelling in the above-referenced storm events (as well as 1% AEP plus climate change), inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep, together with an assessment of system performance;</p> <p>c) Detailed drawings of the entire proposed surface water drainage system, attenuation and flow control measures, including levels, gradients, dimensions and pipe reference numbers, designed to accord with the CIRIA C753 SuDS Manual (or any equivalent guidance that may supersede or replace it);</p> <p>d) Full detail on SuDS proposals (including location, type, size, depths, side slopes and cross sections);</p> <p>e) Site Investigation and test results to confirm infiltration rates;</p> <p>f) Temporary storage facilities if the development is to be phased;</p> <p>g) A timetable for implementation if the development is to be phased;</p> <p>h) Details of overland flood flow routes in the event of system exceedance, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants;</p> <p>i) Demonstration that the surface water drainage of the site is in accordance with DEFRA non-statutory technical standards for sustainable drainage systems;</p> <p>j) Full details of the maintenance/adoption of the surface water drainage system;</p> <p>k) Measures taken to prevent pollution of the receiving groundwater and/or surface</p>

	<p>water.</p> <p>l) Demonstration of how the drainage strategy for the development phase relates to other development phases within the application site.</p> <p>The drainage scheme must adhere to the hierarchy of drainage options as outlined in the NPPF PPG.</p> <p>The scheme shall be fully implemented in accordance with the approved details and subsequently maintained, in accordance with the timing/phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed in writing by the Local Planning Authority.</p> <p>Reason: To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site in accordance with Policy LP14 of the Local Plan.</p>
9	<p><i>Construction drainage</i></p> <p>No development, including preparatory works, shall commence until details of measures indicating how additional surface water run-off from the site will be avoided during the construction works for the relevant phase have been submitted to and approved in writing by the Local Planning Authority. The applicant may be required to provide collection, balancing and/or settlement systems for these flows. The approved measures and systems shall be brought into operation before any works to create buildings or hard surfaces commence.</p> <p>Reason: To ensure surface water is managed appropriately during the construction phase of the development in accordance with Policy LP14 of the Local Plan, so as not to increase the flood risk to adjacent land/properties or occupied properties within the development itself; recognising that initial works to prepare the site could bring about unacceptable impacts.</p>
10	<p><i>Drainage completion</i></p> <p>Upon completion of the surface water drainage system for the relevant phase, including any attenuation ponds and swales, and prior to their adoption by a statutory undertaker or management company; a survey and report from an independent surveyor shall be submitted to and approved in writing by the Local Planning Authority. The survey and report shall be carried out by an appropriately qualified Chartered Surveyor or Chartered Engineer and demonstrate that the surface water drainage system has been constructed in accordance with the details approved under the planning permission. Where necessary, details of corrective works to be carried out along with a timetable for their completion, shall be included for approval in writing by the Local Planning Authority. Any corrective works required shall be carried out in accordance with the approved timetable and subsequently re-surveyed by an independent surveyor, with their findings submitted to and approved in writing by the Local Planning Authority.</p> <p>Reason: To ensure the effective operation of the surface water drainage scheme following construction of the development in accordance with policy LP14 of the Fenland Local Plan, 2014.</p>
11	<p><i>Soft and hard landscaping</i></p> <p>No development shall take place above slab level until a scheme for the hard and soft landscaping of the site has been submitted to and approved in writing by the Local Planning Authority. Subsequently, these works shall be carried out as approved. The landscaping details to be submitted shall include:-</p> <ul style="list-style-type: none"> a) proposed finished levels earthworks to be carried out b) hard surfacing, other hard landscape features and materials c) planting plans, including specifications of species, sizes, planting centres number and percentage mix

	<p>d) management and maintenance details</p> <p>All hard and soft landscape works including any management and maintenance plan details, shall be carried out in accordance with the approved details. All planting seeding or turfing and soil preparation comprised in the above details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings, the completion of the development, or in agreed phases whichever is the sooner, and any plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased (except those contained in enclosed rear gardens to individual dwellings) shall be replaced in the next planting season with others of similar size and species, unless the local planning authority gives written consent to any variation.</p> <p>All landscape works shall be carried out in accordance with the guidance contained in British Standards, unless otherwise agreed in writing by the Local Planning Authority.</p> <p>Reason: The landscaping of this site is required in order to protect and enhance the existing visual character of the area and to reduce the visual and environmental impacts of the development hereby permitted in accordance with Policy LP16 of the Fenland Local Plan 2014.</p>
12	<p>LEMP</p> <p>A landscape and ecological management plan (LEMP) shall be submitted to and be approved in writing by the Local Planning Authority prior development proceeding above slab level. The content of the LEMP shall include the following:</p> <ul style="list-style-type: none"> a) Description and evaluation of features to be managed. b) Ecological trends and constraints on site that might influence management. c) Aims and objectives of management. d) Appropriate management options for achieving aims and objectives (including biodiversity net gain). e) A scheme of biodiversity enhancements f) Prescriptions for management actions g) Preparation of the work schedule (including an annual work plan capable of being rolled forward over a 30-year period and BNG audit) h) Details of the body or organisation responsible for implementation of the plan i) Ongoing monitoring and remedial measures <p>The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the development with the management body(ies) responsible for its delivery.</p> <p>The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme.</p> <p>A 5 yearly report shall be submitted to the LPA confirming the progress of the LEMP and results of any monitoring work.</p> <p>The LEMP shall be implemented in accordance with the approved details and all features shall be retained in the manner thereafter in perpetuity.</p> <p>Reason: To ensure the visual impacts of the development are appropriately managed and that biodiversity is protected and enhanced in accordance with policies LP16 and LP19 of the Fenland Local Plan, 2014.</p>

13	<p><i>Public Rights of Way</i></p> <p>Prior to works proceeding above slab level, a public rights of way scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall detail how any existing rights of way within the development will be protected and enhanced and made available for future users of the rights of way, including details of any surfacing, signage and improved accessibility.</p> <p>The development shall be carried out in accordance with the approved scheme.</p> <p>Reason: To ensure that rights of way are protected and enhanced where possible in accordance with policies LP7 and LP15 of the Fenland Local Plan, 2014.</p>
14	<p><i>Materials</i></p> <p>No development above slab level for any dwelling or garage shall take place until full details of the materials to be used for the exterior walls and roofs for the dwellings and garages have been submitted to and approved in writing by the Local Planning Authority.</p> <p>The development shall be carried out in accordance with the approved details unless minor variations are otherwise first agreed in writing by the Local Planning Authority.</p> <p>Reason: To safeguard the visual amenities of the area in accordance with Policy LP16 of the Fenland Local Plan, adopted May 2014.</p>
15	<p><i>Boundary treatments</i></p> <p>Notwithstanding the plans submitted and approved, prior to works above slab levels details of boundary treatments for the following plots as shown on Site Layout plan ref: SLW-SH-PD-SL-02-P shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>The relevant plots are; 27;28;36;46;47;48;49;59;70;73;and, 83.</p> <p>The details shall demonstrate that appropriate surveillance is achieved onto the associated parking areas. The development shall thereafter be carried out in accordance with the details approved and the approved boundary treatments for these specific plots retained and maintained as detailed, notwithstanding the provisions of Schedule 2, Part 2 of the Town and Country Planning (General Permitted Development)(England) Order 2015 (as amended).</p> <p>Reason: In order to ensure that the development provides suitable surveillance in order to reduce the risk and fear of crime in accordance with policies LP7 and LP17 of the Fenland Local Plan, 2015.</p>
16	<p><i>Cycle stores</i></p> <p>Prior to works proceeding above slab level, full details of a scheme for cycle storage for each dwelling shall be submitted to and approved in writing with the Local Planning Authority. The approved details shall be implemented in full prior to the first occupation of each respective dwelling.</p> <p>Reason: In the interests of security, the convenience of cyclists at the premises, and to encourage sustainable forms of transport in accordance with Policies LP15 and LP16 of the Fenland Local Plan, adopted May 2014.</p>
17	<p><i>Lighting</i></p> <p>A scheme for lighting including management and maintenance details shall be submitted to and be approved in writing by the Local Planning Authority prior development proceeding above slab level.</p>

	<p>The scheme shall be accompanied by a technical report prepared by a qualified competent person setting out;</p> <p>i) the specification of lights and lighting structures, ii) locations and heights of all lighting, iii) the light levels to be achieved over the intended area and at the development site boundaries and the surrounding area.</p> <p>The approved scheme shall be implemented on site prior to first occupation of the development, or in agreed phases and thereafter retained and maintained as such thereafter.</p> <p>Reason: To safeguard the residential amenity and security of occupiers, the visual impact of the development and protection of nocturnal biodiversity in accordance with policies LP2, LP16, LP17 and LP19 of the Fenland Local Plan 2014.</p>
18	<p><i>Fire Hydrants</i></p> <p>No development above slab level shall take place until details for the provision of fire hydrants has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented before any dwelling is occupied or in agreed phases.</p> <p>Reason - To ensure a satisfactory form of development and in accordance with Policy LP16 of the Local Plan.</p>
19	<p><i>Orchard Drive pedestrian link</i></p> <p>Prior to works proceeding above slab level, full details of a pedestrian/ cycle link to Orchard Drive shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>The pedestrian/ cycle link to Orchard Drive shall be completed in accordance with the approved details prior to the first occupation of the development.</p> <p>Reason: To ensure that the development connects effectively to the wider settlement to establish multi-modes of travel and sustainable travel options in accordance with policies LP7 and LP15 of the Fenland Local Plan, 2014.</p>
20	<p><i>Sandy Lane improvements</i></p> <p>Prior to the first occupation of any dwelling within the site, the Sandy Lane access and improvement works, as shown in principle on drawing 3739.SK05 Rev P10, shall be completed in accordance with a detailed scheme which has first been submitted to and approved in writing by the Local Planning Authority.</p> <p>Reason: In the interests of highway safety in accordance with policy LP15 of the Fenland Local Plan, 2014.</p>
21	<p><i>Binder course prior to first occupation</i></p> <p>Prior to the first occupation of any dwelling the road(s), footway(s) and cycleway(s) required to access that dwelling shall be constructed to at least binder course surfacing level from the dwelling to the adjoining adopted highway.</p> <p>Reason: To ensure that each dwelling is appropriately served by highway infrastructure in the interests of highway safety and sustainability in accordance with policies LP15 and LP16 of the Fenland Local Plan, 2014.</p>
22	<p><i>Management of Estate Roads</i></p> <p>Prior to the occupation of the first dwelling within each phase, full details of the proposed arrangements for future management and maintenance of the proposed</p>

	<p>streets within the development shall be submitted to and approved in writing by the Local Planning Authority. The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an Agreement has been entered into unto Section 38 of the Highways Act 1980 or a Private Management and Maintenance Company has been established.</p> <p>Reason: To ensure satisfactory development of the site and to ensure estate roads are managed and maintained thereafter to a suitable and safe standard, in accordance with policy LP15 of the Fenland Local Plan, adopted May 2014.</p>
23	<p><i>Parking and turning</i></p> <p>Prior to the first occupation of each dwelling, the proposed on-site parking/turning area for that dwelling shall be laid out in accordance with the approved plans, surfaced in a bound material and drained within the site. The parking/turning area, surfacing and drainage shall thereafter be retained as such in perpetuity (notwithstanding the provisions of Schedule 2, Part 1, Class F of The Town and Country Planning (General Permitted Development) (England) Order 2015, or any instrument revoking or re-enacting that Order).</p> <p>Reason: In the interests of highway safety and to ensure compliance with Policies LP15 and LP16 of the Fenland Local Plan, adopted May 2014.</p>
24	<p><i>Bus Stops</i></p> <p>Prior to first occupation of any development, two new bus stops shall be delivered on the main spine road within the site. These works shall include but not be limited to, a bus shelter at Stow Lane, 2 behind the footway on third party land and maintained by a management company, standalone RTPI, flag, pole and bus timetable. Details to be submitted to and agreed in writing with the Local Planning Authority and works to be carried out by the developer.</p>
25	<p><i>Refuse collection strategy</i></p> <p>Prior to the first occupation of the development hereby approved a refuse collection strategy shall be submitted to and approved in writing by the Local Planning Authority. The approved refuse collection strategy shall be implemented in accordance with the agreed details in full and thereafter be retained in perpetuity unless otherwise agreed in writing.</p> <p>Reason: To ensure a satisfactory form of refuse collection and compliance with Policy LP16 of the Fenland Local Plan, 2014 and policy 14 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan, 2021.</p>
26	<p><i>Travel Plan</i></p> <p>Prior to first occupation of the development, the developer shall be responsible for the provision and implementation of a detailed Travel Plan which has first been submitted to and agreed in writing with the Local Planning Authority. The Travel Plan shall follow the principles as set out in the submitted framework Travel Plan and shall include;</p> <ul style="list-style-type: none"> i) Measures and incentives inclusive of bus vouchers, bike vouchers, other such incentives for sustainable travel where evidence supports this and/or active travel vouchers to promote sustainable travel. ii) A householder Welcome Pack to be provided to each household of the development on first occupation, advising them of sustainable travel options and incentives. <p>The Travel Plan is to be monitored annually with all measures reviewed to ensure targets are met and/ or mitigation is secured where monitoring indicates this is necessary. The travel plan shall be active for a year post occupation of the last dwelling of the development.</p>

	Reason: To encourage sustainable modes of travel in accordance with policy LP15 of the Fenland Local Plan, 2014.
27	<p><i>Unsuspected Contaminated Land</i></p> <p>If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted and obtained written approval from the Local Planning Authority for, and amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with. The development shall then be carried out in full accordance with the amended remediation strategy.</p> <p>Reason: To control pollution of land and controlled waters in the interests of the environment and public safety in accordance with policies LP2, LP14 and LP16 of the Fenland Local Plan, 2014.</p>
28	<i>Approved Plans</i>

OUTLINE Application Conditions	
1	<p><i>Reserved Matters</i></p> <p>Approval of the details of:</p> <ul style="list-style-type: none"> i. the layout of the site ii. the scale of the building(s); iii. the external appearance of the building(s); iv. the landscaping <p>(hereinafter called "the Reserved Matters") shall be obtained from the Local Planning Authority prior to the commencement of development.</p> <p>Reason: To enable the Local Planning Authority to control the details of the development hereby permitted.</p>
2	<p><i>Reserved matters timing</i></p> <p>Application for approval of the first Reserved Matters shall be made to the Local Planning Authority before the expiration of 3 years from the date of this permission. Application for approval of the last Reserved Matters shall be made to the Local Planning Authority before the expiration of 5 years from the date of this permission.</p> <p>Reason: To ensure compliance with Section 92 of the Town and Country Planning Act 1990.</p>
3	<p><i>Commencement</i></p> <p>The development hereby permitted shall begin before the expiration of 2 years from the date of approval of the last of the Reserved Matters to be approved.</p> <p>Reason: To ensure compliance with Section 51 of the Planning and Compulsory Purchase Act 2004.</p>
4	<p><i>Quantum</i></p> <p>The residential elements of the development shall not exceed 200 dwellings (Use Class C3).</p> <p>Reason: For the avoidance of doubt and to ensure a satisfactory standard of development.</p>

5	<p><i>Phasing Plan</i></p> <p>With the exception of the approved accesses, the development shall be undertaken in phases in accordance with a phasing plan to be submitted to and approved in writing by the Local Planning Authority prior to or concurrently with the submission of the first reserved matters. The phasing plan will need to demonstrate through supporting evidence that the phasing approach proposed will not result in severe harm in highway, amenity, drainage and biodiversity terms. With the exception of the approved accesses, development shall not commence on each development phase until all reserved matters for that phase have been submitted to and approved in writing by the Local Planning Authority.</p> <p>Reason - For the avoidance of doubt and to allow development to be undertaken and conditions to be discharged on a phased basis.</p>
6	<p><i>Conformity</i></p> <p>Development shall be in broad conformity with the Masterplan (Drawing No. SLW-SH-PD-MP-3-H), and the spatial principles of the Parameter Plans submitted within the Design and Access Statement (P22-0602_23C), save for minor variations where such variations do not substantially deviate from these details.</p> <p>Reason: For the avoidance of doubt and to ensure that the details of the development are acceptable to the Local Planning Authority.</p>
7	<p><i>Housing mix</i></p> <p>Prior to or alongside the submission of Reserved Matters for each phase, a housing mix scheme shall be submitted to and approved in writing by the Local Planning Authority. The reserved matters shall accord with the approved housing mix scheme.</p> <p>The scheme shall include:</p> <ul style="list-style-type: none"> - A plan showing the location and distribution of market and affordable units (including tenure type). The plan shall also identify the proximity of the site with adjacent land parcels and the tenure types within both, in respect of any development parcel where Reserved Matters have already been approved. - A schedule of dwelling sizes (by number of bedrooms). - A statement which demonstrates how the proposals contribute to current and future housing needs as identified in the most recently available evidence relating to the locality. <p>Development shall not commence until the housing mix scheme has been approved in writing by the Local Planning Authority.</p> <p>Reason: In order to ensure that an appropriate housing mix is provided for the proposed development taking into account the objective of creating a sustainable, mixed community in accordance with Policy LP3 of the Fenland Local Plan and guidance contained within the National Planning Policy Framework.</p>
8	<p><i>Archaeology</i></p> <p>No development shall commence in any phase until the applicant, or their agents or successors in title, has implemented a programme of archaeological work for that phase, that has been secured in accordance with a Written Scheme of Investigation (WSI) that has been submitted to and approved by the Local Planning Authority in writing. For land that is included within the WSI, no development shall take place other than under the provisions of the agreed WSI, which shall include:</p> <ul style="list-style-type: none"> a. the statement of significance and research objectives; b. The programme and methodology of investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works;

	<p>c. The timetable for the field investigation as part of the development programme; d. The programme and timetable for the analysis, publication & dissemination, and deposition of resulting material and digital archives.</p> <p>Reason: To safeguard archaeological assets within the approved development boundary from impacts relating to any demolitions or groundworks associated with the development scheme and to ensure the proper and timely preservation and/or investigation, recording, reporting, archiving and presentation of archaeological assets affected by this development, in accordance with national policies contained in the National Planning Policy Framework (MHCLG 2019) and policy LP18 of the Fenland Local Plan, 2014.</p>
9	<p><i>Ecology Survey</i></p> <p>Prior to any works including any site clearance, the relevant development phase shall be subject to an updated Ecology survey to be undertaken by a qualified Ecologist. The findings and any recommendations of the survey shall be submitted to and approved in writing by the Local Planning Authority before works begin. The works shall thereafter be carried out in accordance with the recommendations as agreed in the survey report.</p> <p>Reason: To ensure biodiversity is protected and enhanced in accordance with policies LP16 and LP19 of the Fenland Local Plan, 2014.</p>
10	<p><i>CEMP (biodiversity)</i></p> <p>No development shall take place in each phase (including demolition, ground works and vegetation clearance) until a Construction Ecological Management Plan (CEMP) for that phase has been submitted to and approved in writing by the Local Planning Authority.</p> <p>The CEMP shall incorporate recommendations of the Ecological Impact assessment and must include the following:</p> <ul style="list-style-type: none"> a) Risk assessment of potentially damaging construction activities. b) Identification of 'biodiversity protection zones'. c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements) d) The location and timings of sensitive works to avoid harm to biodiversity features. e) The times during which construction when specialist ecologists need to be present on site to oversee works. f) Responsible persons and lines of communication. g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person. h) Use of protective fences, exclusion barriers and warning signs if applicable. <p>The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.</p> <p>Reason: To ensure biodiversity is protected in accordance with policies LP16 of the Fenland Local Plan, 2014.</p>
11	<p><i>Arboricultural Assessment</i></p> <p>Prior to any works including clearance works in any phase commencing, an updated arboricultural impact assessment and arboricultural method statement shall be submitted to and approved in writing. The works shall thereafter be undertaken in accordance with the approved arboricultural method statement.</p>

	Reason: In the interests of visual amenity and biodiversity protection in accordance with policies LP16 of the Fenland Local Plan, 2014.
12	<p>CMP</p> <p>No development shall commence in each phase until a Construction Management Plan (CMP) for that phase has been submitted to and approved in writing by the Local Planning Authority. The CMP shall include the consideration of the following aspects of construction:</p> <ul style="list-style-type: none"> a) Construction programme; b) Contractors' access arrangements for vehicles, plant and personnel including the location of construction traffic routes to, from and within the site, details of their signing, monitoring and enforcement measures; c) Details of a temporary facilities area clear of the public highway for the parking, turning, loading and unloading of all vehicles visiting the site during the period of construction; d) Details of restricted Construction hours; e) Details of restricted Delivery times and collections; f) Noise impact assessment methodology, mitigation measures, noise monitoring and recording statements in accordance with the provisions of BS 5228-1:2009+A1:2014 Code of Practice for noise and vibration control on construction and open sites; h) Vibration impact assessment methodology, mitigation measures, monitoring and recording statements in accordance with the provisions of BS 5228-2:2009+A1:2014 Code of Practice for noise and vibration control on construction and open sites. Details of any piling construction methods / options, as appropriate; i) Dust mitigation, management / monitoring and wheel washing measures in accordance with the provisions of Control of dust and emissions during construction and demolition, and road sweepers to address depositing of mud on immediate highways; j) Use of concrete crushers; k) Prohibition of the burning of waste on site during demolition/construction; l) Site artificial lighting including hours of operation, position and impact on neighbouring properties; m) Drainage control measures including the use of settling tanks, oil interceptors and bunds. n) Screening and hoarding details; o) Access and protection arrangements around the site for pedestrians, cyclists and other road users; p) Procedures for interference with public highways, including permanent and temporary realignment, diversions and road closures; q) External safety and information signing and notices; r) Implementation of a Stakeholder Engagement/Residents Communication Plan, Complaints procedures, including complaints response procedures; and <p>The approved CMP shall be adhered to throughout the construction period and must demonstrate the adoption of best practice.</p> <p>Reason: In the interests of protecting highway safety and residential amenity in accordance with policies LP2, LP15 and LP16 of the Fenland Local Plan, 2014.</p>
13	<p>Foul Drainage</p> <p>Prior to or concurrently with the submission of each reserved matters development phase application, a scheme and timetable for the provision and implementation of foul water drainage for that phase shall be submitted and approved in writing by the Local Planning Authority. The works/scheme shall be constructed and completed in accordance with the approved plans/specification at such time(s) as may be specified in the approved scheme and thereafter retained in perpetuity.</p>

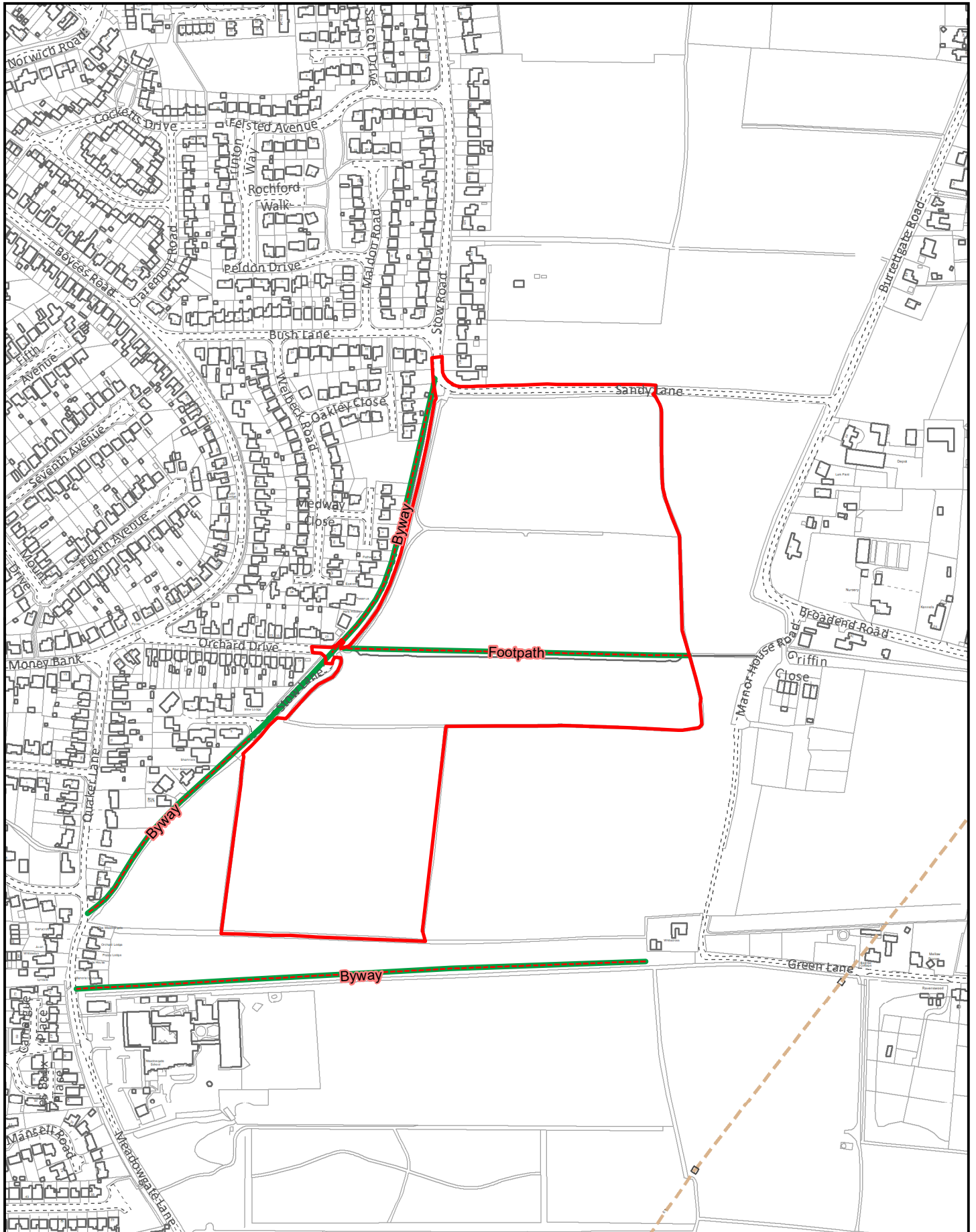
	Reason: To prevent environmental and amenity problems arising from flooding and to provide a satisfactory means of sanitation in accordance with Policies LP2, LP14 and LP16 of the Fenland Local Plan, 2014.
14	<p><i>Phase surface water drainage</i></p> <p>Prior to or concurrently with the submission of each reserved matters development phase application, a detailed design of the surface water drainage of that development phase shall be submitted to and approved in writing by the Local Planning Authority. Those elements of the surface water drainage system not adopted by a statutory undertaker shall thereafter be maintained and managed in accordance with the approved management and maintenance plan.</p> <p>The scheme shall be based upon the principles within the agreed Flood Risk Assessment and Drainage Strategy prepared by Woods Hardwick (ref: 19196/FRA and DS/Rev E) dated 29 November 2023 and shall also include:</p> <ul style="list-style-type: none"> a) Full calculations detailing the existing surface water runoff rates for the QBAR, 3.3% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) storm events; b) Full results of the proposed drainage system modelling in the above-referenced storm events (as well as 1% AEP plus climate change), inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep, together with an assessment of system performance; c) Detailed drawings of the entire proposed surface water drainage system, attenuation and flow control measures, including levels, gradients, dimensions and pipe reference numbers, designed to accord with the CIRIA C753 SuDS Manual (or any equivalent guidance that may supersede or replace it); d) Full detail on SuDS proposals (including location, type, size, depths, side slopes and cross sections); e) Site Investigation and test results to confirm infiltration rates; f) Temporary storage facilities if the development is to be phased; g) A timetable for implementation if the development is to be phased; h) Details of overland flood flow routes in the event of system exceedance, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants; i) Demonstration that the surface water drainage of the site is in accordance with DEFRA non-statutory technical standards for sustainable drainage systems; j) Full details of the maintenance/adoption of the surface water drainage system; k) Measures taken to prevent pollution of the receiving groundwater and/or surface water. l) Demonstration of how the drainage strategy for the development phase relates to other development phases within the application site. <p>The drainage scheme must adhere to the hierarchy of drainage options as outlined in the NPPF PPG.</p> <p>The scheme shall be fully implemented in accordance with the approved details and subsequently maintained, in accordance with the timing/phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed in writing by the Local Planning Authority.</p> <p>Reason: To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site in accordance with Policy LP14 of the Local Plan.</p>
15	<p><i>Construction drainage</i></p> <p>No development of any phase, including preparatory works, shall commence until details of measures indicating how additional surface water run-off from the site will be avoided during the construction works for the relevant phase have been submitted to and approved in writing by the Local Planning Authority. The applicant may be required to provide collection, balancing and/or settlement systems for these flows. The approved measures and systems shall be brought into operation</p>

	<p>before any works to create buildings or hard surfaces commence.</p> <p>Reason: To ensure surface water is managed appropriately during the construction phase of the development in accordance with Policy LP14 of the Local Plan, so as not to increase the flood risk to adjacent land/properties or occupied properties within the development itself; recognising that initial works to prepare the site could bring about unacceptable impacts.</p>
16	<p><i>Drainage completion confirmation</i></p> <p>Upon completion of the surface water drainage system for the relevant phase, including any attenuation ponds and swales, and prior to their adoption by a statutory undertaker or management company; a survey and report from an independent surveyor shall be submitted to and approved in writing by the Local Planning Authority. The survey and report shall be carried out by an appropriately qualified Chartered Surveyor or Chartered Engineer and demonstrate that the surface water drainage system has been constructed in accordance with the details approved under the planning permission. Where necessary, details of corrective works to be carried out along with a timetable for their completion, shall be included for approval in writing by the Local Planning Authority. Any corrective works required shall be carried out in accordance with the approved timetable and subsequently re-surveyed by an independent surveyor, with their findings submitted to and approved in writing by the Local Planning Authority.</p> <p>Reason: To ensure the effective operation of the surface water drainage scheme following construction of the development in accordance with policy LP14 of the Fenland Local Plan, 2014.</p>
17	<p><i>LEMP</i></p> <p>A landscape and ecological management plan (LEMP) shall be submitted to and be approved in writing by the Local Planning Authority prior development proceeding above slab level for each development phase. The content of the LEMP shall include the following:</p> <ul style="list-style-type: none"> a) Description and evaluation of features to be managed. b) Ecological trends and constraints on site that might influence management. c) Aims and objectives of management. d) Appropriate management options for achieving aims and objectives (including biodiversity net gain). e) A scheme of biodiversity enhancements f) Prescriptions for management actions g) Preparation of the work schedule (including an annual work plan capable of being rolled forward over a 30-year period and BNG audit) h) Details of the body or organisation responsible for implementation of the plan i) Ongoing monitoring and remedial measures <p>The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the development with the management body(ies) responsible for its delivery.</p> <p>The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme.</p> <p>A 5 yearly report shall be submitted to the LPA confirming the progress of the LEMP and results of any monitoring work.</p> <p>The LEMP shall be implemented in accordance with the approved details and all features shall be retained in the manner thereafter in perpetuity.</p>

	Reason: To ensure the visual impacts of the development are appropriately managed and that biodiversity is protected and enhanced in accordance with policies LP16 and LP19 of the Fenland Local Plan, 2014.
18	<p><i>Rights of Way</i></p> <p>The reserved matters for each development phase shall be supported by details of how any existing rights of way within the phase shall be protected and enhanced and made available for future users of the rights of way, including details of any surfacing, signage and improved accessibility and a timetable for its delivery.</p> <p>Reason: To ensure that rights of way are protected and enhanced where possible in accordance with policies LP7 and LP15 of the Fenland Local Plan, 2014.</p>
19	<p><i>Connectivity to adjacent development</i></p> <p>The reserved matters for each development phase shall demonstrate how the phase will connect or be able to be connected by adjacent development parcels via vehicular and pedestrian/ cycle routes and shall ensure that access is unfettered and terminated at the boundary of the development phase and made permanently ready for connectivity by the adjacent development parcels. Development shall be carried out in accordance with the details approved.</p> <p>Reason: To ensure that the development connects effectively to the wider allocation to encourage multi-modes of travel and efficient travel options in accordance with policies LP7 and LP15 of the Fenland Local Plan, 2014.</p>
20	<p><i>Lighting</i></p> <p>A scheme for lighting including management and maintenance details shall be submitted to and be approved in writing by the Local Planning Authority prior development proceeding above slab level for each development phase.</p> <p>The scheme shall be accompanied by a technical report prepared by a qualified competent person setting out;</p> <ul style="list-style-type: none"> i) the specification of lights and lighting structures, ii) locations and heights of all lighting, iii) the light levels to be achieved over the intended area and at the development site boundaries and the surrounding area. <p>The approved scheme shall be implemented on site prior to first occupation of the development phase, or in agreed sub-phases and thereafter retained and maintained as such thereafter.</p> <p>Reason: To safeguard the residential amenity and security of occupiers, the visual impact of the development and protection of nocturnal biodiversity in accordance with policies LP2, LP16, LP17 and LP19 of the Fenland Local Plan 2014.</p>
21	<p><i>Fire Hydrants</i></p> <p>No development above slab level within a development phase shall take place until details for the provision of fire hydrants has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented before any dwelling within the respective development phase is occupied.</p> <p>Reason - To ensure a satisfactory form of development and in accordance with Policy LP16 of the Local Plan.</p>
22	<p><i>Refuse strategy</i></p> <p>Prior to the first occupation of the development phase, a refuse collection strategy</p>

	<p>shall be submitted to and approved in writing by the Local Planning Authority. The approved refuse collection strategy shall be implemented in accordance with the agreed details in full and thereafter be retained in perpetuity unless otherwise agreed in writing.</p> <p>Reason: To ensure a satisfactory form of refuse collection and compliance with Policy LP16 of the Fenland Local Plan, adopted May 2014.</p>
23	<p><i>Management of Estate Roads</i></p> <p>Prior to the occupation of the first dwelling within each phase, full details of the proposed arrangements for future management and maintenance of the proposed streets within the development phase shall be submitted to and approved in writing by the Local Planning Authority. The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an Agreement has been entered into unto Section 38 of the Highways Act 1980 or a Private Management and Maintenance Company has been established.</p> <p>Reason: To ensure satisfactory development of the site and to ensure estate roads are managed and maintained thereafter to a suitable and safe standard, in accordance with policy LP15 of the Fenland Local Plan, adopted May 2014.</p>
24	<p><i>Binder course</i></p> <p>Prior to the first occupation of any dwelling the road(s), footway(s) and cycleway(s) required to access that dwelling shall be constructed to at least binder course surfacing level from the dwelling to the adjoining adopted highway.</p> <p>Reason: To ensure that each dwelling is appropriately served by highway infrastructure in the interests of highway safety and sustainability in accordance with policies LP15 and LP16 of the Fenland Local Plan, 2014.</p>
25	<p><i>Orchard Drive vehicular access</i></p> <p>No more than 100 dwellings within the application site shall be occupied until details of a vehicular access connection to Orchard Drive has been submitted to and approved in writing by the Local Planning Authority. The design shall follow the principles established under drawing: 3739.SK006 Rev P5. The access connection shall be completed prior to occupation of the 101st dwelling within the application site.</p> <p>Reason: To ensure that the development connects effectively to the wider settlement to establish multi-modes of travel and efficient travel options in accordance with policies LP7 and LP15 of the Fenland Local Plan, 2014.</p>
26	<p><i>Broadend Road</i></p> <p>No more than 100 dwellings within the application site shall be occupied until details of an improvement scheme for Broadend Road has been submitted to and approved in writing by the Local Planning Authority and subsequently delivered (unless an alternative appropriate scheme has been provided by other developments within the strategic allocation).</p> <p>Reason: In the interests of highway safety in accordance with policy LP15 of the Fenland Local Plan, 2014.</p>
27	<p><i>Travel Plan</i></p> <p>Prior to first occupation of each phase, the developer shall be responsible for the provision and implementation of a detailed Travel Plan which has first been submitted to and agreed in writing with the Local Planning Authority. The Travel Plan shall follow the principles as set out in the submitted framework Travel Plan and shall include;</p> <p>i) Measures and incentives inclusive of bus vouchers, bike vouchers, other such</p>

	<p>incentives for sustainable travel where evidence supports this and/or active travel vouchers to promote sustainable travel.</p> <p>ii) A householder Welcome Pack to be provided to each household of the development on first occupation, advising them of sustainable travel options and incentives.</p> <p>The Travel Plan is to be monitored annually with all measures reviewed to ensure targets are met and/ or mitigation is secured where monitoring indicates this is necessary. The travel plan shall be active for a year post occupation of the last dwelling of the development.</p> <p>Reason: To encourage sustainable modes of travel in accordance with policy LP15 of the Fenland Local Plan, 2014.</p>
28	<p><i>Contaminated Land</i></p> <p>If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted and obtained written approval from the Local Planning Authority for, and amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with. The development shall then be carried out in full accordance with the amended remediation strategy.</p> <p>Reason: To control pollution of land and controlled waters in the interests of the environment and public safety in accordance with policies LP2, LP14 and LP16 of the Fenland Local Plan, 2014.</p>
29	<p><i>Approved Plans (insofar as they relate to access)</i></p>



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SANDY LANE, WALSOKEN

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H	Layout amended following FSC & CCC comments	27.01.2022	MD
G	Layout amended following FSC & CCC comments	28.01.2022	MD
F	Layout amended following CCC comments	10.07.2022	MD
E	Layout amended following planners & CCC comments	14.03.2022	MD
D	Phase 1 layout amended following planners request	02.02.2022	MD
C	Drawing Number & Title Block Updated	28.04.2022	MD
B	Title block updated	29.03.2022	MD
A	Plan updated following changes to layout	25.03.2022	MD
Rev	Notes	Date	By
Drawing: MASTERPLAN			
Drawn:	MD	Date:	JAN 2022
Status:	PLANNING	Scale:	1:1250 @ A1
Drawing Number: SLW-SH-PD-MP-03 - H			

MASTER PLAN



- KEY**

 - Existing Public Right of Way
 - Proposed Visibility Splays
 - Proposed Drainage Connections
 - Existing trees and hedgerows retained
 - Existing trees and hedgerows to be removed
 - Proposed Native Specimen Trees (48no. EHS)
 - Proposed Street Trees (138no. EHS)
 - Proposed Native Trees (299no., 50% EHS, 50% HS)
 - Proposed Orchard Trees (24no)
 - Proposed Native Shrub Planting Mix (7540m²)
 - Proposed Semi-Native Shrub Planting Mix (266m²)
 - Proposed Native Hedge (2084 lin. m)
 - Proposed Ornamental Hedge (661 lin. m)
 - Proposed Marginal Planting (150m²)
 - Proposed Bulb Planting (316m²)
- Proposed Wildflower Grass -eg. Emorsgate EM4 Meadow Mixture for Clay Soils
 - Proposed Wet Wildflower Grass -eg. Emorsgate EM8 Meadow Mixture for Wetlands
 - Proposed Amenity Grass -eg. Emorsgate EG22 Strong Lawn Grass Mixture
 - Proposed Play Surfacing -Bonded Rubber Mulch Play Surfacing, Natural Colour
 - Proposed Tarmacadam Surfacing -Adoptable Highways
 - Proposed Block Paving -Private Drives and Driveways
 - Proposed Gravel Footpath to LEAP
 - Proposed Enclosure Fence to LEAP -1.1m height anti-trap bow top metal railing, dark green powder coated, with 2no. hydraulic self-closing pedestrian gates (red powder coated), and 1no. double leaf maintenance gates
 - Proposed Bench
 - Areas to Integrate Seating
- Access bridge -2m wide each bridging point to consists of steel girders spanning corrsing set on concrete foundation with timber decking board - composite antislip decking board (e.g Millboard Lasta - Grip decking in Coppered Oak or similar approved) to form tread. Handrails to each side to consist of vertical posts attached to steel girder with 3 horizontal rails.



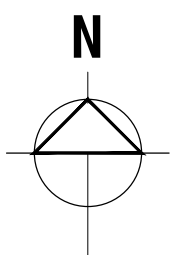
Revisions:
First Issue: 04/05/2022 IHW
A - 18/05/2022 IHW Amends to plans following client review
B - 10/05/2022 IHW Tree survey info amended
C - 10/02/2023 IHW Amended to latest layout, landscape proposals amended following ecologist review to boost SNG
D - 10/04/2023 IHW Amended to latest layout (widened footpaths), swales removed from central streets
E - 13/04/2023 IHW Amended to latest layout (parking court to plot 46-49)
F - 19/04/2023 IHW Tree locations amended to northern junction
G - 20/12/2023 NWI Landscape amended to suit new layout, wildflower strip with native planting added to plan as per ecologist's comment.

Strategic Landscape Masterplan Land at Sandy Lane, Walsoken

Client: Seagate Homes
DRWG No: P21-3665_02 REV: G
Drawn by: NM Approved by: IHW
Date: 20/12/2023
Scale: 1:1,000 @ A1
Pegasus
Environment

SANDY LANE, WALSOKEN

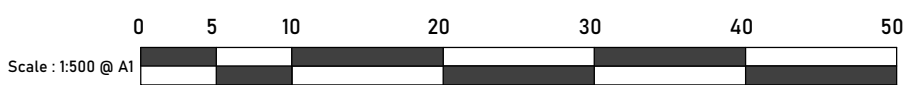
NOTES:
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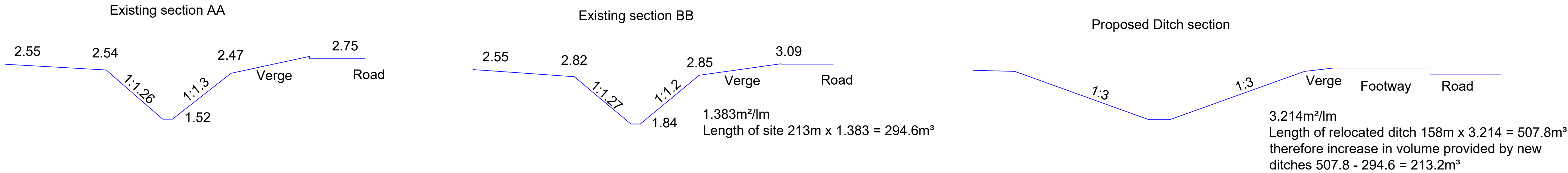
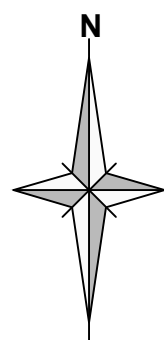
House Type Schedule			
1 Bed House			
S102	(62.22' / 562.10H ft)	69, 70, 71, 72	4
S153	(49.76' / 535.61 ft)	66, 67, 68	3
2 Bed Houses			
S200	(72m' / 775H)	37, 38, 60, 61, 62, 63	6
S200 V2	(72m' / 775H)	46, 47, 48, 49	4
S213	(68.61' / 738.5H)	12, 14, 15, 16, 22, 23, 34, 35, 36, 75, 76, 77	12
3 Bed Houses			
S301	(86.6m' / 832H)	21, 29, 33, 58	4
S301 V3	(86.6m' / 832H)	99	1
S304	(76.3m' / 821H)	30, 31, 86, 87	4
S304 V2	(76.3m' / 821H)	24, 25, 64, 65	4
S304 V3	(76.3m' / 821H)	90, 91	2
S304 V4	(76.3m' / 821H)	88, 89	2
S305	(86.6m' / 834H)	28, 59	2
S305 V2	(86.6m' / 834H)	7	1
S306	(86.6m' / 832H)	4, 20, 32, 50, 51, 78, 79, 96	8
S306 V2	(86.6m' / 832H)	56, 92	2
S308 V2	(86.6m' / 832H)	5, 8	2
S308 V3	(86.6m' / 832H)	6, 19, 57	3
S318	(77.3m' / 838.51 ft)	11, 17, 18, 26, 39, 74	6
S319	(63.46m' / 668H)	10, 27, 40, 73	4
4 Bed Houses			
S400	(118.8m' / 1279H)	2, 43, 44	3
S403	(89.2m' / 1068H)	52, 81, 85, 100	4
S403 V2	(89.2m' / 1068H)	93	1
S403 V3	(89.2m' / 1068H)	55, 94	2
S405	(107.48' / 1156.69 ft)	41, 42, 54, 82, 84, 95, 97, 98	8
S407	(118.8m' / 1279 ft)	80, 101	2
S408	(127m' / 1367 ft)	3	1
S409 V2	(113.8m' / 1224.9 ft)	1, 9, 45, 53, 83	5
Total			100

P	House type schedule corrected.	17.07.2024
O	Layout amended following DBL comments. Open ditch fronting Sandy Lane increased in length. Plots 99-101 now accessed off estate road. tweaks & changes to plots 5-9. Reposition bridge now incorporated over ditch to link. Plots and driveways realigned. House type change to plot 86. Plot 15 omitted & loss of one plot to be lost.	22.11.2023
N	Legend/housing mix updated.	28.09.2023
M	Layout amended following RDC/CCC comments.	10.07.2023
L	New house type to plot 99, raised table tops reduced in size and omitted adj to plots 54-55 (as requested by highways). Private drive serving 88, 81 & 99-101 adjusted. Change to garage title to plot 81 & 101. Garage omitted to plot 99. Plots 88-98 moved away from boundary fence. Roadway updated to show pedestrian crossings as agreed and alignment for vehicle tracking. (Highways). Roadway extended to front of plots 33 & 34, since then updated. Landscaping/hedging & Legend updated.	14.06.2023
K	Change to parking court serving 44-49. Plots 4, 5, 6, 9, 90, 91, 92 moved back from gate.	13.04.2023
J	Minor amendments to private drive widths.	27.02.2023
I	Changes to Layout following comments by CCC.	24.02.2023
H	Red Line updated following layout changes.	03.02.2023
G	Amendments to layout following planners request.	01.02.2023
F	Red line omitted from plan.	05.07.2022
E	Drawing Number & Title Block Updated.	28.04.2022
D	Plot numbers added to drives and parking spaces.	22.04.2022
C	Plan updated to include colour hatch.	29.03.2022
B	Plan updated following further changes to road & housing.	25.03.2022
A	Plan updated following highway changes to layout.	18.03.2022
Rev	Notes	Date

Drawing: SITE LAYOUT	
Drawn: MD	Date: FEB 2022
Status: PLANNING	Scale: 1:500 @ A1
Drawing Number: SLW-SH-PD-SL-02-P	



SITE LAYOUT



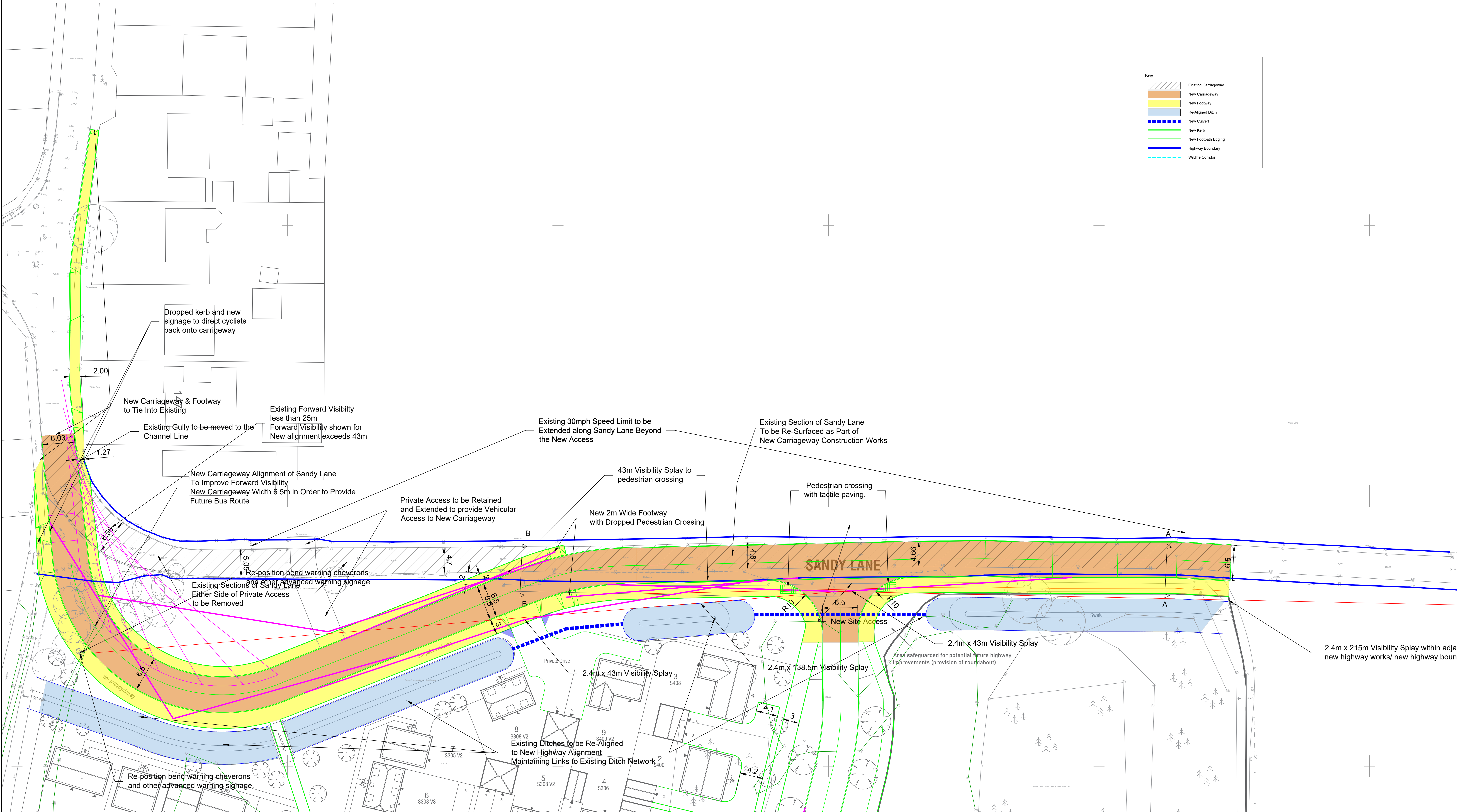
Existing and Proposed Ditch Sections Adjacent to Sandy Lane

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1. This drawing and the works depicted thereon are the copyright of BHA Consulting Ltd. Unauthorised reproduction infringes copyright.
2. This drawing should be read in conjunction with BHA Consulting Ltd engineering related drawings and all relevant drawings by the Architect and other specialists.
3. This drawing is based on the Topographical Survey.
4. All dimensions are in millimetres unless stated otherwise.
5. All levels are in metres above ordnance datum (AOD) unless stated otherwise.
6. All co-ordinates are in metres to UK National Grid unless stated otherwise.
7. All dimensions are to be checked and verified on site. Any discrepancy between this drawing and condition existing on site shall be reported to the Engineer.

HIGHWAY WORKS NOTES

1. All works within the existing highway shall be carried out fully in accordance with the New Roads and Street Works Act 1991 and to Chapter 8 of the Traffic Signs Manual. The contractor shall provide, erect, maintain and remove upon completion all temporary signing required for works carried out within the highway. The contractor shall liaise with the Highway Authority with regard to agreeing appropriate methods of traffic management.
2. The reinstatement of the highway shall be carried out fully in accordance with the HAUC Specification for the Reinstatement of Openings in Highway. Reinstatement shall be permanent (on first visit).
3. The contractor shall submit to the street works coordinator and utility companies the appropriate notices under the New Roads and Street Works Act 1991 and the Traffic Management Act. Upon completion of the works the contractor shall submit to the street works coordinator the appropriate completion notices.
5. All construction works to comply with current the Highways Authority's specifications.
6. New road markings to comply with TSRGD and the Highways Authority's specifications.



Preliminary Drawing

This drawing is for preliminary purposes only and must not be read as a construction issue. It indicates design intent only and is subject to amendment during final design development

P10	Updated Following RSA Audit Comments	14.12.23	RB	KE
P9	Frontage Development Updated	15.11.23	RB	KE
P8	Ecology Swale Added	18.10.23	RB	KE
P7	Updated to Include Footway Link from Site to Sandy Lane	11.07.23	RB	KE
P6	Updated to Show Benefit of Proposed Ditches	06.06.23	RB	KE
P5	Updated Following Highway Comments	21.04.23	RB	KE
P4	Updated Following Highway Comments	23.11.22	RB	KE
P3	Updated Following Highway Comments	26.09.22	RB	KE
P2	Updated following Highway Comment	20.05.22	RB	KE
P1	Initial Issue	26.03.21	RB	KE
Rev	Description	Date	By	App

P - Preliminary
C - For Construction

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Client	Seagate Homes Ltd		
Project Title	Land East of Sandy Lane, Wisbech		
Drawing Title	Sandy Lane Improvements & Site Access		
Drawn by	RB	Checked by	KE
Size	A0	Scale	1:250
		Date	March 2022

Drawing No.	3739.SK05	Rev	P10
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